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Heritage, Culture & Arts

Management Plan proposes to enhance these plans

Staff of the Fiji Museum, National Trust of Fiji and the Department of National Heritage engages in GIS mapping training to boost capacity

These old heritage panels in Levuka were an initiative of the Levuka Town Council. The Levuka

These old heritage panels in Levuka were an initiative of the Levuka Town Council. The Levuka

Beach Street in the 1960s and the current view (2011). Note that much has not change in terms of the buildings

An assemblage of artifacts from archaeological excavations in Levuka now exhibited at the Levuka

These old heritage panels in Levuka were an initiative of the Levuka Town Council. The Levuka

Migrant Communities brought to work in Fiji by the British

Chinese Milkbar and Indian Supermarket

Worker’s Barracks in 1876

Three cottages opposite the Royal Hotel

Levuka Public School, 2010

Remainder of the Lodge Polynesia Masonic Hall burnt in 2000

Three cottages opposite the Royal Hotel

Worker’s Barracks in 1876

Queen Victoria Memorial Hall (Levuka Town Hall)

Ports Authority Building, 2010

Levuka Bowling Club

Ovalau Club

Gulabadas and Sons Store – Chinese Milkbar and Indian Supermarket

Patterson Brothers Office

Club dance at Levuka Village 1840

Former Old Capital Inn

Former Morris Hedstrom bond store 1860s, former Supreme store, now vacant

Captain Robbie’s Bungalow in the vicinity of the Royal Hotel

Former Lomaiviti Provincial Office in Levuka Town, currently assigned to the Department of National

Customs House in 2011. It accommodates the Post Office and the Customs Authority, Levuka

Nasova House Original, Former Residence of H.M. Commissioner Smythe to Fiji, Levuka Town

European Memorial

Marist Convent School, Levuka

Levuka Village Methodist Church, Levuka

Former Burns Philip Copra Shed, current PAFCO Factory area

Former Morris Hedstrom Ltd. currently Levuka Community Centre and Museum

Former Morris Hedstrom Supermarket

Former Burns Philip Copra Shed, Current Carpenters Homemaker

Former Burns Philip Copra Shed, current PAFCO Factory area

Former Copra Shed, current Venu Haulage Ltd.

Sacred Heart Church and Presbytery, Levuka Town

Levuka Village Methodist Church, Levuka

Navoka Wesleyan Church, Levuka

Marist Convent School, Levuka

European Memorial

Royal Hotel

Nasova House Original, Former Residence of H.M. Commissioner Smythe to Fiji, Levuka Town

Cession Site - annexation of Fiji by Britain

Stretch of road, seawall (at the forefront) are some of the infrastructure created by the British Royal

Engineers

Customs House in 2011. It accommodates the Post Office and the Customs Authority, Levuka

Former Lomaiviti Provincial Office in Levuka Town, currently assigned to the Department of National

Heritage, Culture & Arts

Captain Robbie’s Bungalow in the vicinity of the Royal Hotel

Former Morris Hedstrom bond store 1860s, former Supreme store, now vacant

The Henning's Residence situated along Henning Street

Former Old Capital Inn

Levuka Public School buildings

Masonic Lodge which was burnt in 2000

The three bungalows located adjacent to the Royal Hotel front entrance

One of the few workers’ houses located along Totogo Creek

Queen Victoria Memorial Hall
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EXECUTIVE SUMMARY

STATE PARTY

Republic of Fiji

STATE, PROVINCE OR REGION

Island of Ovalau in the Province of Lomaiviti

NAME OF PROPERTY

Levuka Historical Port Town

GEOGRAPHICAL COORDINATES TO THE NEAREST SECOND

The geographical coordinates of the centre of nominated property which is V. M Narsey’s Supermarket in central Beach Street, Levuka is:

Longitude: 178°50.4′32″E

Latitude: 17°41.0′16″S
BOUNDARY OF THE NOMINATED PROPERTY

THE NOMINATED PROPERTY

The nominated property is located on Ovalau Island in the Province of Lomaiviti\(^1\) in the Eastern Division\(^2\) of the Fiji Islands. The nominated property inculcates heritage features along the Levuka Beach Street which has a total area of 6 hectares.

LEVUKA BEACH STREET

This nominated locale includes a greater portion of the town’s commercial district and port, extending from the Patterson’s Shipping Office on the northern tip of the street to the Old BP Copra Shed on the southern-most end of the town. Levuka Beach Street contains a significant number of heritage features including built, archaeological heritage and landscape elements that typifies the uniqueness of Levuka as a historical port town.

BUFFER ZONE

The buffer zone is located immediately adjacent to the nominated property stretching to the northern, western and southern periphery of the Levuka Town boundary and covers a total land area of 71 hectares.

LEVUKA TOWN BOUNDARY

The boundary characterizes the buffer zone enclosing the nominated property. The town margins towards the hinterland (West) is typified by dark rock walls which often rose to considerable height with hill formation stretching backwards in undulating valleys covered with lush vegetation. The north end of Levuka Town is bounded by the Levuka River which separates it from Levuka Vakaviti Village. Towards the south fringes, the old administration block of the colony of which the Old Governor’s Residence still stands adjacent to the Deed of Cession monument. The eastern edge of the boundary is fringed by shoreline with occasional spits springing from mainland forming coves within the Levuka Harbour. Similar to the nominated property, the buffer contains a considerable quantity of built, maritime, archaeological and landscape features, although spatially distributed, however supplements to a greater

---
\(^1\) There are fourteen (14) provinces in Fiji. Lomaiviti is one of the Maritime Provinces. 
\(^2\) There are four (4) administrative Divisions in Fiji.
extent justifications for the nomination. These include educational institutions, government administrative offices, residential, commercial and the related.
Figure 1: Boundary of Levuka Historical Port Town including the Levuka Beach Street and surrounding buffer zone.
CRITERIA UNDER WHICH PROPERTY IS NOMINATED

Levuka is a ‘living’ historic town and as such the following cultural criteria (II) and (IV) are associated with the nomination of Levuka as a continuing and associative cultural landscape.

CRITERION (II)

*Exhibit an important interchange of human values, over a span of time or within a cultural area of the world, on developments in architecture or technology, monumental arts, town-planning or landscape design*

Levuka Historical Port Town is representative of an important interchange of human values and cultural contact that took place as part of the process of European maritime expansion over the 19th century in the geo-cultural region of the Pacific Islands. In all regions of the world initial European settlement in locations of safe harbour was characterized by the negotiation of social and cultural differences between Indigenous and European systems of authority. Levuka Historical Port Town is a rare and authentic example of a site in the Pacific Islands that continues to reflect initial European negotiation and interaction with Indigenous peoples, the itaukei, during the process of colonization.

CRITERION (IV)

*Be an outstanding example of a type of building, architectural or technological ensemble or landscape which illustrates a significant stage in human history*

Levuka Historical Port Town reflects the global characteristics and institutions of European colonization in the 19th century - an important stage of human history - especially that of the British Maritime Empire, but in a unique form that is a response to the cultures and geography of the Pacific Islands. The archaeological, built and maritime heritage and landscape features of Levuka Historical Port Town make it the outstanding example of the port towns established throughout the Pacific Islands during the colonial period of the 19th and early 20th century.

STATEMENT OF OUTSTANDING UNIVERSAL VALUE

Levuka Historical Port Town is a densely concentrated assemblage of archaeological, built and maritime heritage and landscape features of outstanding universal value as a representative and intact example of colonial port towns established in the initial stages of European colonization of the Pacific Islands in
the late 18th and early 19th centuries. It reflects the early stages in the development of European port towns that were essential components of European global expansion beginning in the 15th century. This is universally agreed to be a significant stage in human history and one which gave rise to unique forms of architecture and settlement pattern.

Levuka is an exceptional, authentic example of the cultural traditions of European expansion in the Pacific environment throughout the 19th century. Moreover, it is an authentic Pacific Island expression of globalizing forces being enacted through European and especially British powers in the 19th century.

**Justification for criteria**

Levuka bears testimony to the early stages of the cultural contact that took place across the globe during European maritime expansion and was characterized by the negotiation of social and cultural differences between Indigenous and European systems of authority. Such expansion brought many different cultures into contact, creating ongoing socio-cultural and political the negotiation of space. Levuka is a very rare example of a site of initial European colonization in a region that continues to reflect this negotiation in the town’s tangible heritage.

The values of Levuka are identified as being one of only a handful of sites where tangible heritage reflects early stages in European colonisation in the Pacific and elsewhere; Levuka reflects the specific form of cultural interaction associated with the history of European colonization the Pacific; and Levuka is representative of global patterns in infrastructure development, urban and social change associated with the British Empire following formal annexation of new territory but in a unique vernacular form due to the moving of the capital to Suva in 1882. While development resulted in substantial loss of 19th century built heritage across the Pacific, Levuka in many aspects including its built heritage, layout and landscape continue to reflect the 19th century development of the town from an indigenous Fijian village to beachcomber community and later evolved into a British colonial capital.

The significance of the town resides in the integrity of the townscape that reflects the patterns of life in the town in the 19th and early 20th century.
Statement of Integrity

The integrity of Levuka Historical Port Town lies firmly in the integrity of the surviving built archaeological and landscape evidence that enables a full understanding of life in the town in the 19th and early 20th century reflecting the processes of European colonization in the region and the associated cultural interaction and global patterns in infrastructure development, urban and social change associated with British Maritime Empire.

Statement of Authenticity

As a surviving example of a colonial port town established in the initial stages of European colonization of the Pacific Islands in the later 18th and 19th centuries, the town retains its 19th century form and layout and substantial standing structures and works with high individual authenticity of materials and design. The history of Levuka Historical Port Town comes through to the present day and its attributes are credibly expressed through current landscape which is indicative of high authenticity levels.

Protection and management

Fiji has sufficient legislative frameworks that can be adapted to ensure maximum protection of Levuka Historical Port Town. Simultaneously, a draft decree to ensure gaps in existing legislation are addressed is earmarked for passing as a Decree in 2012.

Nevertheless, a Levuka Management Plan has been developed and endorsed and is currently being implemented by appropriate stakeholders. To ensure its successful completion, core institutions such as National Trust of Fiji, Department of National Heritage, Culture, and Arts and Levuka Town Council amongst others have adequate expertise to pursue its implementation. Government is also in the process of approving new positions to facilitate this transition. Furthermore, in as far as funding is concerned, government is committed, allocating approximately F$800,000 in 2012 towards the Levuka World Heritage Project. With this, it has been proposed as part of the 2012 Action Plan for funds to assist in the execution of projects that will enhance Levuka’s status and presentation. Monitoring of the project, however, will be done periodically to measure the conservation work done in the nominated area.
OFFICIAL LOCAL INSTITUTION/ AGENCY

Department of National Heritage, Culture and Arts
Level 4 Takayawa Building, 280 Toorak Road, Suva, Fiji.

Postal Address: P. O. Box 2550, Government Buildings, Suva, Fiji.
Telephone: (679) 3316955/ (679) 3316956/ (679) 3316957
Fax: (679) 3310357
Website: www.culture.gov.fj
Email: culture_fiji@connect.com.fj
CHAPTER 1

Identification of the Property
CHAPTER 1 IDENTIFICATION OF THE PROPERTY

1A. COUNTRY

Republic of Fiji

1B. STATE, PROVINCE OR REGION

Island of Ovalau in the Province of Lomaiviti

1C. NAME OF PROPERTY

Levuka Historical Port Town

1D. GEOGRAPHICAL COORDINATES TO THE NEAREST SECOND

The location of the centre of the nominated property which is V.M Narsey’s Supermarket is identified by the geographic coordinates:

**Longitude** – 178°50’4.32”E

**Latitude** – 17°41’0.16”S
1E. MAPS AND PLANS SHOWING THE BOUNDARIES OF THE NOMINATED PROPERTY AND BUFFER ZONE

Maps and plans are inserted hereunder and also as A2 rolled attachments.

<table>
<thead>
<tr>
<th>MAP NO.</th>
<th>NAME OF MAP/PLAN</th>
<th>PAGE</th>
<th>ALSO FOUND AS</th>
</tr>
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<td>1.0</td>
<td>WORLD</td>
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<td>Map 1.0 (A2 size) in the rolled attachment A</td>
</tr>
<tr>
<td>2.0</td>
<td>SOUTH PACIFIC</td>
<td>19</td>
<td>Map 1.0 (A2 size) in the rolled attachment B</td>
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<td>FIJI ISLANDS</td>
<td>20</td>
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</tr>
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<td>Map 1.0 (A2 size) in the rolled attachment G</td>
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<td>7.0</td>
<td>LEVUKA TOWN (NOMINATED PROPERTY &amp; BUFFER ZONE)</td>
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<td>BUFFER ZONE (CADASTRAL)</td>
<td>26</td>
<td>Map 1.0 (A2 size) in the rolled attachment I</td>
</tr>
<tr>
<td>7.02</td>
<td>NOMINATED PROPERTY (CADASTRAL)</td>
<td>27</td>
<td>Map 1.0 (A2 size) in the rolled attachment J</td>
</tr>
<tr>
<td>8.0</td>
<td>HERITAGE FEATURES (NOMINATED PROPERTY &amp; BUFFER) 1800-1900</td>
<td>28</td>
<td>Map 1.0 (A2 size) in the rolled attachment K</td>
</tr>
<tr>
<td>8.01</td>
<td>HERITAGE FEATURES (NOMINATED PROPERTY &amp; BUFFER) 1900-1970</td>
<td>29</td>
<td>Map 1.0 (A2 size) in the rolled attachment L</td>
</tr>
<tr>
<td>8.02</td>
<td>HERITAGE FEATURES (NOMINATED PROPERTY) 1800-1900</td>
<td>30</td>
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</tr>
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<td>9.0</td>
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</tbody>
</table>

*Table 1: List of maps of nominated property, buffer and heritages features in nominated area*
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Map 7.01: Buffer Zone Overlay with Cadastral Layer
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Map 8.02: Historical Buildings (1800-1900) within the Nominated Property
1F. AREA OF THE NOMINATED PROPERTY AND PROPOSED BUFFER ZONE

<table>
<thead>
<tr>
<th>ID NO.</th>
<th>NAME PROPERTY</th>
<th>MUNICIPALITY</th>
<th>ZONE</th>
<th>AREA (ha)</th>
</tr>
</thead>
<tbody>
<tr>
<td>001</td>
<td>Levuka Beach Street</td>
<td>Levuka Town</td>
<td>Nominated Property</td>
<td>6ha</td>
</tr>
<tr>
<td>002</td>
<td>Levuka Town boundary</td>
<td>Levuka Town</td>
<td>Buffer</td>
<td>71ha</td>
</tr>
<tr>
<td></td>
<td><strong>TOTAL</strong></td>
<td></td>
<td></td>
<td><strong>77ha</strong></td>
</tr>
</tbody>
</table>

*Table 2: Area of the Nominated Property and Buffer Zone*
CHAPTER 2
Description
CHAPTER 2 DESCRIPTION

2A. DESCRIPTION

OVALAU ISLAND

And the island! I am powerless to describe the glorious, entrancing scene that now lay spread before me. No words, no painting could call into life for those who have not seen it, and to myself, even as I’m writing, the minute characteristics melt from my grasp, though the whole must for ever remain fixed in my mind. There before me, bathed in the brilliant sunshine, stood the “feathery coco – palms”, and the broad - leaved bananas unfurled their great fonds in the cool shade beneath. No fairy land could have looked more beautiful than this small island world did to me today as I gazed and gazed upon all around me. At the back rise terrace of the richest green which, climbing up the steep mountain sides, leaves only their stony summits bare – great peaks of rugged granite, grey and clearly cut against the deep blue sky.

- Baron Anatole Von Hugel, 1875-1877 - (1990:5)

The island of Ovalau is one of over 300 islands that make up the Fiji Islands. The quotation above adapted from the Fiji Journals of Baron Anatole Von Hügel (1875 – 1877), the first Curator of the Cambridge University Museum of Archaeology best typify Ovalau during his first encounter of the small island in 1875. This was the scene the Baron had come across when sailing towards the Levuka Harbour. It is these sort of interpretation(s) and the friendliness of the locals which captured the hearts of beachcombers, traders, sailors, missionaries and merchants who have now left behind a legacy of assortment of communities of people that have through generations create the Levuka Town that it is today. The nominated property (Levuka Beach Street) and the Levuka Town is situated on the island of Ovalau.

Ovalau is situated at 17.70° South and 178.8° East, 60 km north east from the national capital Suva and 20 km off the east coast of Viti Levu. Ovalau lies in the Lomaiviti Province, one of the three provinces of Fiji.
the Eastern Division of Fiji. It is the sixth largest island in Fiji and about 13 kilometers long and 10 kilometers wide covering a total area of 102.3 square kilometers.

Ovalau is an oval-shaped high volcanic island covered in rainforest that rises abruptly to the Lovoni central crater. The highest peaks are Nadelaiovalau, with an altitude of 625 meters, in the east, and Tomuna, 526 meters, in the south. Its sheer cliffs restrained the expansion of Levuka Town to become Fiji’s first modern capital, however, the terrain created a dramatic backdrop to the town.

The island is an eroded volcanic crater with a narrow belt of flat to undulating country between the encircling lagoon and the steep crater sides. Ovalau is characterized by its rugged topography, with little flat land apart from the Lovoni Valley in the centre of the island.

The island has a population of around 9,000, approximately half the Lomaiviti Province population with about 25% residing in Levuka Town. The majority are indigenous Fijians, with part-Europeans, Chinese, Indian, Rotuman, Solomon Islanders, ni-Vanuatu and many others representing the balance. It is this mix of ethnicities which make-up the nominated property and surrounding buffer zone (Levuka Town Boundary).

THE TOWN OF LEVUKA

Levuka is an embodiment of early exploitations of the Fiji Islands by European settlers with commercial interests (Hubbard & James, 1994:48). The town holds a particular significance for the Fijian people and has regional connotations as well (Purser, 2002:2). It was the site of the first colonial era capitol in the early 1860s, centre of commercial activity of American and European colonizers in the South Pacific; was the site of Cession of Fiji to the British Crown in 1872; first site in the region that reflects the establishment of religious and educational institutions such as Levuka Public School, St. John’s College, Sacred Heart Cathedral, and the Wesleyan Chapel; and a site that introduced European institutions of leisure and social activities such as the Masonic Hall, Victoria Town Hall, the Royal Hotel, and clubs.

[i] TOPOGRAPHY (NATURAL BOUNDARIES) OF LEVUKA TOWN

Levuka is a small town within the proposed boundaries of the property. These boundaries follow the Levuka Town municipal boundaries, enclosing an approximate area of 77 hectares, a roughly triangular ribbon of north-south settlement along the coastline, stretching a short distance inland, reflecting the topography of the island. The topography of Ovalau has very strongly influenced the character of
Levuka. The crater of the volcano, the hills, the creeks, the beach and the reefs have precipitated and directed the pattern of settlement in both Levuka Town, the nominated area, and immediately north, the traditional itaukei village (Levuka Vakaviti).

High above Levuka the ridge line along the crater’s edge creates a sense of ultimate edge. The foothills with their rich soil, good drainage and cooling ventilation, provide ideal ground for subsistence gardens and some commercial plantings. The narrow strip of flat land on the coast has always been the centre of activity and settlement. For the most part, the approaches to Levuka are still along the water’s edge. Most buildings in the town face eastwards and address the sea.

Behind the town the narrow flat coastal plain rises abruptly to foothills that are incised by rivers and creeks that flow from the mountainous centre to the coast. Three creeks, Nasova, Levuka and Totoga, dissect the north-south axis of settlement flowing from Baba community in the upper slopes of town behind the town to the sea and along with the accessible safe harbour that Levuka provided, have strongly influenced the nature and pattern of settlement in Levuka from earliest times to the present.

The town is bounded to the north by Gun Rock, a massif stone, with the village of Levuka Vakaviti situated directly beneath and to the south by a smaller headland. Seen from the sea, the town of Levuka is a low line of buildings along the beach front enclosed in an amphitheatre created by the steeply rising, densely forested hills to the rear which extends to the coast at either end of the town, enclosing the original beach on which the town grew. A stone and concrete sea wall fronts the length of the town along Beach Street, the town’s main street, from which other streets and lanes branch inland in a radial pattern following the contours, of the land. There are a total of sixteen small bridges at various locations in the town.

![Figure 3: North portion of Levuka Beach Street – view from the Harbour](image)
Levuka Town, the principal municipality on the island, is also the administrative centre for the Eastern Division as well as the only commercial centre for the Lomaiviti group of islands and a transportation node for many inter-island services. Much of the town’s construction and expansion was limited to a narrow beach strip hemmed in by Ovalau’s steeply sided slopes.

Beach Street is the focus of business in the town; the shops, offices and store houses that line the western side of the street facing the waterfront form a coherent, primarily late 19th and early 20th century streetscape with near continuous shop-front verandahs providing shade for pedestrians.

To the south of the business area of Beach Street is the port of Levuka. The port area includes the wharf and large sheds that were once used as copra sheds. These large buildings are now used as the office of the Ports Authority, Customs and as the Post Office. There are visible tracks for the trams that used to transport copra to and from the wharf. These tracks and the trolleys continue to be part of the fabric of the port area and provide a visible reminder of the copra trade in Levuka. Adjacent to the port area is the fish factory PAFCO.

The hill beyond the wharf and port area and the fish factory closes the southward view. Immediately to the south is the site of the town’s first formal administration under the British Colonial Government where the Deed of Cession ceding Fiji to Great Britain was signed by Fiji’s Chiefs, led by Cakobau (discussed in the following section).

Although small transport vehicles, utilities and taxis move people and goods around the town, Levuka is essentially pedestrian reflecting its size but also its development in the pre-automotive era of the 19th and early 20th centuries. Many paths, narrow lanes and foot bridges intersect the few streets wide enough for vehicular traffic. Where the land rises steeply behind the narrow coastal plain stairs replaces roads and lanes. Forty sets of stairs some over 100 steps have been recorded in the town.

Overall the pattern of settlement in the town reflects its generally haphazard and unplanned development but in places this is overlain by systematic planning in the location of a number of buildings housing civil authorities and in infrastructure such as the construction of the sea wall and drainage system. There seems to have been no deliberate attempt to direct development but rather an effort to provide for it.
[iii] LEVUKA ENVIRONMENTAL LANDSCAPE

*Levuka is situated in a peaceful valley, surrounded by a dense grove of coconut and breadfruit trees with a fine stream of fresh and pure water running through it to the beach, high, broken volcanic peaks rise to the west, forming the background.*

- Commodore Charles Wilkes, 1845 -

In the 1800s, Commodore Charles Wilkes who led the United States Exploring Expedition to the South Pacific was overwhelmed with breadfruit and coconut trees which to a large extent were pivotal to the lives of the indigenous community that settled along the Totoga Creek (Vitoga Village) in Levuka. Breadfruit trees were essential as they were used as frames for houses, and its fruit for consumption, [coconut tree leaves sometimes can be used as temporary wall], however that which was principally used as walls included reeds with wild sugar-cane leaves used as roofs (Wilkes, 1845:7). In a recent study carried out by the Kyushu University in 2006, the team found that most of the landscaping within town of Levuka is domestic and dominated by tall trees, especially breadfruit, mango, and coconut palms, all of which are productive (Kyushu, 2006: 83-93). Although formal landscaping is confined primarily to hedges, the town is highly extensively cultivated. Most homes, and some business yards, have productive trees while some have bananas growing. On the outskirts of town there are examples of subsistence farming. A tropical lushness pervades, with the dark green acting as a foil for the brightly coloured flowers and sometimes the red and gold leaves of the croton, commonly used for hedges.

[ii] LEVUKA ARCHITECTURAL VISAGE

Levuka’s rich architectural culture consists of historic buildings such as residential houses, shops, warehouses, hotels, clubs, churches, public buildings, schools and other civic places. The residential architecture are European bungalow-style structures a manifestation of British and Australian colonialism which dominated the historical settlement periods of Levuka (Purser, 2003:295).

Non-residential such as shops especially those built along Beach Street and the south side of Totoga Creek are adjacent to each other forming a landscape with characteristics of a commercial street with continuous paths and roofs; these also have unusually wide entrance and larger floor spaces (Ezura, Yaoita [undated]:2).
The remnants of warehouses some of which still stands today point to Levuka’s former thriving trading port for copra. Many of the warehouses were lost during the 1895 hurricane however some of which still stands near to the current wharf and in alleyways of the commercial street.

Churches in the Levuka Town Boundary vary in styles of architecture, however most of which are rectangular in shape. The Levuka Village Methodist Church was initially built in bure (traditional architecture) form before the current similar to the Navoka Methodist Church, however, built from coral and has arch windows and takes details of style architecture. The Sacred Heart Catholic Church follows the latin cross plans, a wooden structure with a concrete clock tower and a large floor space.

[v] FEATURES OF LEVUKA CULTURAL LANDSCAPE

Levuka has in many ways exemplified a living cultural landscape, continuously evolving and this is best understood through the evolution of its settlement over time. Studies previously undertaken of which Margaret Purser’s (2002:1) seems to stand-out viewed Levuka’s cultural landscape as a “series of superimposed layers of historical landscapes of which each preceding pattern of land-use helped to shape and define what came next”. In this context, the pattern is best understood through the social and economic transformation of small-scale communities to newly defined Pacific Island societies which Levuka characterizes today.
Levuka can be presented in three different layers of cultural landscape as shown in Figure 6 below:

1. **A landscape that features the initial and/or indigenous settlement of Levuka:** Prior to the arrival of Europeans, the land along the Levuka Harbour shoreline were not “empty” as they were part of an existing indigenous Fijian settlement system of villages situated along creek channels (Purser, 2002:3). This is justified through archaeological investigations into pre-European and American settlement of Levuka that point towards the existence of three traditional villages, two (Nasau and Totoga or Vitoga villages) of which is enclosed within the current town boundary and the other (Levuka Vakaviti Village) immediately on the outskirts of the northern periphery of the town boundary. Amongst most historical accounts, most notable was the narrative by Litton Forbes in 1875 (24-25) who described Totoga as:

   ....a kind of suburb [village]...extends perhaps a quarter of a mile further on [from Henning’s Store]...and consisted entirely of native hearts. In this suburb [village] the French missionaries had established themselves...Totonga [Totoga] had been once a large native town, and in days gone by been surrounded by a strong war fence. This had subsequently been allowed to go to ruin and the warriors who had manned it had departed, if not from the world, at any rate from their old camping ground.

This recording and others including survey maps used in the 1877 land claims case showed the existence of a village with its encircling stonewall and central causeway. The same circular property line is included in the 1979 cadastral map of the town (Purser, 2002:3).

Although, there was no historical account available, Kyushu University (Kiho Yaoita, Yoshikata Kubosaki and Noriaki Nishiyama) in their study of Levuka townscape formation through survey maps indicated that land tenure maps with varying depths and widths show the Nasau village site as having rectangular formation. This was indicative of the village’s lifestyle. Furthermore, the landscape of initial settlement and with the onset of beachcombers was typified by bures – traditional itaukei thatched roof buildings (undated p.3). This denotes that beachcombers lived in bures and did not build western style houses making it easier for them to gather and share information as most became effective translators and negotiators between villages and Europeans.
Levuka Vakaviti Village, situated on the north end of Levuka, is bounded by a stream which separates it from the town had been the initial focus of inter-cultural relations and hold significance in the negotiation of space between the early European settlers and indigenous population. The traditional relation existing between the chief of Levuka and the self-proclaimed King of Fiji, Ratu Seru Cakobau proved to be a crucial factor in determining the settlement and pre-township of Levuka.

These subtle ways in which initial settlement was demarcated continues to define aspects of the town spatial organization as shown in the various documentary evidence above.

2. Levuka - continuity or evolving nature of the landscape: The transformation from initial settlement landscape of Levuka is characterized by the coming of Europeans in numbers for commercial reasons specifically because of Levuka’s strategic and central location. This layer is very broad as compared to the earlier, and it would be too difficult to define individual structures significant to a particular historical period. However, that which is far more prominent is to trace the way successive generations have altered the use and meaning of the same place over time as the community itself changed. As such it can be said that an evolving Levuka community defines itself through alterations in its landscape. Classical examples inculcate the Niakabi Point site which had significance to the indigenous people during early Levuka prior to 1800s, however, was transformed when Commodore Wilkes of the United States Exploring Expedition was allowed to build temporary camp and an “observatory” on the site. This later became the site for Ratu Seru Cakobau’s first courthouse and government building before the 1895 hurricane destruction. This has now become the town’s World War 1 Memorial (Purser, 2002:3-4).

3. Plurality of Levuka’ cultural landscape: This last layer characterizes one of Levuka’s significant feature – its pluralism and diversity. Through the years since the arrival of beachcombers, Levuka has long been made up of people from a wide variety of cultural background, national origin, occupation, and socio-economic status. Levuka’s history unfolds through patterns of longer term interaction between and amongst groups portrayed in an assortment of economic, political activities as well as patterns, social in nature that influence intermarriage, education and religion.
Figure 6: Conceptualization of the 3 landscape layers to denote the historical periods of Levuka ©Sevuloni Tora, 2012
Such diversity also manifests the changing landscape including the physical arena where there
numerous negotiation of space has taken place such as the settlement of Solomon Islander
community at Wailailai or the different residential settlements, business sites in Levuka and
features like harbours, wharves and vessels that linked all families associated with fishing, boat
buildings and other maritime occupations. Or the landscape defined by the three major Christian
groups – Anglican, Methodist (Wesleyan) and Catholics in Levuka, the education (Levuka Public,
Marist Convent School, Delana Methodist School)and civic institutions that have served as pivotal
landmarks of Levuka. These features overtime have many different uses and meaning and even
the association of members of different socio-cultural groups and generations. This defines the
complexity of this last landscape layer.

2B. HISTORY AND DEVELOPMENT

Over the course of the 19th century the Pacific Islands went from being largely unknown to Europeans
beyond the charts of their shores to all major island groups coming under European political control,
settled by Europeans and annexed by European powers. Exploration and colonization in the Pacific
mirrored many of the processes or stages of 19th century European colonization elsewhere in the world;
however the unique geography and Indigenous cultures of the Pacific meant that here European
colonisation would be unlike anywhere else in the world, resulting in a unique pattern of dual modes of
governance, indigenous and colonial, that was (and is) reflected in social and cultural interactions across
the region and in settlement patterns including the development of colonial port settlements over the
course of the 19th century. A similar pattern of cultural interaction, resource exploitation, beach
community development, trading networks, plantation economies and finally annexation by European
powers led to the development of port towns in each of the main island groups of the Pacific (Ralston,
1977), the pre-eminent, best preserved and most intact example being the Town of Levuka.

From the time of initial contact between Indigenous Fijians and Europeans in the early 19th century until
the worldwide decline in the copra industry in the 1930s, Levuka continued to be a key port in the
Pacific Islands and from the 1860s until the late 1880s the centre of European colonial administration
and the seat of the British colonial and Indigenous governments. Throughout this period and continuing
into the present traditional or customary Fijian systems of authority and settlement have co-existed
with non-Indigenous systems. Together this has created a unique pattern of settlement in the
nominated property. Although much of the tangible evidence of the history and development of the
town was once present in a number of Pacific Island ports, the moving of the colonial capital from Levuka to Suva, still Fiji’s capital, ensured that historic evidence of the development of the town from an Indigenous village to the colonial capital and regional centre of the copra trade has survived.

(A) EUROPEAN COLONISATION OF THE PACIFIC ISLANDS AND DEVELOPMENT OF PORT TOWNS IN THE REGION

In this section, the history of European colonization of the Pacific Islands is briefly discussed according to the chronological periods commonly referred to in accounts of Pacific history (for example Campbell 1989, Howe 1984, Scarr 1990). In general terms these mirror European colonization processes elsewhere however although European colonization in the Pacific followed recognizable processes and stages, in the Pacific these played out in ways that differed from episodes of European colonization elsewhere because of the unique geography and cultures of the Pacific region and because it took place primarily in the 19th century.

Figure 7: Old Polynesian Hotel along Beach Street Levuka (undated), ©Cannes Janiff, Suva.

From the outset, the unique geography of the Pacific posed limitations on the rate and nature of exploration and colonization and dictated the regional processes of culture contact between Europeans and Indigenous Pacific Islanders that were to ensue in the late 18th and early 19th centuries. It was not until then that technological advances, especially in navigation, allowed the European powers to rapidly expand beyond the Americas and Asia to explore and colonize the islands of the central and southwest Pacific - the final stage in their global expansion.
I. THE UNIQUE GEOGRAPHY OF THE PACIFIC

The Pacific Ocean occupies a third of the globe but only a tiny fraction of the world’s land surface (excluding Australia). In general, land areas are tiny in comparison to the area of ocean that divides them. In the southwest are the fertile and relatively large islands of Melanesia which as one moves east give way to the truly oceanic environment of very small and isolated volcanic and coral limestone islands and coral atolls of Polynesian and to the north the even smaller atolls of Micronesia. People first colonized the island world as far south and east as the southern end of the Solomon Islands chain by the late Pleistocene, c.35,000 years ago but it took until around 3000 years ago for developments in navigational and seafaring skills to permit human colonization beyond the Solomon Islands, across eastern Melanesia to Fiji, Tonga and Samoa. The islands of East Polynesia were initially settled only around 1000 years ago and New Zealand as recently as 800 years ago. Many of the islands of Remote Oceania were tiny, relatively infertile and lacking water. Human habitation was made possible only by the transport of a range of cultigens and domesticated animals from island southeast Asia with initial human colonization of the island world. This transformed the landscape of the Pacific Islands to that of the trees, gardens and settlements of the present.

The need for navigational skills to enable return voyaging across uncharted seas coupled with a lack of resources especially food and water that faced the initial colonizers of the region also confronted Europeans when, in the late 18th century, they looked to the Pacific Islands as the last great region of the world to be explored, charted and potentially colonized by them.

European exploration and settlement of the Pacific Islands was negligible until the late 18th century despite the colonization of the north western fringes in Micronesia by the Spanish in the 16th century. During the 16th century the Spanish had made several voyages in the south west Pacific, most notable discovering and naming the Solomon Islands. By the close of the 18th century, progressive maritime expansion had enabled various European powers to establish trade networks and exploit resources around the Pacific Rim to the East and West of the Pacific Ocean and to establish a British colony in Australia but the Pacific Islands themselves remained largely unknown.

British and French explorers had begun charting the seas and Pacific island coastlines in the 1760s, a pivotal decade in the exploration of the Pacific.
Up until then Pacific navigation was attended by the most appalling suffering and mortality. The first difficulty was the sheer size of the ocean and its remoteness from Europe. . and the second was the imperfect state of navigation: latitude could be fixed only approximately . . . longitude was mainly a matter of dead-reckoning and subject to enormous errors (Campbell 1989:49).

Figure 8: Early artist impression of Levuka [©Fiji Museum]

Captain Cook’s three voyages in the Pacific underpinned all subsequent exploration in providing detailed charts of the Pacific and east coast of Australia and were enabled through the development of the chronometer for fixing latitude, discovery of a cure for scurvy and the preparedness of the British government to fund these scientific expeditions. Following initial exploration by Cook and others, especially the French, the gaps in the maps of the Pacific were to be filled not by explorers but by those with commercial motives who came for sandalwood, seals, whales and other extractive resources of the Pacific Ocean.

II. THE EARLY CONTACT PERIOD: TRADE AND THE ESTABLISHMENT OF EUROPEAN BEACH COMMUNITIES

European voyages of discovery in the late 18th century charted the most of the islands of the Pacific and initiated the processes of culture contact and negotiation between Europeans and Indigenous Pacific Islanders that were to characterize the first fifty years or so of European trade and settlement in the region. Unlike the other major regions of the world, the Pacific Islands did not offer Europeans opportunities for land and resources beyond the relatively easily exploited but limited natural resources.
However the islands were essential supply places for ships en route across the region during the age of discovery and subsequently to the whalers and other commercial enterprises in the vast Pacific Ocean.

The ships required fresh water supplies, food and safe harbour for repairs and refitting which could only be obtained with the permission of traditional authorities in the islands, through negotiated trade and exchange. Among other outcomes, this alliance between chiefs and traders provided the framework for subsequent establishment of plantations and business enterprises in the islands and created an ongoing technological revolution in Pacific Island societies through exchange with Europeans, in particular the introduction of metal.

The need to recognize and negotiate with traditional authority had marked the initial stages of European colonization elsewhere such as the Dutch and British in India and in some cases has been a practice of ‘indirect rule’, support for and rule through traditional leaders, continued following annexation and political rule of the colony from Europe (for example the Dutch in Java). The European powers had quickly recognized the advantages of supporting Indigenous political hierarchies to maintain the status quo and ensure their access to resources and trade goods. A similar situation was to arise in Polynesia although in the initial contact period, negotiation for resources with traditional authority was a matter of survival as much as a strategy for obtaining resources.

Also like elsewhere European interests in the Pacific were stimulated by the potential for commercial gain however, unlike earlier episodes of regional colonization by Europeans, it was not large state sanctioned monopoly trading companies such as the British East India Company that had controlled trade in India. By 1800 knowledge of the Indian and Pacific Oceans was sufficient to enable smaller independent merchants to extend their operations independently of the companies, finding legal loopholes to enable them to do so (Frost 2003:307). Further, these independent merchants came from a variety of countries, commonly from already established British colonies such as Sydney and independent ex-colonies in the Americas, from the cities of Valparaiso in Chile and Salem and other ports on the American east coast. This was a 19th century consequence of the establishment of settler colonies and the associated arrival of free trade.

By 1813 the British East India Company’s monopoly on trade was restricted only to the China tea trade permitting the New South Wales colonists to trade freely within the general Navigation Acts (Frost, A 2003:307). British and other traders needed items to trade for tea in Canton and the natural resources of the Pacific became a source of trade items, exploited until they were exhausted in succession or the
market glutted. An early extractive resource was seal skins predominantly after 1790 until 1810 when supply had been exhausted in New Zealand.

From early as 1788 European (British) ships entered the Pacific Ocean from Patagonia in search of fishing grounds – whales and seals on islands close to South America. Contemporary with this the northwest fur seals trade and British companies looking for trade items for Canton (Frost 2003:293).

*Trade of all kind was the mechanism of change in Polynesian society and the whaling trade, because of its comparative longevity, was the most potent instrument of all. The whaling industry was to become for about forty years the mainstay of the new Pacific economies* (Campbell 1989:59).

The expansion of the Southern whaling industry from the 1790s dovetailed with the emergence of a trading economy at Sydney but Pacific whaling was restricted to French and American ships by the British East India Company’s monopoly rights until 1801 when Britons and Australians entered the industry (Frost 2003:306). By the 1840s sperm whales alone attracted 5-700 ships and 15 – 20 000 men in a year. Americans accounted for 80-90%. By 1860 the industry began to decline.

*Figure 9: Ships docked at Levuka Harbour in 1875. Alongside the ships are traditional canoes [©Baron Von Hugel]*

For the whalers, the islands of Polynesia were much needed watering holes in the vast ocean and what they could offer were water and fresh food first of all and then women who engaged in sex in a commercial way, to obtain European goods especially metal and cloth and subsequently guns and powder. The trade was quickly brought under the control of the island chief (Campbell 1989:58 -59).

Whalers in Hawai‘i spotted sandalwood stands in 1790 although note systematically exploited in the islands until after 1812; in the Marquesas in 1803; and in Fiji in 1804. The timber was much sought after
in China and Fijian supplies were exhausted by 1816. Further supplies were discovered in New Caledonia and Vanuatu. New Zealand Kauri was also sought after. Sandalwood procurement meant staying for some time and entering into relations with the chiefs and local groups to enable procurement. Guns exchanged altered the balance of traditional power in Eastern Fiji (Campbell 1989:61).

In Tahiti the salt pork trade developed, especially with Australian traders out of Sydney between the years 1807 – 1826. The effect of the establishment of the colony in Sydney was to increase the traffic of shipping in the Pacific and diversify the range of people with who the islanders came into contact. Ships en route to Tahiti from Valparaiso discovered pearls in the Tuamoto Islands in 1803 which were exploited by merchants in Valparaiso.

By far the most important resource in opening up the islands of the southwest Pacific, and in particular Fiji was bêche-de-mer. Fiji became the centre of the bêche-de-mer trade after 1820 especially 1828-1850.

*Bêche-de-mer fishing required closer contact with Fijians than the earlier sandalwood trade had done and vessels roaming in the group for longer periods of time. Collection and curing depots had to be built on shore in several places and Fijian labour was needed in great numbers to collect the bêche-de-mer, bring in the wood necessary to build the smoke houses, storage pits and trade store and to stoke the fires and help load the vessels with the filled casks* (Ralston 1977:14).

Where a firm political hierarchy prevailed as in Fiji and Hawai‘i the extractive trades appealed to chiefs. They organized the necessary labour to extract sandalwood or sea-slugs, monopolized exchange with British or American traders and generally became more addicted to the goods received in return (Campbell 1989:130).

The early contact period saw widespread changes in Indigenous Pacific societies, especially those of Polynesia through three major causes – hardship through warfare and political instability, disease and population imbalance.

*Hardship and distress were characteristic of the early contact period during which civil wars were waged with a frequency, ferocity and mortality not previously known. Introduced diseases – elephantiasis, measles, whooping*
cough, tuberculosis, influenza, and venereal diseases – swept most islands in repeated waves. Furthermore large numbers of young men were eager to ship with whalers to see the world; many of them never returned, others were absent for years at a time, upsetting patterns of community work and food production as well as marriage and reproductive patterns (Campbell 1989:72).

The people’s work and food supplies were further disturbed by the new commerce: producing food for sale rather than consumption, and producing goods which were not related at all to the traditional subsistence economy.

**Figure 10:** Retreating to Hill Fort, an artist impression of early Levuka [©Viliame Dunabuna]

A pattern of Indigenous conflict, warfare and struggle for authority was evident in many parts of Polynesia and some areas of Melanesia in the 18th and early 19th centuries. The reasons for this general breakdown in previous stability and emergence of new social and political forms associated with increasing warfare and a consolidation of political power in all the main islands of archipelagos is unclear. However with coming of Europeans this process was accelerated with Europeans both subject to and exploiting these changes.

It appears that in Fiji, by the late 18th century people were at times living in aggregated settlements and at other times in dispersed pattern close to gardens and retreating to the hill forts – fortified hill sites - in times of warfare.

*Reconstructions of Fijian Society in the late eighteenth and early nineteenth centuries essentially chronicle a period of considerable political instability and social upheaval, especially in the small islands to the east and north of Viti Levu and Vanua Levu. . . .Fijian society was in a state of flux due to an ongoing transition from a weakly hierarchical and diffusely connected chiefly system to larger and more complex lineage aristocracies based on geographical suzerainty rather than purely kinship ties (Bayliss-Smith et al.1988:47).*
A further feature of the early contact period in the Pacific was the introduction of diseases from Europe for which the Pacific Islanders had no immunity. These diseases decimated indigenous populations in ways similar to the European introduction of diseases to the long isolated populations during the initial colonization of the Americas in the 16th and 17th centuries.

Although much later than many of the devastating first contact diseases, a measles epidemic broke out in mid-1870s worldwide and had a devastating effect on Fiji. It has been estimated that the introduction of measles by Fijians returning from Australia early in 1875 killed around 30,000 people which represented at least one fifth of the total Fijian population in the mid-1870s (Bayliss-Smith et al. 1988:59).

Increasing European contact and trade with Pacific Islanders led to the first European beach communities being established, initiated by ‘beachcomber settlement.’

Up to the 1780s explorers and crews in the Pacific had lived on board ship and almost no Europeans had lived unprotected with Pacific communities however the Europeans were dependent on island societies for food and water and other supplies. Initially the Europeans trade could be conducted from the ship’s deck but development of trade that required on shore processing such as bêche-de-mer necessitated development of proto-urban communities. The major ports of the Pacific periphery, Sydney, Manila, Canton and Valparaiso which serviced the various trading ventures of the early nineteenth century could no longer meet the needs of the new island trading complexes. In particular the new mid-Pacific equatorial and Japanese whaling grounds made a number of island bases essential (Ralston 1977:46).

‘Beachcombers’, white men who spent various periods of time living with Indigenous communities in the Pacific prior to the establishment of permanent European settlements, were a phenomenon of early European contact in many Pacific Islands. Beachcombers acted as intermediaries or ‘transculturities’ – mediating between islanders and incoming foreigners (Ralston 1977:20). They ‘oversaw trading relations, organized work parties and attempted to familiarize the islanders with new Western goods and techniques’ and in this way the islanders used beachcomber to learn and accommodate themselves to the rapid social and technological
changes the initial European trading bought to the Pacific. The beachcombers lived with Islanders in traditional lifestyles and almost always had Islander wives and children which made their position more ambiguous but increased their and desire to protect the islanders with who they lived. They were commonly temporary residents and combined service to visiting European ships as pilots, interpreters and commercial agents with communal obligations to each other and to the chiefs who protected them. The pattern of these obligations approximated more nearly to those of a Polynesian tribe than a European community, its members forming a cohesive social unit acknowledging a common leader, owning land and composed of a number of interrelated families (Young 1967:51). Beachcombers were drawn into harbours where ships call regularly as these ships provided a means of earning money and goods through piloting, interpreting and arranging access to resources and labour which provided a means to support their island families. These small multi-racial communities and the agents left from incoming vessels formed the first beach communities (Ralston 1977:36).

Over time new commodities and trade patterns demanded and stimulated the growth of port towns. Harbours and related onshore storage became necessary adjuncts to the development of the sandalwood trade in Hawai‘i, bêche-de-mer in Fiji and the general provisioning of whalers.

The location and number of ports were largely determined by geographic and economic factors and the range of choice open to European trades was restricted to a few harbour locations in the major archipelagos that alone constituted potentially viable trading areas. The factors determining trade (that is availability of exportable products) also stimulated and determined the choice of a port’s location and vice versa.

*The presence [of particular products] all interacted with geographic factors in determining the location of the five major Pacific Island ports established in the first half of the nineteenth century [Honolulu, Papeete, Kororareka (Russell), Levuka, Apia]. The location of a port within an island group was largely determined by the navigational needs of sailing vessels up to 1000 tons. Suitable harbours needed to have a good anchorage of no great depth, open approaches largely free from reefs and ease of entry and exit with the wind in various quarters... Interdependence between trade and port location, plus the fact that only certain harbours were suitable for European shipping in each*
potential trading area, imposed severe limitations on the number of new centres (Ralston 1977:47).

From the outset the history of European exploration and colonization was intimately associated with the exploitation of natural resources for trade in the rapidly expanding trade centres on the Pacific rim – Valparaiso, Canton, Sydney – whaling, sandalwood, bêche-de-mer, pearl shell, etc. These Pacific Rim centres tied into larger established trade networks, especially of the British Empire but also the emerging American traders. They provided bases from which trade voyages could be launched but they as ships moved further into the Pacific Islands, they were limited by lack of supply and needed to call at various Pacific Island groups. It was this need that gave rise to the first beach communities and five of these went on to become the colonial ports and in all bar one the capitals of the new colonies following European annexation.

Honolulu, Papeete, Kororareka, Levuka, and Apia were creations of necessity to make possible the development of the new trades. Honolulu became the supply centre for the north-east coast fur trade in Hawai‘i largely due to internal political factors after Kamehameha united the Hawaiian group in 1804 and moved his fleet and army back to Honolulu. By 1812 Honolulu’s predominance as a major port for foreign vessels was assured. This was sustained after 1816 by systematic exploitation of sandalwood. Honolulu provided the central harbour through which European ships could collect their cargoes and distribute trade goods. Although at this time and increasingly from the 1820s Honolulu was the most important colonial port town in the Hawai‘ian Island, Lahaina on the island of Maui developed as a subsidiary port and continued as the site of Indigenous authority and the royal home from 1820-1845 for Kamehameha II and III. During the 1840s Lahaina rivaled Honolulu as a port principally because of its supply of potato to ships crews and removal of the prohibition on alcohol at this time. However by the mid-1850s, Honolulu regained its pre-eminence.

It was not until around fifty years after Tahiti’s discovery that Papeete became the major port town in the late 1820s. Tahiti lacked exploitable resources so port development was curtailed until whaling vessels in the area increased and Papeete was used by Tuamotuan pearl shell traders based in Valparaiso as a storage centre. There were few beach combers in Papeete prior to 1815 because of civil war from 1808 – 1815. The beach community at Papeete were new settlers in the 1920s of missionary descent or others newly arrived in the Pacific. They were encouraged to settle by the paramount chief Pomare II who wanted to establish trading connection throughout the South Pacific (Ralston 1977:26).
In New Zealand, the Bay of Islands and in particular Kororareka became a European centre of trade because Cook had noted the safe harbour and the CMS missionaries established a settlement from 1814. In the 1820s flax and timber traders used it as a refitting and supply centre. In the 1830s the increase in American whalers in the southern Pacific Ocean made it an important whaling port and collection point for oil. The early population of the town was largely sailors, convicts, ex-convicts.

In the Samoan archipelago, Apia on ‘Upolu and Pagopago on Tutuila were both contenders for a beach community but the limited supply potential of the small and relatively isolated island of Tutuila made Apia more attractive. Like Papeete and Kororareka, Apia lacked resources other than provisions and was dependent on supply trade to whalers for early growth. Missionaries settled there in 1836 followed by resident traders and repair centres. Some Samoan beachcombers subsequently moved in to Apia especially during the 1848 civil war. Apia grew slowly but was an important trade and supply centre by 1850.

Beachcombers began to arrive in Levuka in the 1820s. The best known of these was David Whippy an American sailor and a skilled ship’s carpenter who arrived in 1825. In 1827 beachcomber William Cary joined Whippy who had invited him to join him in piloting and interpreting for the bêche-de-mer traders from Salem. During the first period of bêche-de-mer trading 1828 – 35 Levuka grew slowly but in the second period 1842 – 50 the town became a ship building centre with new settlers.
The beach communities were not just subsidiary branches of major ports on the Pacific periphery; they were also linked with a much wider complex of world trade. Levuka and Honolulu looked to New England companies engaged in the China trade for much of their earlier working capital. Sydney had extensive commercial links with all except Honolulu. In all cases except Kororareka the chiefly power in the archipelago moved to the port town which became a centre of Indigenous power. Cakobau never moved his residence to Levuka but in 1860 was crowned and had his government there (Ralston 1977:57).

Similarly to the initial contact period in European colonization elsewhere in the world, in the Pacific it was characterized by trade or exploitation of natural resources; negotiation with traditional Indigenous authority for access to those regions; the establishment of small, non-permanent settlements to acquire trade goods; disruption of traditional economy; introduction and exchange of technologies; the introduction of devastating diseases; and was stimulated by commercial interests. As Ralston (1977:36) notes, the role played by Beachcombers in the Pacific was not unique to the region, Native Americans, Australian Aborigines and in some areas of Africa, Europeans became assimilated and acted as intermediaries between indigenous people and newcomers.

However the early European colonization period in the Pacific differed from that of other regions in important ways. Unlike elsewhere it was not state sponsored either directly as for the Spanish in the Americas, or indirectly through monopoly trading companies such as the Dutch East India Company in the south East Asia. It was also not directly from the metropole but from other colonies and the independent America states. It was largely unplanned, haphazard and opportunistic.

This continued to be reflected in the growth of the five early beach communities of European ‘beachcombers’ and their Indigenous families that developed into trading stations, entrepôt and ports and finally to centres of colonial administration and economy.
III. ARRIVAL OF EUROPEAN AUTHORITY: MISSIONARIES AND CONSULS

In the first half of the nineteenth century, the European powers were uninterested in territorial expansion and took a decidedly hands off approach to the Pacific Islands, allowing port settlements to evolve in the absence of colonial control over trade or the imposition of colonial institutions of authority. The British government was however drawn into greater involvement in the Pacific through crafting a humanitarian mission to protect islanders. Between the eras of culture contact and colonial rule lies the hazy territory of ‘informal empire’ where the definition of British influence lay in the hands of Britain’s most conspicuous representatives: naval officers (Samson 1998:4).

Figure 13: Traditional itaukei meke performance at Levuka Village (undated)

Along with a reticence to acquire further colonial territory, British attitudes to colonization, especially as it affected Indigenous populations had changed from the previous century. An evangelical revival and paternalistic ideas about race and empire were pervasive, and associated with Britain’s moral victory against slavery that had resulted in its abolition in 1815. Missionaries, especially the London Missionary Society (LMS), and the Royal Navy now took the humanitarian crusade of ‘Christianization and Civilization’ to the Pacific (Samson 1998:11) in an effort to halt what they saw as the inevitable decline of the Pacific races following white contact.

First wave of missionaries to travel to the Pacific Islands were evangelical and motivated by a desire to do good for the Islanders who they saw as suffering under the uncontrolled European trade and behaviour and their aim was to save Pacific Islander souls, to civilize and to christianize (Campbell 1989). With the arrival of missionaries, the beachcombing phase of early settlement ends in all places (Ralston 1977:23). The missionaries considered the beachcombers to be unscrupulous and depraved and it was in their interest to promote as such because in many places it was the beachcombers who had the trust of the Indigenous chiefs who the missionaries wished to convert.

LMS missionaries arrived in Tahiti in 1797 and from there, along with Wesleyan Methodists and subsequently other organizations spread throughout the Polynesian islands but each had its on jealously
guarded territory (Samson 1998:9). The LMS expanded through the Society Islands, Samoa, the Marquesas, and the Cook Islands while the Methodists established bases in Tonga and Fiji in the 1830s. American Missionaries arrived in Honolulu in 1820. Catholic missionaries were to arrive later and to compete for territory and congregations.

The arrival of missionaries in the Pacific had a profound effect on all subsequent social and political life in the islands. Conversion of Indigenous people appeared to progress with relative ease, especially where a chief could be persuaded to convert. However Islanders were open to listen to the missionary’s message of salvation in part because of the acute stresses caused cultural changes to which they were being exposed not least because of the devastating effect of diseases on traditional kinship, social and economic systems.

In the early nineteenth century, pursuing policies of minimal intervention, British and America governments appointed consular or commercial agents without magisterial powers to act on their behalf. Often they were associated with commercial companies or had commercial interests in the region and had long histories in the beach communities. They were often also involved in land speculation compromising their impartiality in disputes (Ralston 1977:105). David Whippy had maintained effective leadership in the beach community from 1840 – 1852. Europeans and Fijians in the town established their own laws and system of justice. W.T. Pritchard, the first British consular agent arrived there in 1858 initiating a move by Whippy and some American and British long terms settlers and families to nearby Wakaya Island. Pritchard established a mercantile court in Levuka in 1860 in which British and American officials could sit. It handled land property and shipping disputes but was abolished in 1862 when Pritchard removed of powers he had assumed in 1862 when the British turned down an offer of annexation by Cakobau (Ralston 1977:111) who had become indebted to American and sought to pay the debt in exchange for cession to Britain. By 1865 the foreign population was over eighty. Early residents in Levuka expected the British Navy to protect them but it rarely did and instead the Navy tended to placate the Fijians. The American navy rarely visited the western Pacific before the 1850s.
By 1836 the foreign population in Honolulu was around 350. The first American missionaries were Protestants who established their base in Honolulu in 1820. By 1827 when the Roman Catholic priests arrived, the Protestants had already established strong relationships with the Hawai’ian chiefs and the Catholics were largely ignored. Foreign residents in the islands were split into antagonistic factions, especially between the Protestants and the merchants who considered their aims to be opposing. America, France and Britain all had consular representatives in the town by 1837.

By 1842 the permanent foreign population in Papeete was around seventy and here too, American, British and French interests were represented. Traders from Valparaiso had settled in the town and trade between the Society Islands and South America increased. Oman Catholic priests attempted to get a foothold in the LMS territory of Papeete in the late 1830s but this was unsuccessful and they were forced to leave (Ralston 1977:102).

Kororareka continued to develop as a supply place for whalers after 1830, especially between 1835 and 1840 when the town was inundated by settlers anticipating British intervention in the islands. By 1840 the population in the town was around 300. Well equipped shipyards and ship chandlery businesses supplied the large number of whaling vessels entering the harbour while several agents for Sydney companies organised the trans-Tasman trade (Ralston 1977:112).

In 1839 the Roman Catholic Bishop Pompallier settled in the town without opposition. However the town was unable to diversify services or exports. Following the Treaty of Waitangi and annexation of New Zealand by the British in 1840 the town went into decline and Auckland became the centre of commercial and political activity. Kororareka (Russell) was closed as a free port.

Apia’s foreign population increased from 75 to around 150 between 1850 and 1865. The commercial interests in the town expanded rapidly following the Godeffroy Co. establishing a base there. British,
American and German interests in the island were represented by consuls (the German consul also being the manager of Godeffroys).

In each of the beach communities, this period of development in the port towns associated with the establishment of European housing, the arrival of missionaries and consuls ... was one of increasing disharmony between the islanders and the foreigners – each was testing the determination and strength of the other and in almost every minor battle of wills the foreigners emerged with an advantage. Basically the increased foreign population and the close involvement of consuls, missionaries and large trading companies in relations between the islanders and the beach community residents increasingly led to the need for foreign powers to intervene more directly to maintain peace and preserve their commercial interests in the islands (Ralston 1977:104).

Although Indigenous chiefs were never passive recipients of Western dominance, ultimately foreign trade lead to local chiefs being heavily indebted to foreigners. Overall the effect was to increasingly diminish the control of the chiefs and traditional systems of authority in general but at the same to entrench the power of those chiefs with whom European could negotiate for their own advantage or who were indebted to them in some way (Campbell 1989:63).

IV. PLANTATION ECONOMIES AND LABOUR MIGRATION

In the 1850s and 1860s, two plantation products were to have a profound effect on the developing port towns. The first was palm oil beginning in the 1850s and following this, in the 1860s, the American civil war was to halt cotton production in the North America, greatly raising prices and in response planters took advantage of this, establishing cotton plantations in the Pacific, especially Fiji. Cotton was never a very successful crop in the Pacific but it had the effect of creating a settler rush in the 1860s and a rapidly expanding settlement in Levuka. Likewise Samoa also experienced a settler rush following the establishment of palm oil plantations.

This was initiated by the German company Godeffroy who established a permanent base in Samoa from Valparaiso in 1857 to capitalize on coconut oil trade. By 1870 the company had a virtual monopoly in the trade in the central Pacific with agencies in Samoa, Tonga, Lau, Tokelau, Gilberrs (Kiribati), Ellices (Tuvalu), Marshalls, Carolines, New Guinea, Niue, Futuna and Wallis Islands (Ralston 1977:17).

Coconut oil was attracting increasing attention of European traders from the 1830s as the market for edible oils for domestic consumption expanded in Europe (Bayliss-Smith et al. 1988:52). However
coconut oil was not a major product until the 1840s when new techniques allowed coconut oil to be used in soap and candles and it began to be shipped from Samoa, Fiji, Society Islands and some smaller groups (Ralston 1977:17).

For islanders who knew how to make coconut oil, it provided easy access to European goods. By the mid-nineteenth century a barter-type exchange whereby coconut oil was ‘traded’ by Fijians for pieces of iron, beads, cloth and muskets supplied by European traders, was well established in the eastern islands (Bayliss-Smith et al. 1988:52). This was given a new dimension by Ma’afu in the 1850s in the northern Lau group when he initiated a land holdings policy for commoners who then paid him a tax, either in coconut oil or cash which substantially increased the Lauan production of coconut oil and fostered a market economy. ‘Instead of being regarded [by Europeans] as potential sources of cheap labour for the planters, many of the Lauans were planters in their own right (Derrick 1945:6)’.

Lomaloma in the northern Lau developed as small trading centre, having a Godeffroys representative (Hennings who would subsequently establish his own trade store in Levuka). This was Ma’afu’s headquarters and along with Levuka, one of Fiji’s first urban centre.

As plantation agriculture developed, so too did regular networks of transport and communication, organised within the context of colonial empires and economies. These networks were enhanced and traffic increased by the advent of steamships. The Pacific ports were necessary as coaling stations for steam ships. In the 1860s, a coaling station was established at Kadavu for British steamers rather than at Levuka although passengers were transported to Levuka. The old extractive trades continued or were replaced by new ones made economic by new technology, new transport or new markets (McNeill 1997: 133).

In the 1870s, Godeffroys began company experiments with copra and began shipping it instead of oil. Copra provided the mainstay of Apia’s development as the islands had little other resources of value for trade. By the turn of the century, copra was the main export from the islands of the Western Pacific. The German colonial companies, in many regards mirroring the much earlier British and Dutch trading companies had established plantations throughout their new acquired territories in Melanesia.

*The continuing growth of foreign populations in the port towns through the 1850s – 1870s resulted in a distinct modification of settlement patterns – the foreigners no longer occupied dwelling interspersed with*
those of the islanders, but moved into what became sizeable nuclei of predominantly white settlers. Islanders still lived in close proximity to the foreigners, but certain areas became recognised as white preserves in which the former were visitors or employees (usually domestic) rather than neighbours (Ralston 1977:164).

As elsewhere, the development of plantation economies in the Pacific required a large labour pool. Not only were population numbers relatively low in many parts of the Pacific, European colonial policies had taken on a paternalistic approach in the 19th century, associated with new ideas about race whereby it was not considered appropriate to alienate Indigenous populations from their land to create a ready pool of labour. Still labour needed to be found and following the outlawing of slavery labour was found in two ways, through convict labour (Sydney, Fremantle, Port Arthur, Norfolk Island and in the mid-19th century, New Caledonia) or through indentured labour and labour recruiting. British settlements elsewhere had made extensive use of labour imported from Africa and India and traffic in labour had a long established history. Imported labour was entirely dependent on the employer, had no conflict of interest, no refuge, and no local sympathisers (Firth and Munro 1990).

Labour migration in Melanesia had begun with the sandalwood trade in the region in the 1840s. Recruitment of Melanesian labour, especially for the sugar plantations in Australia, but also palm oil production in Samoa and elsewhere in the Pacific, continued from the 1860s until the end of the century.

By 1874 approximately 20% of the total land area of Fiji was claimed by Europeans. Continued ownership of this land was subject to determination by a Lands Claim Commission set up by the first British Governor (Sir Arthur Gordon) to establish that lands had been acquired ‘fairly and at a fair price’ but in most cases the land acquired prior to Cession remained in the hands of Europeans or the state.

The planters in Fiji had found local labour difficult to manage for the same reasons that earlier the sandalwooders had been driven to hiring migrant labour – local obligations to chiefs, family and village and the ease of absconding made local workers expensive and unproductive (Campbell 1989:111). From the mid-1870s until around 1910, colonial policy ensured that Fijian involvement in the market economy was confined essentially to commodity production with the framework of communal use of labour and land, communities were required to grow specific commercial crops and to ensure that the necessary
produce would be grown regulations were passed decreeing the food-planting obligations of able bodied men (Bayliss-Smith et al. 1988:55).

In Fiji before Cession plantation labour had been ‘recruited’ in the Solomon Islands, Vanuatu, Kiribati and Tuvalu and this strategy continued throughout the 1870s.

![Figure 15: Indian Indentured Labourers brought in to work in the sugar cane field in Fiji © National Archives of Fiji [left] Figure 16: Indian indentured labourers having a meal aboard one of the recruiting ships ©National Archives of Fiji [right]](image)

In Fiji the imported islander, like the indentured Indian, was a ‘human subsidy’ to the government’s native policy, the keystone of which was that the Fijians must not be forced to work on European plantations (Scarr, 1967:147).

Under the Native Regulations introduced just after cession, Fijian labour could not be recruited without the permission of local officials (almost always chiefs) (Bayliss-Smith et al.1988:58). The development of sugar cultivation in Fiji in the 1870s was compromised by insufficient labour and in 1876 a scheme was introduced whereby indentured labour would be obtained from India. Indentured Indian labourers would continue in arrive in Fiji, settling principally in the western side of Vanua Levu where the sugar industry was concentrated and in the Rewa Delta until the early 20th century.

V. PARTITION AND ANNEXATION OF THE PACIFIC ISLANDS BY EUROPEAN POWERS

Despite the activities of its missionaries and traders, and the possession of a natural base for expansion in the Australia colonies, Britain acquired South Pacific territory only once before the 1870s, New Zealand in 1840 with the Treaty of Waitangi (Samson, 1998:42). There was no ‘scramble for the Pacific’. 
Neither the British government after 1840, nor the French government after 1853 showed any enthusiasm for taking on colonial responsibilities in the Pacific until Germany, newly unified and newly powerful in the 1870s was anxious to exert a comparable influence in world affairs and after 1881 began a quest to acquire overseas possessions (Campbell 1989:145).

The history of European partition of the Pacific does not fit with the idea of predatory European imperialist nations grasping every speck of land with the exception of Germany [after 1880] who was consciously trying to build an Empire. After the 1830s and 40s France was content to avoid confrontation over insignificant stakes and Britain remained wedded to the idea of native independence until the end of the century although in a series of ad hoc decisions was obliged time after time to be pressure from antipodean colonies, officials, from international peers, from business and by its concern for ‘defenseless’ islanders to reverse its policy until in the Pacific it ended up with heavier colonial responsibilities than any other nation (Campbell 1989:147).

The first calculated act of Imperialism in the Pacific was the French annexation of the Marquesas in 1842. Subsequently France annexed New Caledonia in 1853 and had decided it would be a penal colony by 1864, and announced the Protectorate of Tahiti in 1842.

Local chiefly authorities also appealed to particular governments if they were having strife with other and especially there they had become indebted to traders. Independence of the Pacific nations was increasingly under threat from various powers and in the end, for many, it was easier to go with one than try to remain independent yet engaged with all. In 1874, the British accepted Cakobau’s second offer of Cession and Fiji became a British colony and Levuka the colonial capital until 1882 and the establishment of Suva. Here again, Cakobau played a major role in offering to sell land to pay off debts. The Australian ‘Polynesian Company’ purchased land on the site that would become Suva. Following their arrival and development of a town on the site in 1870 the settler lobbied intensely to have the colonial capital moved to the site. This along with the limited room for expansion in Levuka precipitated the decision to move in 1877 although the capital was not formally moved until 1882.
By the 1870s expansion of plantation agriculture, commodity trade and progressive restructuring of the relations of production which dominated Fijian rural life were being constrained by the reluctance of many Fijian chiefs to sell land to Europeans, to make men and women available for work on plantations and to extract from their communities an ever increasing quantity of surplus product for trade. . . the settler community was agitating for intervention from the British to establish a colony run in the interests of Englishmen and the Empire (Bayliss Smith et al. 1988:54).

Sir Arthur Gordon, first governor of Fiji, believed the colonial mission was a civilizing mission and it was his job to protect the Fijians and bring them to a civilized state (Ralston 1977:158). The British system of indirect rule which was enacted to protect Fijian society from the ‘ravages of the free enterprise system’ ensured that the transformation of the non-capitalist mode of production was slower and more uneven spatially and socially than in neighbouring New Caledonia, Vanuatu, New Zealand and Australia (Bayliss Smith et al. 1988:55). One of the major arguments used by the first British Governor in Fiji, Gordon, and his immediate successors to justify settling on Fijians a communal system of land ownership and restricting their involvement in wage employment was that their survival as a race depended on the retention of a viable village economy and society.

The imperial aspirations of Germany in the 1880s produced partition of the Pacific between the dominant colonial powers in the region in the same way as it had in Africa. In 1885 Britain and France both recognised the German protectorate over New Guinea and New Britain and in turn, Germany recognised Britain’s occupation of south-east New Guinea and accepted France’s right to annex any island in the Eastern Pacific. These agreements left unresolved conflicts between Britain and France New
Hebrides. In 1888, an Anglo-French agreement led to establishment of the French-British condominium in the islands in 1906. Hawai‘i had requested annexation by America in 1893 but this was not done until 1898 following the American Spanish war. At this time the Americans claimed other Pacific territories in Micronesia. Finally in 1899, Samoa was divided into German and American protectorates. In the atmosphere of imperialism and particularly during the 1870s and 1880s the major powers of Europe has assumed sovereignty over most of the peoples inhabiting the tropical parts of the world (Campbell 1989:136).

The original port towns of Honolulu, Papeete, Kororareka, Levuka, and Apia were creations of necessity established to enable the extractive resource exploitation and facilitate trade. Of them, only Kororareka did not become a colonial capital. In contrast, Noumea, Honiara, Suva, Auckland and Wellington were port towns established later, primarily for colonial administrative purposes.

In each Pacific case annexation was somewhat reluctant and convoluted through the difficulties of establishing power without a military force in areas where there were more than one tribal authority such as New Zealand and not all the foreigners were of the nationality of the annexing power and therefore not subject to her laws. It was also not in the interests of some traders although others openly lobbied for it although usually because it served their interests especially in regard to competition between the various enterprises such as whaling. Competition between the missionaries – Catholic and Protestant was also a contributing factor.

In the subsequent years until the World War I, the port towns developed in response to the consolidation of economic gain in the Pacific in the hands of large trading companies, established initially in Europe but evolving in various forms to become Pacific Trading companies originating in the region.

Only a handful of locations in the Pacific became places of European settlement and centres of colonial authority. The early beach communities, their locations all shared similar characteristics that made them especially suitable for European settlement in particular geography that permitted European sailing ships a safe anchorage and ease of access.

As the processes of European territorial expansion progressed and European powers formally annexed Pacific archipelagos, other port towns appeared as administrative centres for government and to serve settler colonies and, in the case of New Caledonia, the penal colony.
At the same time a small number of ports appeared specifically to service industry. This pattern of initial port town settlement at different stages in the colonisation process dictated the built heritage of the towns and the tangible heritage of these sites in the present.

<table>
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<th>PORT TOWN/CITY</th>
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<th>PARTITION AND ANNEXATION</th>
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<td>Built by the British as the new administrative centre after WWII</td>
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<td>Australia</td>
<td>Penal colony established by Britain in the 1770s</td>
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Table 3: Pacific Island Port Town and Cities
THE HISTORY AND DEVELOPMENT OF LEVUKA

The history and associated development of the town is presented below in a number of phases that may be clearly identified as generalized stages in European colonization of the Pacific and reflected in built and archaeological evidence and landscape features of the town. Levuka’s history is characterized by three layers identified through the existence of indigenous settlement, the imposition of groups of Europeans traversing the Fiji Islands during colonization and lasting the fusion of these two elements creating the now visualized Levuka.

STAGE 1: PRE-1820S – 1850. FROM INDIGENOUS VILLAGE TO ‘BEACHCOMBER’ SETTLEMENT

The present site of Levuka was occupied long before Europeans first explored the Pacific Islands. People have lived in the Fiji Islands (Viti) for the last 3000 years. An archaeological site containing Lapita ceramics – evidence of the initial human settlement of Fiji at around 3000 BP - has been located on Moturiki Island, immediately southwest of Ovalau. When European explorers arrived in the late 18th century Levuka was home to a number of Fijian villages, each with names and territories. These territories tended to be split between agricultural and residential lands on the lower elevations, and more fortified ‘retreat’ zones further upslope. A number of place names from this settlement system survive in the oral histories of today’s communities including Nasova, Vadratau, and Totoga, as well as Levuka itself.

From the 1820s to 1850s, Levuka was one of many scattered beachcomber communities throughout the western Pacific. By the 1860s the nature of the community had changed dramatically. European settlement had expanded throughout Fiji, and a nascent plantation-based economy in cotton and coconut products began to emerge. Levuka was blessed with a viable harbor for sailing ships, and it became a principal entrepot for trans-shipment of goods and people. Coincidentally the town became renowned as a South Pacific port-of-call, where spirits flowed freely and personal indulgences could be entertained with impunity. Numerous visitors to Levuka describe a level of alcohol consumption without comparison in their personal experience to that time. Fiji, according to Forbes (1875, p. 15), “outdid” all of his former encounters with “heavy drinking,” including those of the Australian gold fields. Young (1984, p. 227) underscores the observation, noting that consular records for the period indicate liquor, in various forms, was “the largest category of imported goods, of greater value than imported food.”
Most shops sold spirits, and there were abundant public houses where alcohol could be purchased and consumed (Burley 2003).

These were expressions of hierarchical chiefly societies and traditional authority in the villages was (and continues to be) the Tui Levuka. Ovalau and the authority of the Tui Levuka were subject to the authority of the Chief of Bau.

The power struggles between the chiefs often saw violent conflict giving rise to a landscape dotted with fortifications – hill forts to which villages would retreat in times of war. How long this pattern of warfare had existed in Fiji is unclear but may be a phenomenon of only the preceding century or two.

Figure 18: An artistic expression of indigenous Fijian settlement of Levuka. The two villages evident are Totoga and Nasau Village

According to the oral traditions of local indigenous communities, the name Ovalau is testament to an event that resulted in the island being populated for the first time. In the traditional Ovalauan dialect, ‘Ova’ means swim and ‘Lau’ means to hit the target. The first Ovalauan is said to be Rakavono who was banished from Verata (Young, 1989), and swam from Verata to Naigani Island, and from Naigani, he set course for the island to the south–east and when he hit the island, he called it Ovalau (‘swim’/ ‘hit the target’).

The word Levuka (stress on the last syllable) refers to a location on land that is tucked between or situated in the middle. There are a number of places named Levuka in Fiji and they share this significant characteristic – they are located or sandwiched between larger tracts of land.

Prior to European contact, Fijians lived in a highly organized social system. The one distinctive feature of such a system is common ownership of land by social units, where all members are related to one another by common blood. The people are inseparable from each other, and they from their land. In fact the word ‘vanua’ means ‘land’ and also means ‘people’ – land being an integral part of the Fijian
people’s identity and sustenance. According to Ravuvu (1983), vanua literally means land but it also refers to the social and cultural aspects of the environment.

“The Fijian term ‘Vanua’ has physical cultural and social dimension that are interrelated. It does not only mean land area one is identified with, and vegetation, animals and other objects on it, but it also includes the social and cultural system – the people, their tradition and custom, beliefs and values, and various other institutions established for the sake of achieving harmony, stability, and prosperity within a particular social context” (Ravuvu, 1983).

In addition the vanua or land “provide[s] security and confidence, belonging and identity and people feel comfortable in the knowledge that they belong to a particular territorial area in which their roots are established, where they or their forebears were born and brought up” (Ravuvu, 1988).

The vanua comprises a number of different yavusa which have different social and political roles within the vanua. Tokatoka (sub-clan) make up Mataqali’s (clan) that in turn make up Yavusa’s (tribe). Each unit is organised into hierarchical order and play different roles in harmony of each other to ensure stability within each social cluster and in the village/ district/ province or vanua.

The social and political organization of Fijians was similar to that commonly found throughout Polynesia, being hierarchical and ruled by a small group of chiefs. It was this traditional establishment that makes up the different vanua’s of Ovalau prior to the introduction of European values and culture during the contact period of the late 18th and early 19th century.

Ovalau before contact was divided into various clans who align themselves to ruling Chiefdoms at the time. In the eastern part of Fiji, the recognized kingdoms included Bau, Rewa and Verata which had allies throughout Fiji. In this system allies have specified roles and are called upon to carry out designated tasks by the ruling chiefdoms. In return, allies are ensured protection when threat arises from opposing kingdoms. Victories in wars could change this protective arrangement and a change in alliance is common at the time.

The chiefdom of Levuka, under the control of the Tui Levuka (Chief of Levuka), aligned to Bau, extends along the east coast of Ovalau and included several villages. The chief of Waitovu is Tui Wai and the chief of Vuma is the Roko Tui Vuma. Nasinu was aligned to Bau and included the villages of Draiba,
Naikorokoro, Nasinu, Tokou, Natokalau and Totogo. The chief of Nasinu is the Roko Takala and Draiba is the Ra Bo.

Of the three chiefdoms on Ovalau, only Lovoni remained an independent kingdom with six subject villages. The chief of Lovoni is the Tui Wailevu. In Waitovu it is claimed that they have equal status to those in Levuka as all the other villages salute them first (called *tama* in the Fijian language) then Levuka.

This traditional status is reflected in rituals around feasting. When the people of Levuka make a feast it is first taken and offered to the Tui Wai in Waitovu before it is taken to Levuka. If the whole of Ovalau makes a feast, the feast is collected by the subjects of Lovoni and brought to the Tui Wailevu, then it is taken up to Nasinu, from Nasinu then to Levuka and all villages subjected to Levuka receives or attends the feast. Tradition dictates that all the men in the villages from Levuka northwards dress up and take off their clothes to the men of Lovoni. In addition the Tui Levuka will order the collection of two whales teeth from each villages to be given to those from Lovoni as the ‘the means of the feast’ (*irawai ni magiti*) in appreciation for the feast prepared.

Such was the traditional social system of Ovalau Island when Europeans first made contact with the Indigenous communities of the island. Tribal warfare was common occurrence and determined alliances and security arrangements. For Ovalau, the chiefdoms of Levuka and Nasinu both pledged their alliances to the Kingdom of Bau which understandably brings Ovalau under the sphere of influence of Bau; this is despite the Tui Wailevu of Lovoni declaring Lovoni to be the independent of Bauan authority.

The fringing reef at Levuka provided a safe harbour and easy anchorage for the sailing ships of the early 19th century. There is also a reef further north that made the lagoon a safe and easily accessible harbour for sailing ships anchorage for sailing ships and two passages through the reef that permitted ships to enter and leave with the wind in almost any direction.

*Figure 19: View of Levuka (Town) from sea in the 1860s*
Between 1828 and 1840 the harvesting bêche-de-mer or sea slug become the dominant industry in the region and Levuka the major Fijian port servicing the industry due to its central location in eastern Fiji. Bêche-de-mer trade required a centre for information on the movement of ships, a depot for mail, pilots and interpreters for which Levuka provides the ideal site with its safe and deep and, importantly that the Tui Levuka had encouraged and protected European settlers and visitors, creating a beachcomber community at Levuka beginning around mid-1820s when a handful of Europeans settled in the Fijian village of with the permission of the Tui Levuka (Ralston 1977:54).

The beachcomber settlements of the Pacific Islands were not just subsidiary branches of major ports on the Pacific periphery; they were linked with a much wider complex of world trade. Levuka and the beach community of Honolulu looked to New England companies engaged in the China trade for much of their earlier working capital. Sydney also had extensive commercial links with Levuka and the beachcombers of Apia. In all the settlements as port towns developed out of beachcomber communities the Indigenous chiefly power in each archipelago moved to the port town which then became a centre of Indigenous power. Although Fijian Chief Cakobau never moved his residence to Levuka in 1860 was crowned and had his government there (Ralston, 1977) (discussed below).

In Levuka, the beachcombers supported themselves and their Indigenous families through their direct participation in bêche-de-mer harvesting and indirectly through their skills in ship building and repair. The best known of these was David Whippy, an American sailor and a skilled ship’s carpenter who arrived in 1825 and two other Europeans who settled in the Fijian village of Levuka. Whippy was typical of the beachcomber phenomenon that characterized the early European interaction with Indigenous Pacific Islanders.

The fringing reef at Levuka provided a safe harbour and easy anchorage for sailing ships especially those harvesting bêche-de-mer or sea slug, the dominant industry in the region between about 1828-1840. In 1827 beachcomber William Cary joined Whippy who had invited him to join him in piloting and
interpreting for the bêche-de-mer traders from Salem. During the first period of bêche-de-mer trading from 1828 – 35 the settlement of Levuka grew slowly until the second period of beche-de-mer harvesting from 1842 – 50 when the town became a ship building centre with new settlers.

Non-traditional European structures at the site during this period were likely to have been limited in number and temporary, related to the beachcomber’s activities in servicing European ships or industries such processing bêche-de-mer. By the mid-19th century the site of Levuka had become a major port in the southwest Pacific. In 1845, Lieutenant Wilkes of the United States Exploring expedition reported the Levuka community ‘living in traditional houses under the protection of the Tui Levuka’ (cited in Burley and Chatan 2002:3).

From the 1820s through 1840s, the small group of European and American beachcombers who had settled adjacent to the Fijian village of Levuka were well integrated into indigenous society. As described by Commodore Wilkes of the United States Exploring Expedition to the South Pacific in 1840, this community had expanded to as many as 40 men living in traditional houses with Fijian wives and large families (Wilkes, 1845, pp. 49–50). They had forged an economy in support of European ships seeking beche de mer and tortoise shell, principally serving as interpreters and pilots, but also providing shipwright services when needed. Despite the consistent presence of European trading vessels, the initial period of Levuka history appears to have been a quiet and orderly one. Ralston (1978, p. 80), in fact, suggests it was characterized by a “pronounced absence of alcohol,” a conclusion derived from alcohol being “neither on the cargo inventories for the beche de mer vessels nor on the lists of goods offered to the Levuka residents for services rendered...” (Burley, 2003).

By 1840, Levuka was already the main European settlement in the Fiji Islands, having a population of about thirty men, mostly British or American, who with their native wives, and families, made up a community of nearly two hundred people. Europeans had been living in the town for over 30 years at that point, but earliest references indicate that the first beachcombers lived in Fijian style houses, in or near the Fijian village of Levuka (Purser, 2003). Wilkes described the settlement as a single unit during his 1840 visit:

*The town of Levuka contains about forty houses; it is situated on the east side of the island of Ovalau, : : : The frames of the houses are built of the bread-fruit tree, and are filled in with reeds, whilst the roof is covered with a thatch of the wild sugar-cane. They are usually oblong*
in shape, and from twenty to twenty-five feet in length by fifteen in breadth. : : : I understood that about forty whites had taken up their residence here; : : : all married to native women, and generally had large families (Wilkes, 1845, pp. 49–50).

Intermittent raids however, usually disrupted peace in the new settlement. This was carried out by the hostile tribes of Lovoni who claimed to be the original settlers of Ovalau and also laid claim to the land upon which Levuka town sat (Young, 1984). One such raid occurred in November 1840, where Lovoni warriors raided the settlement in Levuka and took back with them nine women. Again, the following July, they came down at night and set fire to the houses and stores and looted freely in the commotion that ensured. Great losses incurred as the result of actions undertaken by Lovoni tribes includes loss of buildings and merchandise that is scarce given the infrequent visit of overseas vessels (Derrick, 1946). This lack of security generated much fear, which led to discussion within the community, on the need to establish law and order.

The person who commanded authority was Ratu Seru Cakobau³, who was the Vunivalu (high chief) of Bau at the time. A renowned warrior with victories over old established chiefdoms of Rewa and Verata, his wishes to create an autonomous government for Fiji coincided with the traders/settlers desire to formalize an administration with their backing. His father Ratu Tanoa was the younger brother of King Naulivou who was Vunivalu (King) of Bau at the time of his birth in 1817. His mother Adi Savusavu named him Seru before she died four months after his birth. The Radi Dreketi at the time, who was his mother’s younger sister, took him to Rewa where he was reared in the chiefly family of the Roko Tui Dreketi. It is interesting to note that he was brought up with his cousin Qaraniqio the son of the Roko Tui Dreketi, who later became his bitter enemy in wars between Bau and Rewa. His father Ratu Tanoa succeeded Ratu Naulivou after he died in 1829. After three years in leadership, he had estranged some principal Bau families that resulted in a plot to remove him from power. The plot eventuated while King Tanoa was on a visit to Levuka in 1832 and he was forced to live in exile in Somosomo on Taveuni. His son Seru a young man in his twenties restored Tanoa’s power after a well-planned coup in August 1837. This was possible after, he was allowed to live amongst his father’s enemies on the island following his father’s banishment from Bau. This allowed Seru to successfully plan and execute the coup from Bau with the help of the Lasakau group on the island. The damage caused to properties on the island as the result of the coup earned the young chief his new name Cakobau. The name in Fijian literally means

³ Ratu denotes chiefly status; equivalent to „Adi“ for women of chiefly standing.
‘Dreadful/Bad is Bau’ which remains with the leading chiefly family in the chiefly island of Bau today. Cakobau was therefore named after the damage he did on Bau Island after he restored his father to power.

With the support of European and Indigenous residents in Levuka he set up the first administration of the Kingdom of Fiji in Levuka, Ovalau on 5th June 1852 and took upon himself the title of Tui Viti (King of Fiji). He became the Vunivalu of Bau the same year to be the 6th to hold the chiefly title and was the most successful of all past Vunivalu in warfare and diplomatic relations, which he deliberately used to his advantage.

### Tangible Evidence of Stage 1: 1820s to 1850

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<tr>
<th>LOCAL HISTORICAL EVENT</th>
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<th>ASSOCIATED THEME IN EUROPEAN COLONISATION IN GENERAL</th>
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<tbody>
<tr>
<td>European exploring ships identify Levuka’s safe harbour</td>
<td>Natural features of breaks in the reef and the protected harbour and its association of maritime heritage</td>
<td>The need for safe, easily negotiated anchorage for European sailing ships</td>
<td>Exploratory stage seen throughout the world associated with the search for trade goods and resources</td>
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<tr>
<td>Europeans’ wish to use the harbour as a base for exploiting natural resources, especially bêche-de-mer</td>
<td>Site of ViToga village visible in Levuka’s street plan Archaeological deposits in the town reflect early Indigenous and European contact and introduction of European technologies and materials</td>
<td>European ‘beachcombers’ living in various Pacific communities acting as mediators between the Indigenous communities and Europeans</td>
<td>Stage 1 in the development of port towns was accompanied by minimal infrastructure, sufficient only to enable trade to proceed or resources to be extracted</td>
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<td>The willingness of the Tui Levuka to host Europeans</td>
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<td>David Whippy and other beachcombers living with Fijian wives Ships call at Levuka port for supplies, refitting and crews</td>
<td>Trade in European goods especially metal brings a technological revolution to Indigenous societies</td>
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**Table 4:** Tangible Heritage associated with Stage 1 of Levuka’s development

(A) **Early Explorations: Natural Features of Breaks in the Reef and the Protected Harbour and Association with Maritime Heritage**

The Levuka harbour has a natural break in the *Ici Cabe* Reef called *Natubari* Entrance, the main entrance for the harbour, beside which a lighthouse is located.

The present wharf, King’s Wharf, is a single arm and is conventional in its structure. There are no other structures in the harbour except for mooring vessels, mostly yachts, inter-island ferry and fishing boats. There are maritime wrecks in the harbour of which three (3) have been documented by the Australian Maritime Museum. These wrecks are protected by customary law exercised by the Tui Levuka who has customary jurisdiction over the Levuka Harbour.
(B) **INDIGENOUS SETTLEMENTS AND AUTHORITY: TOTOGA, NASAU, LEVUKA VAKAVITI – TUI LEVUKA**

The indigenous settlement of Levuka is characterized by the 3 villages of Totoga and Nasau Village (existed in the 1800s) and the village of Levuka which still stands today. While the two villages can only be indentified through archaeological, pictorial and historical narratives of early explorers and European settlers, the two villages would have been subjected to the rule of the Tui Levuka (Levuka Village) given that the influence of the latter led to the European occupation of what is now Levuka. While Levuka Village is outside the boundary of the nominated area the authority of the Tui Levuka, however, still extends throughout the town and provides protection to the wreck sites in the harbour through a ban on diving.

The Tui Levuka continues to hold traditional customary authority over the District of Levuka\(^4\) and Levuka Harbour; this means that the villages located within the district of Levuka pay allegiance to him and acknowledge him as the chief of the district above their own village chiefs.

Levuka Village is situated next to the Town with only a small bridge and creek dividing the two. The site of the village is the same as when beachcombers first arrived. The church in Levuka Village is the Methodist Church which was built during Stage 2 of Levuka’s development, one of the earliest build churches in Fiji for the Wesleyan mission.

(C) **ARCHAEOLOGICAL DEPOSITS**

The fill deposits of Totoga Creek, studied by David Burley in 2003, reveal more than the complexities of landscape history in Levuka. The profuse presence of water-tumbled bottle glass from test units at the Royal Hotel, and to a lesser extent the Public Market, have identified the beach as a primary source of aggregate for fill and construction materials. They also distinguish the beach as an area for refuse disposal in the earlier years of town development. This interpretation is in full accord with period accounts, and it draws attention to one of the most critical concerns of Levuka’s residents prior to cession. No more graphic a depiction of this issue exists than in a 17 September 1871 story in the Fiji Times:

*Anyone going through Levuka cannot fail to be struck with the filthiness and unwholesomeness of the place. Drains flushed with filthy refuse, the effluvium*

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\(^4\) Levuka is one of the 4 Districts in Ovalau – Levuka, Lovoni, Nasinu and Bureta.
of refuse from shambles which come floating down Totoga creek, the stinking refuse which is thrown out onto the beach and an occasional animal, (generally feline), inflated beyond all proportions, and only requiring the sure aim of some ever-ready urchin to ’bust’ it and send a sweeter fragrance on our poisoned air (as cited in Young, 1984, p. 231).

These data have potential to serve as a beginning point from which to explore processes and events in Levuka’s past. Their implications for understanding social change and alcohol consumption, landscape, and the importation and use of nineteenth century material culture illustrate the broader promise of archaeology to contribute to historical and anthropological research in this South Pacific port of call (Burley, 2003).

*Figure 21:* Scene at Levuka wharf, loading and unloading of cargo. Note the rail-lines which still exist today.

**STAGE 2: 1850 – 1874 FROM BEACHCOMBER SETTLEMENT TO COLONIAL PORT**

In 1850, the British Missionary Calvert described Levuka as ‘a peaceful and industrious community where men lived with native women while developing trade and piloting businesses’ (Samson, 1996). Following the decline of bêche-de-mer in the 1840s, Levuka was dependent on inter-island trading for products including pigs and yams. The gold rushes in California and Australia gave rise to a provisioning trade especially in pigs. In the 1850s commercial activity in Fiji increased again with the expansion of the coconut oil trade but Levuka did not recover until the 1860s and the arrival of settlers to exploit the new cotton boom. During the period 1860 – 1874 Levuka became a ‘Port of Call and entrepôt’ (Burley and Chatan, 2002), a bi-cultural society in which interaction of European and Indigenous social and political systems continued alongside the development of the town and the increasing number of European style structures (Young, 1967).

Until 1850, the Levuka Beach community had been free of foreign intervention. Although Wesleyan missionaries arrived in Fiji in 1836, no permanent station was established in Levuka until 1852. Roman Catholics arrived in the town in 1851.
In 1851 a Roman Catholic mission was established followed by the Wesleyans in 1852 (Ralston, 1977). In 1850 alcohol became freely available in the town and from this time Levuka gained a reputation for drunkenness (Derrick, 1950). Between 1852 and 1865, the town’s foreign population grew from around fifty to over eighty (Ralston, 1977). During this period foreign immigration rapidly increased, ‘establishing an agrarian based plantation economy with Levuka as its transhipment port’ (Burley and Chatan, 2002). This was aided by cotton shortages in Europe due to the American civil war in the 1860s and Fiji planters attempting to fill this gap by establishing cotton plantations (Knapman, 1987). In the 1860s Levuka was also a centre for importation of Melanesian villagers as labour on Fijian plantations – a practice known as ‘blackbirding’. Some of the villagers, primarily from the Solomon Islands, subsequently settled on Ovalau (People of Levuka, 2001).

The first British consul in Levuka, W.T. Pritchard, arrived in 1858 (Ralston, 1977) and from this time the possibility of British annexation of Fiji was muted from the late 1850s but in 1861, a first offer of cession was made by Chief Cakobau but was rejected by the British (Burley and Chatan, 2002). The town continued to grow with settlers from various countries of European and other Pacific islands, creating a fluid and culturally diverse population. By 1870 the non-Indigenous population numbered over 2000 (Derrick, 1950).

*Figure 22: Levuka town after a cyclone in 1895 ©Fiji Museum*
During this period the track and settlement along the beach front became Beach Street and was typical of the *ad hoc* development of towns in the South Pacific. There are towns in the Pacific Region such as Lihue on Kauai, Lahine on Maui (both in Hawaii) and Apia in Western Samoa which demonstrate a similar pattern of development but none retain such a degree of historical authenticity and such a wealth of old buildings. The high ground was not developed for very practical reasons and only later became a place to escape the oppressive micro-climate of the water’s edge.

The Levuka town-site in the 1860s and early 1870s was considerably different than it is today. It was a town “only five to eight feet above the ordinary high-water mark” and “drainage on any system is impossible” (Gordon Cumming, 1901, p. 95). This created a landscape that was difficult if not impossible to build upon, resulting in a congested and haphazard settlement layout with ample implications for interpreting the town plan today. And to make matters worse, the town’s frontal road around the harbor blended into the beach scrim without notable separation. At high tide, according to Derrick (1950, p. 184) “only a narrow path remained, washed and eroded by the waves of every storm” (Burley, 2003),

The landscape of Levuka has international associations. The very significant Australian horticulturist, William Guilfoyle, visited Fiji on the tour of the South Pacific in 1868 and Levuka was his base. It was a turning point in his career. He disseminated Fijian botanical information through colleagues in Australia to the rest of the world. He collected plants some of which could now be held as specimens, dried or living, in major botanical gardens in Australia and Europe.

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<tr>
<td>The European settlement grows in Levuka that is distinct from the Indigenous villages</td>
<td>Row of European structures along the Beach front that becomes Beach Street</td>
<td>Recognizably European settlements also appear in Honolulu, Apia, Papeete, and Kororareka which thrived because they had the protection and under the benevolence of the Indigenous chiefs</td>
<td>Development of European settlements that include trades people and other professions that are not specifically related to the trade or resource gathering but provide support for people engaged in these industries. In non-settler colonies, negotiation with indigenous authorities gave access to goods and insured protection and stability of the settlement</td>
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<tr>
<td>Levuka becomes the main European settlement in Fiji</td>
<td>Levuka village</td>
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<tr>
<td>Indigenous political struggles and the rise of Cakobau</td>
<td>Land reclamation along sea front</td>
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<td>LOCAL HISTORICAL EVENT</td>
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<td>Missionaries arrive in Levuka in 1850 and in negotiation with the Tui Levuka, the Wesleyans take up land on the south side of Levuka Creek and Roman Catholics take up land to the south of Totoga Creek</td>
<td>Levuka Village Methodist Church (oldest in Fiji) constructed in 1860s Sacred Heart Church built in the 1860s – the oldest and best developed catholic mission in Fiji.</td>
<td>Missionaries arrive throughout the Pacific with a civilising mission that was aligned especially to the British 19th century colonial attitude of indirect rule</td>
<td>Christianity and the aim of conversion has been part of all European colonizing processes and commonly represented the grandest architecture in the colony</td>
</tr>
<tr>
<td>Cakobau’s government</td>
<td>Former Parliament house site Nasova House original house is residence of H M Commissioner to Fiji - Smythe</td>
<td>Representatives of European powers arrive in the Pacific Indigenous leaders attempt to negotiate European forms of governance and economy to insure their rule</td>
<td>As European settlements grow tensions arise between the trade companies or settlers and Indigenous peoples. In response European government agents and military play an increasing role in negotiations</td>
</tr>
<tr>
<td>Ships involved in Pacific labour trade or ‘black birding’ arrive in Levuka</td>
<td>Baba Settlement adjacent to Levuka and cultural diversity still present</td>
<td>1860s Pacific Islander labour trade for the sugar, cotton and palm oil industries</td>
<td>Establishment of plantation economies in colonies worldwide create a labour shortage and initiates the slave trade and forms of indenture labour</td>
</tr>
<tr>
<td>Growth of the town in the 1860s with settler rush especially from Australia, the US to establish cotton plantations</td>
<td>Beach Street shops and hotels Royal Hotel</td>
<td>American civil war stops cotton supplies to Europe. Other colonies establish cotton plantations in response</td>
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**Table 5:** Tangible evidence associated with Stage 2 of Levuka’s development

Levuka’s white settlers were occasionally caught up in political struggles between Indigenous villages on Ovalau and between the Fijian Chiefs, most notably in 1844 when Levuka’s white population was temporarily banished from Ovalau by Cakobau, the high chief of Bau on Viti Levu’s east coast (Derrick, 1950). It was at Levuka in 1865 that the high chiefs of Fiji met to establish a confederacy and form a national government with Cakobau as its president. However despite his conquests, and the establishment of the Cakobau Government Cakobau was considered an outsider by natives of Ovalau and this led to disagreements with the warrior tribes of Lovoni (Young, 1984). The disagreements
stemmed from their (Lovoni) unwillingness to pay a tax that was levied by Cakobau, and this developed to open hostility that led to attacks upon coastal villages by Lovoni warriors. The conflict led to a series of battles and eventual capture of the Lovoni people in 1871. Cakobau exploited the captured people of Lovoni by selling them into slavery to European settlers for £3 per head. “Cakobau received 1100 pounds for the sale of about 365 slaves in 1871-72 and in the following two years earned 1500 pounds and 2000 pounds for the hire of Lovoni labour” (Young, 1984). Cakobau also confiscated and sold all Lovoni land totaling about 4000 acres, and later mortgaged these lands to Europeans who advanced money to his government (Young, 1989). The Cakobau Government was short-lived and in 1871 the Fijian Chiefs made a second offer of annexation of Fiji to Great Britain as a Crown Colony (Burley and Chatan, 2002). This time the British accepted and the Deed of Cession was signed in Levuka in 1874.

(D) Development of European Settlements: Row of European Structures along the Beachfront and Land Reclamation along Seafront

The buildings along the Levuka foreshore remain intact as a collective grouping with most building surviving from when they were first constructed.

The buildings along Beach Street are built on one side of the road, the mountain-ward side and while on the sea-ward side is a long patch of green turf that fringes the foreshore and seawall. Along this green patch are trees and seats used by the town residents and visitors to sit and watch the town and the harbour.

The land along the seafront, although subdivided and registered to the Catholic Church in town, is still under water and no major developments have been undertaken to bury the land lots for future constructions.
1. **LEVUKA VILLAGE METHODIST CHURCH, LEVUKA VILLAGE (WESLEYAN MISSION):**

The Wesleyan Methodist Missionaries were the first to arrive in Fiji from Tonga in the mid 1830s and, at least in the number of converts, were the most successful (Smythe, 1864 and Allen, 1907). Strong feelings emerged between the denominations over the years. This was the church used by native Fijians in contrast to the church built near the Methodist Missionary’s house which was used by Europeans.

The Levuka Village Methodist Church, the oldest church in Fiji was constructed in the 1860s. It is significant as the representation, possibly the oldest surviving in Fiji, of the relationship between the indigenous people and Christian missionaries, for its architecture and for its association with significant figures at the time of Cession.

2. **NAVOKA METHODIST CHURCH, LEVUKA TOWN (WESLEYAN MISSION):**

The church appears to have been built in 1862 to replace an earlier traditional building.\(^5\) It has suffered damage over the years from several hurricanes including the loss of its roof in the later 1880s but has remained largely intact for most of this century.\(^6\) This was the church used by

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\(^5\) Mrs Smythe mentions attending services in a „native house”, Smythe, 1864, p. 22.

\(^6\) Many photographs survive including some at the Levuka Community Centre and one in the *The Cyclopedia of Fiji* p. 154 taken about 1905 which shows several important variations from the existing structure.
Europeans in contrast to the church built near the village of Levuka which was used by native Fijians. The Methodist Church Hall is significant as one of the oldest structures in Fiji, possibly the oldest church in Fiji, its architecture and for its continuous association with the Methodist Church.

3. **Delana Methodist School Complex and the Old Mission House, Levuka Town (Wesleyan Mission):**

The complex includes several buildings includes classroom and dormitories. Children were taught 'in a native house' which doubled as the first church, probably from about 1850 (Smythe, 1864). Small elementary or primary schools were established at mission station throughout the island but Levuka probably immerge to become the most important. By the mid 1880s secondary education was offered but without much success (Allen, 1907).

The Old Mission House became the base and focus for the Methodist Missionaries in Fiji. The house suffered damage over the years from several hurricanes but remained largely intact for most of this century. It was very substantially altered, effectively demolished, in recent years.

The complex is of significance as the base and focus for the Wesleyan Methodist Missionaries, as one of the oldest continuously occupied European sites in Fiji and for its associations with Colonel W. J. Smythe (H. M. Commissioner to Fiji) and first steps towards cession.

4. **Sacred Heart Church and Presbytery, Levuka Town (Roman Catholic):**

The Sacred Heart Mission was founded in 1858 and the church building was started soon after. The present church, since enlarged, dates from no earlier than in 1860s. The present timber Presbytery, adjacent to the Cathedral, dates from no earlier than in 1860s and presumably there was accommodation for the priest at that time.7 The present presbytery appears to date from

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7 Mrs Smythe in Ten Months in the Fiji Islands notes disparagingly the presence of 'the French priest', p167, but does not mention any church buildings when she describes Levuka in 1860. and, in fact, only talks about Wesleyans as 'the missionaries in Fiji', page 20 and, with respect, that 'the church of England shows her superiority', page 174.
before 1900 and is said to have been two storied originally. The Sacred Heart Mission went on to found other missions, converts and schools on Ovalau and throughout the islands.

Figure 28: Sacred Heart Cathedral Sacristy 2010 (back view of cathedral)

The Cathedral may have been built during the cotton boom and uses a conventional but simple Gothic Revival style. The first priest was Father Breheret who had arrived at Lakeba (North-east of Fiji) in 1844 and the detached clock tower was built to commemorate his arrival. The architects of the church and of the tower are not known.

The church and especially the tower are landmarks in Levuka. The tower is used as a navigation beacon for the harbour entrance and the church once had its own jetty. The Sacred Heart Church is the keystone to the streetscape of this part of Levuka.

The Sacred Heart Church is significant to the South Pacific region as the oldest and best developed Catholic Mission in Fiji, for its architecture, its association with promoting education and as the keystone for this part of Levuka. The Presbytery is significant for its associations with the Sacred Heart Mission, as a residential building in the commercial section of Beach Street, and for its contribution to the streetscape.

5. **Marist Convent School, Levuka Town (Roman Catholic):**

The Sacred Heart Mission at Levuka, founded in 1852, became the focus for Catholic missionaries in the 1860s. From at least that time some education was provided by the mission and, in 1882, the Sacred Heart School was built ‘on the compound’. Sisters from the French order, the Congregation of Mary of Marists, also arrived in 1882, some from France but others,

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8 Interview with former Levuka Town Councillor George Gibson and church-building committee members on 13 November, 1993.
9 T. B. Dineen, ‘The Commercial Director and Tourists’ Guide, page 101. He was a Marist and came with Bishop Battalion and Father Roulleaux to the eastern islands of Fiji from Tonga taking the same route as the Methodists a few years before.
10 History of the Convent School, Page 10.
apparently those in charge, from Australia. A hospital associated with the missions started in 1888 and closed in 1894 but the convent was used during the influenza epidemic of 1919.

The present main convent building built of coral stone was started in 1890, with more sisters arriving to teach there in 1892. The building was extended to the south, apparently doubling its size, early in the 20th century. The Marist Convent advertised for pupils and described the building as a ‘concrete school’ and catered for the children of planters. In the early 1920s a new and separate primary school was established in the convent grounds for non-European children. The Convent reached its maximum size in the mid 1960s with the last days of the copra boom. It was the mother house to other convents in outlying villages, outer islands and, indeed, for the South Pacific.

The Marist Convent Complex is significant as the oldest and best developed of the Catholic Mission schools in Fiji, as the mother house for others, for its architecture and for its associations with the education of generations of children from all ethnic groups throughout the archipelago.

(F) NEGOTIATIONS BETWEEN THE INDIGENOUS AND COLONIAL ADMINISTRATION: CAKOBAU’S PARLIAMENT, CURRENTLY EUROPEAN MEMORIAL

Seru Cakobau, with the help of certain Europeans as ministers, tried several times to form a stable government recognized by the Europe and American Powers. He built a Parliament House on this key landmark site which still dominates Levuka. He was eventually forced to cede to Britain in 1874 under pressure from exaggerated claims by the Americans. The Parliament House was later used as a court house.

Figure 30: Current World War I Monument. Former Site of Cakobau’s first Parliament

As the primary commercial centre of the archipelago with the largest concentration of European settlers, Levuka became the political capital
of an autonomous Fijian state in 1871 under the suzerainty of the Bauan chiefdom (Derrick, 1950, pp. 202–241; Dodge, 1976, p. 174; Young, 1984). This government attempted to integrate the Fijian chiefly hierarchy with the principles of Western democracy. It consisted of a Fijian monarch, Cakobau, the Vunivalu of Bau, is Tui Viti or “King,” a Privy Council of predominantly Fijian chiefs, European ministers, and an elected parliament. The original parliament was held in an existing structure in Levuka town that ultimately proved unsuitable (Fiji Times, 9 August 1871, p. 5; 23 September 1871, p. 4) (cited in Chatan, 2003).

The site is now marked by a memorial, in the form of a column, to the Europeans who fought and died in the First and Second World Wars; eighteen people are named.

The Former Parliament House site (and European War Memorial) is significant as the focus of Cakobau’s attempts at modern, independent government for Fiji, for its subsequent use as a court house and later, as the memorial to those Europeans who fought and died in the First and Second World Wars.

(G) **Establishment of Plantation Economies: Baba Settlement and its cultural diversity**

Baba settlement (although does not fall within the nominated property or buffer zone holds significance to the OUV of Levuka) sits at the back of the town in the crook where the flat land starts to rise into hills. There are numerous houses in the settlement connected by an extensive network of footpaths. These houses are not readily visible from town because of the thick foliage of mango trees and other trees that line the slopes together with a system of drains and creeks flowing from the upper hills.

The settlement is significant because of its ties to force migrant labour and the role of Levuka as a ‘clearing house’ for labourers employed for plantation economies.

(H) **Growth in Town - Royal Hotel**

The Royal Hotel, dating from at least 1869, is one of the oldest sites in Levuka, appearing regularly in advertisements in the early addition of the Fiji Times. By 1906, when its photograph appeared in *The Cyclopedia of Fiji*, it was probably at its heyday with shady verandahs and a lookout for shipping (Allen, 1907). Its main rivals were the Levuka Hotel, which in the mid 1870s boasted 60 well appointed rooms,

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11 The Cyclopedia of Fiji describes it about 1871 as run by Manton, the principal hotel and *a large and spacious wooden building boasting a good broad verandah*. }
and later the Polynesian Hotel in Beach Street. It is the last survivor and has been owned by the Ashley family since before World War 2.¹²

Figure 31: Royal Hotel 1895 (left)  Figure 32: Royal Hotel 2010 (right)

The Royal Hotel is significant to the South Pacific region as one of the oldest surviving hotels in the South Pacific and the oldest in Fiji, for its association with key historical figures, for its architecture and for its contribution to Levuka’s urban form.

STAGE 3: 1874 – 1887 LEVUKA BECOMES THE CENTRE OF BRITISH COLONIAL AUTHORITY

This stage of Levuka’s history covers the period of its service as the first colonial capital after Cession to Britain in 1874 until 1882, when the capital was moved to Suva.

Levuka in the second half of the nineteenth century was as exotic and as foreign a place as a European could find on the world stage. Gin from Scheidam, champagne from France, ink from Australia, clay pipes from Scotland, ceramics from England, and bottles from the United States are but small illustrations of how extended and effective the town’s maritime transport network had become. Even as early as 1870, as Young (1984, p. 237) reports, the ships were bringing a full range of “fashionable clothes, newspapers, furniture, weapons, books and liquor” to a population numbering no more than 2500 throughout Fiji. By 1875 the shops of Levuka were “fully stocked with all things needful, which a

¹² About 1936.
European can buy at about one third more than he would pay in England” (Gordon Cumming, 1901, pp. 72–73) (cited in Burley, 2003).

The social importance of consumption in nineteenth-century Levuka has not gone unrecognized in historical consideration of the town’s development. Young, for example, emphasizes and highlights its critical role in the retention of cultural identity on the furthest fringes of Empire. In speaking of the Fijian planter community, he (Young, 1984, p. 255) asserts, “their success in maintaining a sense that they were members of a European community depended on such tangible symbols : : : as a sawn-timber house, an iron roof, supplies of gin, imported food, books, furniture and a white wife.” These goods served to mediate and obscure the realities of life and place. They provided “a cultural oasis” within an isolated “Fijian wilderness” (Young, 1984, p. 265). Commodities of nineteenth-century industrial capitalist production reinforced the planter’s sense of self, and they firmly connected him to his origins and his culture (Burley, 2003).

In 1874 Levuka was a thriving port and centre of the regional economy in Eastern Fiji. The British established the colonial government at Nasova, converting the Cakobau Government Building into a Government House for Sir Arthur Hamilton Gordon, first British Governor of Fiji 1875 – 1880 (Burley and Chatan, 2002).

Until 1874 Great Britain’s interest in the Fiji Islands was ambiguous, with a policy of indirect imperialism based on open ports and free trade (Samson, 1998). Between the fall of 1873 and early spring of 1874 the British cautiously entered into negotiations with representatives of the Cakobau Government for eventual annexation. On 10 October 1874, the Deed of Cession formally transferred Fiji unconditionally as a Crown Colony to Great Britain. At Nasova a delegation of Fijian chiefs headed by Cakobau signed the agreement with Sir Hercules Robinson, Governor of New South Wales, representing Great Britain. A provisional government established under the Presidency of the newly appointed British Consul, Edward L. Layard, ran the fledgling colony until the arrival of the British Governor. Nasova, with the government building and property, represented the most significant real estate held by the former regime. Between October 1874 and August 1882 Nasova House became the center of the British colonial government in Fiji (Chatan, 2003).

In 1875 the 6th Company of the British Royal Engineers arrived in Levuka to survey the town, and construct a sea wall, canals where the creeks had flowed and other drainage systems and sanitation facilities plus the Queen’s Wharf and Customs House. European women arrived in numbers in the 1870s
and social life in the town became more ordered (Ralston, 1977), stores along Beach Street expanded
and the development of the port facilities consolidated Levuka’s regional commercial importance. The
Town of Levuka was created in 1877 making it the oldest municipality in Fiji (HJM Consultants and
Hubbard, 1994).

In 1879 Levuka was the first port of call in the Fiji Islands for the first boat carrying indentured labourers
from India bound for Fiji’s emerging sugar industry (Lal, 2000). Few of the labourers stayed on in Levuka
or Ovalau as the cane plantations were principally located on Fiji’s two largest islands – Viti Levu and
Vanua Levu.

<table>
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<tr>
<th>LOCAL HISTORICAL EVENT</th>
<th>ASSOCIATED TANGIBLE HERITAGE IN LEVUKA</th>
<th>ASSOCIATED THEME IN COLONISATION OF PACIFIC ISLANDS</th>
<th>ASSOCIATED THEME IN EUROPEAN COLONISATION IN GENERAL</th>
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<td>Royal Engineers arrive in Levuka</td>
<td>Drainage system and sea wall, Queens wharf, Customs House</td>
<td>With the formal annexation of territory in the Pacific in the second half of the 19th century, European powers improved port facilities and town infrastructure especially where the annexation was associated with increasing numbers of settlers such as New Zealand and Hawai’i</td>
<td>In the consolidation of the British Empire in the second half of the 19th Century building works, especially port infrastructure, roads, bridges and sanitation were undertaken by Royal Engineers, who moved around the colonies</td>
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<td>Deed of Cession to Britain signed in 1874 by Cakobau and other Fijian chiefs</td>
<td>Cession site Nasova house Archaeological deposits around Nasova</td>
<td>In the late 19th century, territorial claims are made over all islands not formally annexed, precipitated by the expansion of the German Empire from the 1880s</td>
<td>The formal annexation of colonial territory and control of the British colonial office.</td>
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<td>Captain Robbie</td>
<td>Bungalows, especially in Robbie’s lane</td>
<td>Territorial expansion in the Pacific brings with it a new European middle class of administrators and families for which bungalow-style accommodation is built</td>
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<td>Levuka continues to grow through the port’s role in Pacific Island trade</td>
<td>Morris Hedstrom, Bond Store 1860s</td>
<td>The first large Pacific trading companies are established, following the lead of Godeffroys, based in Samoa, establishing palm oil plantations</td>
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<td>From the 1850s Levuka was a destination for settlers and planters and those involved in commerce and trade</td>
<td>Royal Hotel 1874, Archaeological remains of earlier hotels</td>
<td>Steamship travel increasingly opened up the Pacific routes in the second half of the 19th century and hotels were established in all ports to cater for passengers</td>
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<td>Levuka Public School opens in 1879</td>
<td>Levuka Public School buildings</td>
<td>The rise of education with the presence of missionaries</td>
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<td>1879 Indentured</td>
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Table 6: Tangible Evidence associated with Stage 3 of Levuka's Development

(I) COLONIAL ADMINISTRATION FOLLOWING FORMAL ANNEXATION

1. NASOVA HOUSE ORIGINAL GOVERNMENT HOUSE, FORMER RESIDENCE OF H.M. COMMISSIONER SMYTHE TO FIJI, LEVUKA TOWN:

The earliest relationship between the representative of the British Crown and the Tui Levuka and Cakobau was focused immediately to the south of the village of Levuka. The first official residence was probably that of H. M. Commissioner to Fiji, Colonel W. J. Smythe, built for him in the garden of the Wesleyan Missionaries house, who came to investigate annexation in the early 1860s. Another early suite was promoted by W. T. Pritchard, British Consul, on Vunivetau Island (or Lado Yalewa) in Port Kinnard, at the southern end of Ovalau.

Straddling the transition from pre-colony to colony, Nasova House represents similar as well as dissimilar sociopolitical visions. Conceived and built during the Cakobau Government phase, the fusion of Fijian and European elements attempted to express the hybrid identity of this autonomous Fijian-settler polity. As the vale levu of this state, it personified the integration of traditional Fijian chiefly prerogatives and modern western democratic government in a

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13 His wife wrote letters about their journeys to and around Fiji which were later published in 1864 as “Ten Months in the Fiji Islands.”
14 The house and setting are described by Berthold Seeman, Viti: An Account of a Government Mission to the Vitian or Fijian Islands in the Years 1860-61 and mentioned by R. A. Derrick, A History of Fiji, Volume 1, pages 145-6.
constitutional monarchical regime led by Bau. Following cession in 1874, Governor Gordon used Nasova House to complement and enhance his status as British paramount chief of the colony. His colonial vision, expressed through the hybrid architecture of Nasova House, legitimized and fixed the Fijian tradition and culture within the British colonial order in the archipelago, as it represented him as paramount within the colonial sociopolitical hierarchy (Chatan, 2003).

The original government house at Nasova dates from the later 1860s and appears to have been much extended until the capital moved to Suva in 1882. It was the site of the signing of the Deed of Cession by King Cakobau on 29 September 1874 and the raising of the Union Jack on 10 October 1874 when the Deed was accepted by Sir Hercules Robinson, Governor of New South Wales. Sir Arthur Gordon assumed the governorship of Fiji in 1875 and he was succeeded by Governors Des Voeaux, Mitchell, McGregor and Thurston.

This site is significant for its associations with British influence and power in Fiji and the administration of the colony and Europeans interests generally until the removal of the capital to Suva and especially for the signing of the Deed of Cession to the British Crown. The existing structure may be part of the original building.

2. **DEED OF CESSION SITE:**

This site was originally the landing area associated with the Governor’s residence since it sits adjacent to the Governor’s residence. In 1942 the first memorial, a piece of local volcanic rock, was placed to commemorate the signing of the Deed of Cession nearby on 9 October 1874. A similar stone commemorated the centenary of that event in 1974.

*Figure 36: Site of Deed of Cession at Nasova, Levuka (Inset: Bronze Plaque commemorating Cession)*

15 The ceremony is illustrated in an engraving displayed at the Levuka Community Centre.
In 1970 another stone was placed to commemorate the visit by Prince Charles on 12 October on the occasion of Fiji’s independence. The Prince stayed on a warship moored off-shore that night and spent the day in the Anniversary Bure, located in the neighbouring lot administered today by the Lomaiviti Provincial office.\footnote{Interview with former Levuka Town Councillor George Gibson on 10 March 1994.}

This site is significant as the symbolic memorial to the Cession in 1874 of islands of Fiji by King Cakobau, Tui Viti, to Victoria, Queen of Great Britain and the continuing relationship between the two nations.

3. \textit{Improvement of infrastructure by the British Royal Engineers – seawall and drains.}

The 6th Company of Royal Engineers arrived in Levuka in 1875 and immediately began the process of organizing what previously had been a chaotic pattern of settlement in the town. They surveyed a town plan, a Land Court was established to resolve disputes, and various administrative and recreational facilities, from a government wharf to cricket pitch were put in place. Most important from the perspective of the Levuka town-site, the Royal Engineers constructed a sea wall to protect and define Levuka’s Beach Street, and they walled in the sides of cross-flowing creeks to create canals and regulate seasonal flows. Levuka was physically sanitized in a fashion appropriate to nineteenth-century British norms. At the same time, it was concluded that town expansion was all but impossible due to the steep volcanic slopes that formed the inland boundary (Burley, 2003).

\begin{figure}[h]
\centering
\includegraphics[width=0.5\textwidth]{detail_steps_and_bridge_leaving_up_to_baba_settlement_2010.jpg}
\caption{Detail steps and bridge leading up to Baba Settlement 2010}
\end{figure}

When the British Administration arrived, Levuka’s problems were of a sufficient scale to immediately question its viability as a capital appropriate to a Colony of the Crown (Gordon Cumming, 1901, p. 94). The Royal Engineers accordingly began a program of alterations in 1875, to impose order on and to alleviate the most pressing concerns within the townscape. Most important among these improvements were construction of the sea wall and creek canals, each including a series of regularly spaced drains allowing groundwater to flow through. Behind these
walls, land surfaces were elevated and leveled, creating topography upon which Beach and other streets could be securely established. Apparent in subsurface exposures along the current waterfront, a thick mantle of coral rock and gravel fill testifies to the process. Levuka was not fully developed in a flurry of activity in the 1870s by the Royal Engineers in their effort to sanitize the town’s physical geography. That process is the cumulative result of long-term change that continues into the present. Since these types of changes also reflect upon broader economic, social or political contests operative at different periods in Levuka’s past, they become critical contexts for future archaeological investigation (Burley, 2003 p261).

The seawalls and drainage network that serves Levuka Town was initially planned and constructed by the British Royal Engineers as a means of infrastructure development.

The seawall that runs on one side of the town is based on the original construction by the British Royal Engineers. While most parts are intact, there are sections that have washed away due to increasing tide level unprecedented in Levuka. The system of drains is intact and run through the entire town from the base of the mountain range and empties into the harbour.

4. Improvement of Infrastructure by the British Royal Engineers - Wharf:

There seem to have been wharfing facilities at this point of the coast from at least the 1880s (Allen, 1907). A twin-armed timber wharf with two ships berthed appears in a photograph in the 1907 The Cyclopaedia of Fiji. The present concrete wharf was dedicated on 17 May, 1980. It appears to have been called both Kings and Queens Wharf at various times. The first coastal industry, limited trading and the making of boats, was focused on the village of Levuka from early as the 1830s and before. Several small jetties were constructed off Beach Street over the years. Captain Robbie is said to have been the contractor of the Queens Wharf and he was certainly involved with most important matters in Levuka at the time. Being a trader in several

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17 The Cyclopaedia of Fiji, page 15. There is another photograph taken from the wharf looking back to the Ports Authority building and the Post Office and Customs House building at page 69. While neither of these are dated they are probably contemporary because older photographs do have at least an approximate date, e.g. “in the 1880s”.

18 Interview with former Levuka Town Councillor George Gibson on 10 March 1994.
commodities he would at least have used the wharf and profited from it through trade (Allen, 1907). Its significance derives from the fact that there have been wharf facilities on the site from at least the 1880s. Small jetties and wharves had been built further north during the 19th century, the best known being Father’s Wharf opposite Sacred Heart Church; little remains of any of these except Father’s Wharf for which some of the embankment remains. The Kings/Queens Wharf at Levuka is significant as the last of the trading wharves of Levuka, a site of earlier wharves and as the modern wharf servicing the PAFCO fish factory, car ferries and a potential tourist industry.

5. Customs House - Post Office and Customs Authority, Levuka Port:

The exact date of construction of the Post Office and Customs Authority building is not known.\(^\text{19}\) It would have been needed immediately after Cession to collect monies and for communication. Such a substantial building would not have been built after the removal of the capital to Suva in 1882. A date in the late 1870s seems most likely and this is supported by the physical evidence from the building. It certainly appears more or less in its present form in a photograph in the *Cyclopedia of Fiji* (Allen, 1907). The building has been continuously occupied for its present functions since its construction.

The Post Office and Customs Authority building is significant for its age and continuity of occupation, as the most important public building in Levuka, for its position – effectively as the economic and social hub – in the centre of Levuka and for its contribution to the appearance of the town.

![Post Office and customs building.](image)

\(^{19}\) The Fiji Government Archives are most likely to hold details and British Colonial correspondence archives in London might also reveal discussions and details.
6. **Lomaiviti Provincial Council Complex, Levuka Town:**

The day-to-day administration of not just Levuka but much of the Lomaiviti district must have stemmed from this site after Cession in 1874. The oldest surviving structure is the masonry ruin of the old gaol. Even in 1871 a man called Cox is listed in the Directory as the gaoler at Totoga and by 1879 the gaoler received a salary of £200 a year.\(^\text{20}\) The first gaol was superseded by the adjacent timber lock-up and this has since been converted to other purposes.

![Figure 40: Lomaiviti Provincial Office, Totoga Lane](image)

The small police station, now supplemented by extra accommodation, is later, possibly from the early 20th century. Other buildings, such as the Court House and the PWD (Public Works Department) and Health Offices, have been constructed on an as-needed basis with little formal site planning. The complex continues its administrative role.

The Lomaiviti Provincial Council Complex is significant for the early dates of some of the structures, for its continuing role in the administration of Ovalau and outlying islands, as a major source of employment and, as such a large complex, for its contribution to the urban character of Levuka.

\(J\) **Global Architectural Style of Bungalow Housing - Captain Robbie’s Bungalow, Robbie’s Lane**

Said to be the home of Captain David Robbie, this must be one of the oldest masonry houses surviving in Levuka.\(^\text{21}\) Captain Robbie, a Scot, was a Member of the Legislative Council for Levuka, a sea captain, and a trader and he is credited with proving the potential of tea growing to Fiji as well as the importance of other tropical crops (Allen, 1907). He settled in Levuka in 1882 and this house probably dates from that time. Captain Robbie was Warden (Mayor) many times and chaired the Levuka School Board. In 1905 he

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\(^{21}\) Conversation with Mrs. Dora Patterson on 14 November 1993.
was elected unopposed as the parliamentary representative for Levuka. There are several bungalows documented in Levuka by Margaret Purser (2003) and include the Eastgate residence, the Stevens residence and Kaad House (one of the 3 workers cottages along Totogo Creek).

Bungalows are a manifestation of an explicitly colonialist set of material practices, as King’s statement above points out. But as the nineteenth century progressed, and the bungalow diffused outward from the more formal constructions of official empire building to become the preferred domestic residence of settler populations, these material practices shifted. Levuka’s surviving built environment was inhabited by successive generations of European settler populations who, with the passage of time, moved several steps beyond direct European colonialist imprimatur. And while many of Levuka’s small frame residences share similarities with bungalows built all across the nineteenth-century British empire, there is a clear degree of experimentation in both form and use of space that mark them as a locally evolved type (Purser, 2003).

Captain Robbie’s house is significant for its association with Captain David Robbie, as a rare masonry domestic building and for its association with the Royal Hotel.

(K) **Trade Companies and Processing Facilities for Plantations**

1. *Morris Hedstrom - Former Bond Store 1860s (now Supreme) on Beach Street*:

The firm of Morris Hedstrom was founded by Percy Atherton Morris, an American who came to Fiji in 1871 via Australia and John Maynard Hedstrom who was born in Levuka and educated in Melbourne (Derrick, 1957). Both played critical roles in the development of Levuka and Fiji. The firm met the needs of planters, operating on a credit system, as well as the local community. Between the 1930s and the 1950s, it operated 20 cutters bringing in copra from most islands and sending out goods charged against the harvest.
The origins of this building are not certain; it may have been built as early as the time of Cession. It appears in all early photographs and the fabric of the building suggests an early date. It was probably constructed as a general store for either R. Bentley & Company who owned it by the turn of the century or by the Hennings family.

Richard Bentley is mentioned in Turpin’s 1873 Directory and by 1879 there are no less than five Bentleys listed at Levuka in Griffith’s Directory. The firm’s main rival, Hennings, had interests in Levuka but was based primarily at Lomaloma (Derrick, 1957). William Hennings moved to Levuka in 1878 as a copra trader losing money from the collapse of the cotton trade² and failed again in 1889.

In 1902 R. Bentley & Company was taken over by Morris Hedstrom growing to be the most important retailer in Fiji. Since 1980, the stores have been used for various new functions including the Community Centre, Museum, a drop-in centre, a kindergarten and sporting facilities.

The Former Morris Hedstrom Bond store is significant as a reminder of the role this major trading company played in the development of Levuka and Fiji, as the firm’s foundation site, for associations with its predecessor, R. Bentley & Co. (and possibly William Hennings), for the building’s commercial architecture and for its critical contribution to the streetscape.

There are numerous buildings that used to be owned and used by Morris Hedstrom as copra sheds all conveniently located around the port area. The current MH Supermarket (used to be
Cinema Levuka), the former MH Supermarket (next to current supermarket), the Levuka Community Centre (and its connected buildings located in the back) and Supreme Supercheap are the surviving Morris Hedstrom buildings used in the copra trade.

2. F & W HENNINGS, THE FIRM AND THE FAMILY RESIDENCE:

The Hennings family included brothers Gustav, William and Frederick, and at least two generations.²² The firm of F & W Hennings was amongst the first of the cotton planters (Allen, 1907). The firm crashed with cotton and the firm was dissolved. The brothers separately turned to copra in the 1870’s, traded and became involved with local inter-cultural politics. William married a Fijian princess. The family suffered financially again in the late 1880s and again, at least socially, as a result of anti-German feeling during the First World War.²³ The Hennings family owned the building possibly dating from 1878, the time William Hennings came to Levuka to live.²⁴ He returned to his private island, Katafaga in 1889 to live as a planer. The house is still lived in by a member of the family.²⁵

The former William Hennings Residence is significant for its association with the early family of planters and traders, as a reflection of the family’s fortune, for its age and as an example of the simple domestic architecture from the time of the early copra boom.

(L) GLOBAL MOVEMENTS OF PEOPLE: FORMER OLD CAPITAL INN, LEVUKA TOWN

Boarding or guest houses have provided accommodation to travellers in Levuka since the cotton boom of the 1860s. Robert Cocks is the only one listed in the 1873 Directory compared with eighteen hotels (Turpin, 1873). Some of these must have been little more than boarding houses or sly grog houses and probably ‘low dives’; others were thoroughly respectable. In 1879 Mrs. Mordue advertised proudly that

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²² The exact and sequential ownership of this house is not confirmed.
²³ It is local tradition that the Germans including the Hennings, had to sell property and other interests cheaply.
²⁴ It is shown, as a dot, on early Admiralty charts.
²⁵ Interview with former Levuka Town Councillor George Gibson on 10 March 1994.
she had purchased ‘the private boarding establishment known as Adelaide House’ and even boasted a bathroom (Griffiths, 1879).

As Levuka developed in the early years of the 1870s, it first became the cultural center for the settler community, and then the capital of the newly created colony. For the planter and his family, it was a place to be visited on a frequent basis for social as well as business needs.

To house these visitors, Levuka’s entrepreneurs constructed hotels—the Royal, the Criterion, the Sydney, the Polynesian, the Albion, and the Worlds End, to name but a few (Turpin, 1874, p. 29). In 1870 there were three (Brewster, 1937, p. 106); by 1874 and the eve of cession, that number had swollen to fourteen (Turpin, 1874). Of those built after 1872, most were large, sophisticated two-story structures with enclosing verandahs, and outfitted with elaborate furnishings and d’ecor (Colony of Fiji, 1907, p. 225). Some appear little different from what might be expected in the long-established colonial centers of Melbourne, Sydney or Auckland. Beyond accommodation, however, the hotel parlors became centers for community affairs (Young, 1984, p. 236). They were the focal setting for dining out, for social gatherings both large and small, and for business transactions of all scales. Within these types of circumstances, they also provided a respectable and acceptable venue for alcohol consumption. At exactly the same time, as reported in an 1871 edition of the Town and Country Journal (as cited in Ralston, 1978, p. 168), Levuka’s longstanding and lesser-equipped public houses “struggled to make a profit” (Burley, 2003).

The Former Old Capital Inn is of significance as a continuation of the tradition of boarding houses for travellers, for its vernacular architecture and its contribution to the streetscape.

The significance of the place extends to the whole of the building and to the whole of the site comparable to typically smaller shops and its important contribution to the corner streetscape away from Beach Street.

(M) INSTITUTIONS OF BRITISH LIFE

1. EDUCATION - LEVUKA PUBLIC SCHOOL BUILDINGS, GARNER JONES STREET:

The Levuka Public School was founded as the Levuka Common School in 1879 and started operation in the Mechanics Institute in Beach Street near the Parliament House site.26 By 1881 it

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26 Fiji Times, 20 August 1879.
had moved into a new building designed by G. W. Moore, who won £15 in the design competition;\(^{27}\) it was built by Messrs McGregor and Milne for £975.

A single storey building was soon built immediately to the rear, and then other matching classrooms and many others have been added to the complex over the years.

The main building has suffered at different times from hurricanes and the bell tower was partly demolished in the early 1900s. The school operated under the Victorian syllabus with inspectors travelling from Australia to check on the progress of students.

The Levuka Public School complex is significant to the South Pacific Region as the earliest attempt at systematic and secular European education, as the school of very many significant citizens, for its architecture and as a key component in the urban fabric of Levuka. It is the oldest public school in Fiji.

**2. Secret Societies - Lodge Polynesia Masonic Hall, Hennings Street**

The Masonic Lodge Polynesia, No. 562, was founded in the early 1870s as the first in the South Pacific with its membership extending across the Pacific. The Lodge first met in the Levuka Hotel in a specially fitted room and also at the Mechanics Institute in Beach Street (Allen, 1907).\(^{28}\) An early member and key historical figure in Fiji, William Thomas Sturt, was a former publican at

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\(^{27}\) This is presumably the Mr George Moore, ISO, the late Commissioner of Public Works, mentioned in The Cyclopaedia of Fiji, page 229.

\(^{28}\) This building was on the reclaimed land opposite the Lomaiviti Hospital but was destroyed by a hurricane soon after it was built.
Levuka. The present building was constructed in 1924$^{29}$ and the name of the architect is not known.$^{30}$ There were other societies in Levuka including the Oddfellows and Rechabites.

The Masons always use a Classical Revival style of architecture for their buildings for reasons of symbolism. The Lodge was burnt in 2000 when sentiments ran high against all foreign representations during Fiji’s second coup. The remainder of the building still stands today where the remaining skeleton of the foundation, building face and walls are made of concrete and coral.

Figure 46: Remainder of the Lodge Polynesia Masonic Hall burnt in 2000

The Lodge Polynesia Masonic Hall is significant to the South Pacific region being the modern representation of the first lodge to be formed in the region, for its association with key historical figures through its membership, its social function, for its outstanding architecture and for its critical contribution to the streetscape.

**Migrant Workers – Workers’ Housing**

1. **Three (3) Cottages Opposite the Royal Hotel:**

These three identical cottages appear to have been built either on speculation or, more likely, as workers’ housing. They may be associated with the Patterson family which has business interests nearby.

These three cottages are significant as examples of worker’s housing, their association with plantation economies and imported labour, and for their critical contribution to the streetscape of the Royal Hotel.

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$^{29}$ This is according to some members but there is some dispute about the date which may have been 1913. A photograph survives of all the members standing outside the Lodge at the opening ceremony. One copy is in the basement of the Eastgate Residence and another belongs to Mrs. Dora Patterson.

$^{30}$ It is likely to have been a Suva architect who was a member of the lodge there; alternatively the design may have been adapted from a pattern book or some other model.
2. Worker’s Houses along Totoga Creek:

These houses may not be very old but they were built as a group either for speculation or, more likely, they were built as one development for housing workers. It is not who built them or the sequence of their early occupation. Two are still tenanted and one is owned by the occupant.

This group of three houses is of significance as an example of workers’ housing, for its important contribution to the landscape of the Totoga Creek valley and its comparison with the 3 Cottages opposite the Royal Hotel.

STAGE 4: 1882 – 1930s Levuka as a Colonial Port

Although Levuka did not progress into a modern port city, the final stage of the town’s history involves post-capital development between 1882 and the 1930s. The decision to move the colonial capital to Suva was made in 1877 but the move did not formally take place until 1882. The decision to move was principally due to the topography of Levuka – the narrow strip between the sea and steep slopes behind – which did not permit further expansion of the town.

It was also the case that from the 1860s Levuka was overlooked as a re-fuelling stop in the increasing steamship transport in the Pacific in favour of Kadavu although passengers and goods off-loaded in Kadavu were transported to Levuka by smaller vessels.
Despite the capital moving to Suva, Levuka continued to develop, especially through the copra trade and many of the extant administrative and civic buildings were constructed during this period (HJM Consultants and Hubbard, 1994). A hurricane in 1895 destroyed large parts of the town, and many of the bungalows were subsequently rebuilt.

Also in the late 19th century, a number of large Pacific trading companies began to emerge and several established bases in Levuka taking advantage of the port facilities. Especially notable in Levuka were Hennings which had been based in Lomaloma and prior to this was a subsidiary of Godeffroy's Company in Samoa and Morris Hedstrom which originated in Levuka. Copra sheds were constructed around the port area and subsequently a network of rail lines from the Kings wharf to the sheds to carry the copra to and from the ships was established. Copra was brought into Levuka from plantations all over Eastern Fiji, dried and then loaded for export.

Industry in the town diversified in the early 20th century to include a shell button-making factory. Levuka remained Fiji's central collection point in the copra trade until 1957 (HJM Consultants and Hubbard, 1994). Commercial fishing was also important throughout the 20th century and the PAFCO fish cannery, located adjacent to the port, remains Ovalau’s major employer. In 1997 almost half the 8625 residents of Ovalau lived in Levuka (Local Case Study Team, 2000).

Levuka’s history has given the town a higher percentage of residents of mixed descent than any other places in Fiji. This includes people with Indian, Chinese, European, Japanese and other Pacific Island heritage as well as Indigenous Fijian heritage, whose ancestors or they themselves came to Levuka variously through choice, through indenture or through force.

**STAGE 4: 1882 TO THE EARLY 20TH CENTURY. TANGIBLE EVIDENCE**

<table>
<thead>
<tr>
<th>LOCAL HISTORICAL EVENT</th>
<th>ASSOCIATED TANGIBLE HERITAGE IN LEVUKA</th>
<th>ASSOCIATED THEME IN COLONISATION OF PACIFIC ISLANDS</th>
<th>ASSOCIATED THEME IN EUROPEAN COLONISATION IN GENERAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cyclone of 1895</td>
<td>Kings Wharf constructed following destruction of Queens Wharf in the cyclone</td>
<td>Cyclones regularly hit most of the Pacific Islands</td>
<td>-</td>
</tr>
<tr>
<td>Chinese traders arrive</td>
<td>Current cultural diversity and Chinese businesses in the town</td>
<td>Chinese labourers imported especially in the new German colonies</td>
<td>Movement of labour throughout the colonies</td>
</tr>
<tr>
<td>Morris Hedstrom founded in Levuka in 1902</td>
<td>Hennings, Morris Hedstrom and other companies establish trade stores and copra sheds in Levuka</td>
<td>Pacific Trading companies become established in all the major island group initially associated with a particular industry such as palm oil or copra</td>
<td>Trade begins to decentralise from European to the colonies with increasing settler population and consolidation of colonial power in the late 19th century.</td>
</tr>
<tr>
<td>LOCAL HISTORICAL EVENT</td>
<td>ASSOCIATED TANGIBLE HERITAGE IN LEVUKA</td>
<td>ASSOCIATED THEME IN COLONISATION OF PACIFIC ISLANDS</td>
<td>ASSOCIATED THEME IN EUROPEAN COLONISATION IN GENERAL</td>
</tr>
<tr>
<td>------------------------------------------------------------</td>
<td>----------------------------------------------------------------------------------------------------------</td>
<td>------------------------------------------------------------------------------------------------------------------------</td>
<td>------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Shell button factory in North Levuka</td>
<td>Archaeological deposits ‘middens’, and machinery from the factory</td>
<td>Use of Trochus shell products especially in button manufacture is seen across the Southwest Pacific</td>
<td>Industrialisation in Europe is exported to the colonies enabling manufacture from local resources in the colonies rather than Europe</td>
</tr>
<tr>
<td>Levuka proclaimed the first municipality in Fiji in 1877</td>
<td>Queen Victoria Hall (Town Hall) 1898(Beach Street)</td>
<td>Local government and civic society develops</td>
<td>Systems of local government develop in the colonies Architectural style seen in the British colonies globally.</td>
</tr>
<tr>
<td>Ovalau Club and the Bowling Club</td>
<td>Institutions of leisure</td>
<td>Spread of British institutions of leisure in the Pacific</td>
<td>British colonies throughout the world – civil society, white leisure institutions</td>
</tr>
<tr>
<td>Construction of cottages for workers</td>
<td>Workers houses in the row above Beach Street owned by Hennings then transferred to Morris Hedstrom</td>
<td>Germans in the Pacific until WWI</td>
<td>League of nations and redistribution of the German colonial territories</td>
</tr>
<tr>
<td>Levuka becomes the major centre for the copra trade in Eastern Fiji</td>
<td>Copra tram tracks and trolleys and copra sheds including port authority building</td>
<td>Copra becomes the major export crop of the Pacific by the beginning of the 20th century</td>
<td>People in the non-settler colonies become increasingly dependent on European economies as Indigenous communities are increasingly alienated from land</td>
</tr>
</tbody>
</table>

### Table 7: Tangible Evidence associated with Stage 4 of Levuka Development

#### DEVELOPMENT OF LOCAL GOVERNMENT

1. **Queen Victoria Memorial Hall 1898, Hennings Street**

Levuka was the first municipality proclaimed in Fiji and the township dates from 1877. The Town Hall named the Queen Victoria Hall was built in 1898 in a style which evokes the British colonies and might be found in the West Indies of South Africa as much as the South Pacific. The architect if there was one, is not known. Sited at the end of Henning Street across the bridge over the Totoga Creek, the building is the focus for this part of town.

When the municipality was established, the head of the Council was the Warden, a position which has been held by many distinguished members of the community. The Council was

31 There is a bronze plaque donated by the Council staff outside the Town Hall to mark the centenary.
32 This date was given in the survey taken in 1994 by Hubbard and James
instrumental in establishing the Levuka Public School and for some time was its Board. The Town Hall was the focus of much social activity and was used as a theatre until 1961.

The Town of Levuka was created in 1877 and it remains the oldest municipality in Fiji; the town hall served as the Levuka Town Council offices from the time of its construction, and the main gathering place for the townspeople. Today the building is in active use, with the Department of National Heritage, Culture and Arts a new tenant in one of the offices.

This building is an extremely important place in the administrative and social history of the town; for over 110 years it has witnessed performances and meetings of the townspeople and of those from all over Ovalau. It is significant as the representation of municipal government in Levuka, the oldest in Fiji, for its associations with the community’s life in Levuka, for its architecture and for its critical contribution to the streetscape.

2. PORTS AUTHORITY BUILDING, LEVUKA PORT

This building was originally constructed as copra sheds for Burns Philip, the major trading company in the South Pacific. They appear to have been built after the defeat of Germany in World War 1 and the demise of its power. Burns Philip took the opportunity to consolidate its interests in ‘the islands’ – the Solomons, the New Hebrides and Fiji. Since the decline in the copra trade through Levuka after 1960, the sheds have been used by the Ports Authority of Fiji.

The significance of the site extends to the whole of the allotment. The buildings can be compared with other industrial buildings, especially those used in the copra trade, nearby and the wharf.

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33 The Concrete Copra Sheds in Hennings Street may also have been used by Burns Philp.
1. **Ovalau Club:**

The Ovalau Club was founded in 1904 and has located since then in this building which appears to have been constructed as a Public Works Department residence. The club was formed along standard colonial lines in the British tradition.

Membership was limited to Europeans and Fijian Chiefs until after the First World War; it is now open to all ethnic groups. The original billiard table survives. The Ovalau Club is significant as the first private club in Fiji, for its associations with key historical figures, for its architecture and as a critical component of the urban fabric of Levuka.

2. **Levuka Bowling Club, Nasau Park:**

It is not certain when lawn bowls were first played in Levuka nor when the Levuka Bowling Club was formed. There are photographs of a well established rinks and clubhouse in the early fifties and, based on the construction details and materials of the clubhouse, the complex probably dates from before the Second World War.

The Levuka Bowling Club building and rinks are significant for their recreational and social role in the life of the town, their associations through the membership of the club and as a component of the urban fabric of the town.
Cultural diversity in Levuka as a result of movement of labour for plantation economies

1. Former Butcher/ Current Patterson Brothers Office:

The building was previously run by a Mr. Purdon, an Englishman, as a butcher’s shop with an ice works at the rear.  

The Patterson Family has operated a ferry service to the island of Ovalau for generations and has other business interests in Fiji. The main brothers were Reginald and Robert. This is the Levuka office of the PATTERSON BROTHERS OFFICE company and it appears to have been built about 1900.

2. Gulabdas & Sons Store

Probably built before 1900, based on the use of timber and iron, this is a conservative pair of smaller shops which have the typical scale and forms of shops from previous decades that have not been modernized. The former owners and occupiers are not known for certain but probably European representing a range of uses. The building is now used as a shop and accommodation by an Indian family.

The significance of the place extends to the whole of the building and to the whole of the site and for its contribution to the streetscape. Its significance also extends to the cultural diversity of Levuka representing Chinese and Indian descent of labourers brought to Fiji for plantation economies.

34 Interview with former Levuka Town Councillor George Gibson on 10 March 1994.
CHAPTER 3

Justification for Inscription
CHAPTER 3 JUSTIFICATION FOR INSCRIPTION

3.1A INTRODUCTION.

GLOBAL PROCESSES AND PORT TOWNS IN EUROPEAN COLONISATION

European colonization was a global phenomenon that radically and irreversibly altered the social, political and material fabric of both the colonized and the colonizer. Colonization itself is not an exclusively European process but unlike non-European colonization, processes of European colonization had by the late 19th century connected all regions of the world in a global communication and trade system maintained through maritime technology and a network of port towns and cities. Although this global system evolved over a number of centuries, led by successive European powers and often built on pre-existing indigenous trade networks, a number of key characteristics of the process can be identified and reflect what can be argued to be the universal values of European colonization. At the same time, specific historical, geographic and cultural circumstances differentiate particular stages and make them readily identifiable as critical periods within the overall history of European colonization. The 19th century is one such period defined not so much by the geography of colonization as by the industrialization of Europe and in particular Britain, and the supremacy of British naval power. In the Pacific Islands British colonization took on a distinct form in response to the geography of the oceanic environment and the distinct social and cultural landscape that confronted Europeans as they sought to exploit the natural resources of the region. This initial interaction and subsequent pattern of colonization created distinctive Pacific Island beach settlements in the region that evolved into port towns by the end of the 19th century. Levuka is representative of this class of colonial port town.

Colonization was essentially a maritime process of exploration during which resources in the newly explored regions were identified and in subsequent voyages, extracted and exported to Europe, often requiring the establishment or acquiring of ports and military force and protection where local inhabitants were hostile to arrival of the Europeans. To the extraction of easily accessible natural resources during the early stage of colonization of various regions was added over time, the establishment of plantation economies with associated labour requirements leading to initially cooption of local indigenous communities and the African slave trade and subsequently convict indentured and migrant labour.
In some regions, the colonizing power established ‘settler societies’ transplanting European societies and their infrastructure in new territories. In other, especially the tropical regions, settlement was less planned and initially less permanent – for the purposes of obtaining wealth through resources rather than territories per se. Systems of colonial authority were imposed which varied with the culture of the European colonizing power and over time. In all stages, success of the initial colonization of a region was dependent on maritime trade networks linked by a system of ports which were accessible for sailing ships. Their location was dependent on wind systems, and the presence of deep safe anchorage.

European colonization was a global phenomenon in which ports played a crucial role, the colonization essentially being a maritime expansion, initiated through contact, trade and negotiation with local peoples and subsequently settlement. In almost all cases these loci of initial contact and settlement were coastal, their location dictated by the needs for safe and navigable harbour and the availability of water and other resources. These sites of initial contact and interaction became port settlements, port towns and in some cases port cities and a general pattern in the development of colonial ports may be identified across the globe. The tangible expression of this pattern varied according to environment and the nature of the existing settlements and social structure that is the geo-cultural characteristics of region in which the port town is located.

 Added to this, Europeans ventured into the various regions of the globe at different times over the past 600 years. Over time European approaches to colonization, trade and the exploitation of natural resources varied leading to different structures of rule in the colonized regions, different kinds of settlement, and different forms of interaction between settler and indigenous communities. Along with
changes in the style of colonial authority considered appropriate at different times, over these centuries the increasing industrialization of Europe altered seafaring technology; the resources desired European, and the means by which those resources were transformed into products for consumption both in the colonies and in Europe. This is particularly evident in European colonization that took place in the 19th century, and more particularly that associated with the British Empire, the primary colonizing power of the century and the leading industrialized nation.

A general pattern in the colonization process can therefore be envisaged as a number of stages and series of processes that are reflected in the physical remains of town, cities, and landscapes with local and regional differences evident in the pattern of port town location and structure that result from local geographical conditions, in particular the nature of the hinterland, the proximity of other ports and of course the nature of the harbour, whether it could be adapted to suit ongoing changes in seafaring technologies including the advent of steamships and associated increase in ship size.

In the Pacific, these issues were compounded by the oceanic environment of small isolated islands in extremely large tracts of oceans which serve to limit European exploration and colonization until the late 18th century.

The indigenous cultures of the region to some extent determined how the general processes of colonization played out at a local level. In this, a primary distinction is evident between the settler colonies and non-settler, where the indigenous population continued to greatly outnumber the European population whose presence was primarily limited to economic and administrative aspects of the colonial enterprise while the traditional social forms were left largely to continue.

Non-settler colonies were primarily those in the tropics, and included Fiji and many of the Pacific Islands. Here colonial port towns represent a hybridity of cultures in their architecture, town planning and intangible heritage that reflects prior Indigenous settlement at the site or cultural contact in the initial establishment of the settlement, such as is the case in Levuka.

European colonization was principally maritime colonization and therefore the development of ports underpinned the success of any colonization endeavor. Ports are sites of cultural encounter and the nexus between the colony and the metropole.

As processes of European colonization changed and developed over time, so too did the colonial port towns and cities that were foci of the trade networks that underpinned the European maritime empires.
Most started as small trading settlements, outposts in what Europe considered the periphery. Over time the function of many changed, some becoming administrative centres, colonial capitals and cities and subsequently the economic and political centres of post-colonial independent nations. Some colonial port towns are now port cities, and their original primary function as ports is no longer central to their survival. However in many cases growth ceased at some point in their development through the loss of the economic function of the port, changes in resource availability or popularity, changes in maritime technology that rendered port facilities outdated, and commonly, the consolidation of the functions of a port in one regional rather than many local ports. Some colonial port towns have disappeared altogether either in the construction of major ports and associated cities or have been destroyed; others continue as small communities for which the port function is not crucial. Levuka is such a colonial port town.
3.1B CRITERIA UNDER WHICH INSCRIPTION IS PROPOSED

Levuka is a ‘living historic town’ with a site type of colonial port town. Levuka is a concentrated assemblage of archaeological, built and maritime heritage and landscape features.

CRITERION (II)

Exhibit an important interchange of human values, over a span of time or within a cultural area of the world, on developments in architecture or technology, monumental arts, town-planning or landscape design

Levuka Historical Port Town is representative of an important interchange of human values and cultural contact that took place as part of the process of European maritime expansion over the 19th century in the geo-cultural region of the Pacific Islands. In all regions of the world initial European settlement in locations of safe harbour was characterized by the negotiation of social and cultural differences between Indigenous and European systems of authority. Levuka Beach Street is a rare and authentic example of a site in the Pacific Islands that continues to reflect initial European negotiation and interaction with Indigenous Fijians, during the process of colonization.

CRITERION (IV)

Be an outstanding example of a type of building, architectural or technological ensemble or landscape which illustrates a significant stage in human history

Levuka Town reflects the global characteristics and institutions of European colonization in the 19th century - an important stage of human history - especially that of the British Maritime Empire, but in a unique form that is a response to the cultures and geography of the Pacific Islands. The archaeological, built and maritime heritage and landscape features of Levuka Town make it the outstanding example of port towns established throughout the Pacific Islands during the colonial period of the 19th and early 20th century.

35 In line with the categories of cultural heritage given in the UNESCO World Heritage Convention (1972).
3.1C STATEMENT OF INTEGRITY

Levuka Beach Street (nominated property) of Levuka Town has a high degree of integrity and meets the requirements of the Operational Guidelines of the World Heritage Convention. The major issues that relate to integrity is outlined in the statements below. More detailed information on the nominated area is outlined in Chapter 2 and the Levuka Heritage Management Plan (attached).

INTEGRITY OF LEVUKA TOWN

Levuka Historical Port Town is a rare and intact example of colonial port towns established in the initial stages of European colonization of the Pacific Islands in the late 18th and early 19th centuries and reflects the early stages in the development of European port towns that were essential components of European global expansion beginning in the 15th century. The property contains all of the significant elements which together express the outstanding universal values.

The outstanding universal value of the town lies firmly in the integrity of the surviving built archaeological and landscape evidence that enables a full understanding of the patterns of life in the town in the 19th and early 20th century reflecting the processes of European colonization in the region and the associated cultural interaction and global patterns in infrastructure development, urban and social change associated with the British Maritime Empire.

Figure 56 (a) & (b): Beach Street in the 1960s and the current view (2011). Note that much has not change in terms of the buildings
The boundaries and buffer zone of the property are based on historical spaces and landscape features. In Levuka the steep gradient and ridgeline behind the town that created a natural enclosure for the settlement and the harbour that provided the safe anchorage that initiated European interest in Levuka. The nominated area fully represents the key elements that are necessary to convey their heritage significance. The buffer zone protects the relationship between the sites and their settings that contribute to their World Heritage values.

The integrity of a place ‘is a measure of the wholeness and intactness of the natural and/or cultural heritage and its attributes.’ The character of Levuka is determined by the 19th century layout and much of the infrastructure and architecture of the place, and by its natural setting. Anything built later has been well integrated into the fabric of the town, so that today it meets the general test of integrity as a reasonably prosperous historic town.

Collectively, the physical evidence represents the outstanding universal values of the property with a high level of intactness of the fabric and settings. The 19th and early 20th century structures are generally in fair to good condition and several have been conscientiously restored using international best practice. The condition of several structures in particular several domestic dwellings of bungalow construction is poor, the structures having been disused and exposed to weather. This issue is being addressed through the management plan and is outlined below.

Development has not affected the internal integrity of the sites and the visual integrity of the landscapes has been maintained. Public buildings and churches are in generally good condition and many have been in continuous use since the mid- to late 19th century. A number of the buildings along Beach Street no longer have their original use although in many the use is compatible being small scale retail or other businesses. This has not compromised the fabric of the buildings and has ensured the continued maintenance of the structures.

While some development in the town since the mid-20th century has affected the visual integrity of the landscape, this has not been severe. When viewed from the sea of the surrounding hills, Levuka and the surrounding landscape appears little changed since the late-19th century. Its visual integrity has been maintained.

A full inventory of elements of the sites that contribute to the heritage significance of the property has not yet been completed although this is planned for 2012. There is however an inventory of all major structures and landscape features and management policies have been developed to conserve their significance into the future.

The management plans will through implementation of rigorous assessment of development proposals, protective legislation and programs to build capacity in conservation skills ensure the integrity of fabric and heritage values are preserved. The regular maintenance and monitoring programs are in place as outlined in Chapter 5.

3.1D STATEMENT OF AUTHENTICITY

Levuka Beach Street (nominated property) of Levuka Town also has a high degree of authenticity which meets the requirements of the World Heritage Convention as per it’s Operational Guidelines. The major issues that relate to authenticity is outlined in the analysis below. More detailed information on the nominated area is outlined in Chapter 2 and the Levuka Heritage Management Plan (attached).

AUTHENTICITY OF LEVUKA TOWN

Levuka Town fulfils all the criteria for authenticity in relation to World Heritage properties set out in Operational Guidelines and the Nara Document. As outlined in Parts 3.1B, 3.3 and 3.2 of this chapter, Levuka Beach Street and the Levuka Town buffer has a high degree of authenticity as the only surviving example of the colonial port towns established in the initial stages of European colonization of the Pacific Islands in the late 18th and early 19th centuries.

The town retains its 19th century form and layout and substantial standing structures and works with high individual authenticity of materials and design. Conservation of the sites has been in accordance with best practices, with attention to traditional methods, skills and materials.

The structures and landscapes are part of a long continuing history of commerce and trade that has ebbed and flowed with the international demand for bêche-de-mer, sandalwood, sugar, copra and tinned fish. The layered history of the town, when peeled back, reveals sites, buildings and structures that reflect this history over nearly two centuries.
Each facet of the history of the place has left its mark, from the archaeological remains of indigenous settlements, to the churches of early Christian missions, to the prosperity represented by the Town Hall of 1898, the business premises on Beach Street, the copra sheds of the 1920s and the fish canning factory of recent times.

If the history of the place is seen as coming through to the present day, then the authentic town is the one that exists today, and its authenticity is therefore high. It is certainly a place where its attributes are ‘truthfully and credibly expressed through ‘... form and design; materials and substance; use and function; traditions, techniques and management systems; location and setting; language, and other forms of intangible heritage; spirit and feeling’.37

The setting and layout of the town has remained unchanged and any construction of new building is restricted by the availability of flat arable land. This has influenced the management and evolution of the town and greatly contributed the integrity of the town by compelling the Levuka Town Council and town residents to maintain current buildings and settings. Under this circumstance, the town’s drainage, its seawall, footpaths, steps and access network present throughout the town that was envisioned and initiated by the British Royal Engineers, have remained unchanged.

Beach Street the main street of the town, a tarsealed road with its share of repair patches, provides access for the town and the island. The buildings along Beach Street have over the years changed occupants but the form, design, materials and functions have remained largely unchanged. Sympathetic methods of repair to the town buildings; shop letterings remain the same, window displays, paint colour and other aesthetics are kept to a routine custom.

Royal Hotel now the longest serving hotel in the Pacific continues to offer accommodation and any repairs to the main building and its adjacent bungalow are carried out closely to its original form. The Queen Victoria Town Hall, which houses the Levuka Town Council, proclaimed Fiji’s first municipality in 1877 continues to be the central venue for meetings and functions for the town. The row of worker’s cottage located along the creek near Royal Hotel is still being used as residences and is uniformly maintained to its original form.

The tram lines that criss-cross the area directly in front of the Kings Wharf, once used for loading copra to waiting boats are still intact although no longer in use. The harbour and the Kings Wharf remain intact.

37 Operational Guidelines for the Implementation of the World Heritage Convention, clause 81.
and continue to be used as a point of entry for inter-island ferry and fishing boats, for recreational diving, boating and swimming and for fishing by both local residents and visitors. The form of the harbour has remained intact and no major developments have affected the coastline or the wharf.

The Indian and Chinese families, descended from immigrant workers from India who came as indentured labourers from 1879 onwards and from China as traders in the 19th century, largely continue to operate the commercial sector of the town. They operate small shops, bakeries, barbershops, eateries and businesses that are passed from their fathers, grandfather and great-grandfathers.

The Levuka cemetery at Draiba\(^{38}\) (on the outskirts of town) where the more famous characters of Levuka in its heydays now lie, presents the genealogy of the families of Levuka. An example, Captain Kaad, once a famous sailor, lies in Draiba Cemetery but a bungalow at the Royal Hotel run by his family carries his name and the lifesaver from his ship sits atop the entrance to the bungalow. A section of the cemetery is reserved for the Chinese families and again, present families in Levuka have buried their ancestors there. The cemetery is managed and routinely maintained by the Levuka Prisons Service.

\(^{38}\) Not within the nominated area however has strong relevance to the cultural communities within the township of Levuka.
3.1E PROTECTION AND MANAGEMENT REQUIREMENTS.

Current protection mechanisms including newly drafted laws and site management guidelines are sufficient to effectively uphold the Outstanding Universal Value of Levuka Historical Port Town and more specifically maintain its authenticity and integrity proper.

[i] PROTECTION MECHANISMS

There are existing legislations, together with the newly drafted Fiji World Heritage Decree that are current and have been used to see through that heritage values of Levuka are maintained. These include the National Trust Act [Cap265], and its amendment Act 1998, the Preservation of Objects of Archaeological and Paleontological Interest Act [Cap 264] (POAPI Act), Town Planning Act [Cap 139] and the Environment Management Act of 2005. These laws provide adequate provisions for the protection and management of Levuka as a World Heritage Site. In addition, the Draft Fiji World Heritage Decree will address the gaps amongst this set of legislations and ensure that appropriate implementation measures are in place to eliminate any loop-holes especially in the penalties warranted.

[ii] MANAGEMENT REQUIREMENTS

1. Levuka Management Plan

The Levuka Management Plan (LMP) outlines a cohesive strategy that will ensure the conservation and safeguarding of the historical and heritage values of the Levuka Historical Port Town. The Levuka Management Plan was not developed nor will it be implemented in isolation. There are certain prerequisites that address this element. This involves the:

- Setting up of Forums and Core working made up of provincial, government, municipality, statutory authorities and Non-Government Organization Representatives to address site management issues and projects for implementation in Levuka Town;
- Designation of new personnel (capacity building) to ensure that there are dedicated people focusing on the core responsibilities pertinent to the management of Levuka as a heritage site;
- Designation of responsibilities to various stakeholders to ensure that aspects of heritage management activities that fall within their ambit of the work is implemented, for example, the Fiji Fire Authority Office in Levuka to ensure that adequate fire
extinguishing facilities are installed in all heritage buildings and town fire amenities are continuously monitored.

Besides the LMP, there are current and accessible plans which contribute towards the sustainable management of the Levuka Historical Port and its heritage values. These plans, nevertheless, are under the primary responsibility of separate government Ministries and Departments. Amongst others are the Fiji Tourism Development Plan 2007 – 2016, the National Trust of Fiji Development Guidelines for Heritage Sites, 2008, the Levuka town Scheme Statement and the Levuka Town Council Strategic Plan 2009 – 2014.

2. Adequate Personnel

Main stakeholder institutions involved in the implementation of the Levuka Management Plan have more than adequate staffing to pursue the management of the Levuka Historical Port Town. For most this is not new as many are currently involved in safeguarding the heritage values of Levuka. Most notable is the National Trust of Fiji Office which engages in conservation and management of sites, the Levuka Town Council is involved in the maintenance of the town and ensures that zoning and building requirements are met, the Public Works Department which is responsible for infrastructure upgrade and also provide engineering and architectural expertise [including the Fiji Architects Association] to the project, and the Ministry of iTaukei Affairs in facilitating consultation with the indigenous population, mapping of their stories and ethno history and organizing community-based workshops/training.

Figure 59: Staff of the Fiji Museum, National Trust of Fiji and the Department of National Heritage engages in GIS mapping training to boost capacity
3. **Access to Funding**

Government has always been committed and has increased its financial obligations towards the initiative in 2012. This includes separate allocations provided for in various Ministries and Departments to facilitate heritage management work in Levuka that falls within their mandated responsibility. For instance, government has allocated $200,000 in the Ministry of Education 2012 budgetary allocation to ensure that schools in the Levuka Town Area that are of heritage significance and those in other parts of Ovalau are maintained and are conducive to the Levuka Conservation Code and OHS requirements.

4. **Presentation Requirements**

The idea of presentation is embodied through the concept of *Interpretation* and this is how the Historical Port Town of Levuka will be presented for national, regional and international awareness. Interpretation and telling the stories about Levuka and Ovalau in general is significant (also a form of awareness) and an education medium for visitors alike. Interpreting heritage provides understanding, understanding helps enjoyment and enjoyment promotes appreciation. Once appreciated, heritage is better protected. The presentation of Levuka is an integrated approach. Earmarked projects to implement the concept include amongst others:

- the production of a Levuka and Ovalau Cultural Heritage Newsletter, using smart technology;
- Production of ‘Levuka Town Albums’ bound collections of historic photographs and maps to support the activities of Guides.
- Redevelopment of island website to better present and promote the attractions, services and interpretative stories of the island.
- Design and implementation of a system of heritage panels for heritage places;
- Refurbishment of Levuka Community Centre as Visitor Centre.

*Figure 60:* These old heritage panels in Levuka were an initiative of the Levuka Town Council. The Levuka Management Plan proposes to enhance these plans.
5. Effective Monitoring.

The nominated property and buffer zone are monitored periodically and systematically to measure the conservation works in the area. A list of key indicators, associated output activities, outcome of the output and period of monitoring has been identified and tabulated for implementation in 2012. Notable activities include the state of conservation and maintenance of OUV, risk control and disaster preparedness, legal protection, site management and presentation, promotion and transmission. Monitoring is set at 2 years maximum so that impact of implementation is appropriately gauged and that a minimum of 1 year for some output activities as urgent reporting will be required by government such as statistical information and the related. The monitoring or review report will be tabulated by the National Trust of Fiji for submission to cabinet.

[iii] CHALLENGE AND MITIGATION MEASURES

While most challenges can be controlled, few require preliminary preparations and trials to avoid risk of total loss of heritage feature. In as far as the challenges towards the maintenance of the Levuka Historical Town heritage values, government through protective mechanisms, plans developed and financial assistance propose for mitigation measures that will ensure the former is effectively achieved. Some of the long term challenges much of which is elaborated in Chapter 4 are highlighted below.

<table>
<thead>
<tr>
<th>ISSUE</th>
<th>CHALLENGE</th>
<th>LONG TERM STRATEGY TO MITIGATE THIS MEASURES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Development Pressures</td>
<td>Lack of good maintenance and basic repairs</td>
<td>Soft Loan provided through by Government for access by property owners in Levuka</td>
</tr>
<tr>
<td></td>
<td>Repairs undertaken that ultimately lead to diminishing heritage values</td>
<td>General grant funding by government</td>
</tr>
<tr>
<td></td>
<td>Costly building materials necessitating demolition of old structures</td>
<td>Development of the Levuka Building Code.</td>
</tr>
<tr>
<td>Environmental Pressures</td>
<td>Maintenance of drainage systems and water channels</td>
<td>Levuka Town Council to effect Levuka Town Planning Scheme by 2014.</td>
</tr>
<tr>
<td></td>
<td>Air Pollution from PAFCO</td>
<td>Proper industrial processing of Tuna.</td>
</tr>
<tr>
<td></td>
<td>Noise from Fiji Electricity Authority (FEA) generator station.</td>
<td>Relocation of FEA station</td>
</tr>
<tr>
<td></td>
<td>Climate change and Sea Level rise</td>
<td>Coastal protection and sea buffer boosted.</td>
</tr>
</tbody>
</table>
Table 8: Challenge and mitigation measures summary matrix regarding the maintenance of Levuka Historical Port Town

<table>
<thead>
<tr>
<th>Natural Disasters &amp; Fire</th>
<th>Hurricanes, Flooding, Landslides and Tsunamis</th>
<th>Development of disaster awareness, and management guidelines to aid property owners in preparation for disasters; Evacuation plans developed. Programme to reduce fire risk developed; Installation of fire hydrants close to heritage buildings and fire extinguishing elements in the former.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fire</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

3.2 COMPARATIVE ANALYSIS

A. COLONIAL PORTS ON THE WORLD HERITAGE LIST

A brief analysis of sites on the UNESCO World Heritage list under the category ‘colonial port towns’ was undertaken to provide an initial indication of the variability in sites that may be represented by this broad category. The World Heritage List revealed there are currently 11 sites on the list which can be considered in this category although their universal values may not be directly related to their role as a port town or city.

In only four (Cartagena, Mozambique, Galle and Valparaiso) are the values for which the site was inscribed overtly related to European colonization processes. The sites, the criteria and the values for which they were inscribed are given in Table 9.

<table>
<thead>
<tr>
<th>SITE NAME AND LOCATION</th>
<th>REGION</th>
<th>CRITERIA &amp; BRIEF DESCRIPTION OF OUTSTANDING UNIVERSAL VALUES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Port, fortresses and</td>
<td>South America</td>
<td>Criterion iv - Cartagena is an eminent example of the military architecture of the 16th, 17th and 18th centuries, and the most extensive of the New World and, at present, the most complete. Criterion vi - Cartagena together with La Havana and San Juan de Puerto Rico was an important way station for the West Indies and fits the general theme of exploration of the world</td>
</tr>
<tr>
<td>monuments of Cartagena,</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Colombia</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Coro and its port,</td>
<td>South America</td>
<td>Criterion i and iv - Coro is an outstanding example of an historic town, dating from the earliest years of Spanish colonisation on the Caribbean coast of South America which has conserved its original layout and early urban landscape to a remarkable degree. Its earthen constructions are unique to the Caribbean, and Coro is the only surviving example of a rich fusion of local traditions with Spanish Mudéjar and Dutch architectural techniques.</td>
</tr>
<tr>
<td>Venezuela</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sector of the historical area of Valparaiso, Chile</td>
<td>South America</td>
<td>Criterion iii - Valparaiso is an exceptional testimony to the early phase of globalisation in the late 19th century, when it became the leading...</td>
</tr>
</tbody>
</table>
| **Zone of historic monuments in the town of Campeche and its systems of fortifications.** | **Central America** | **Criterion ii** - The harbour town of Campeche is an urbanization model of a Baroque colonial town, with its checkerboard street plan; the defensive walls surrounding its historic centre reflect the influence of the military architecture in the Caribbean.  
**Criterion iv** - The fortifications system of Campeche, an eminently representative example of the military architecture of the 17th and 18th centuries, is part of an overall defensive system set up by the Spanish to protect the ports on the Caribbean Sea from pirate attacks. |
| **Santo Domingo, Dominican Republic** | **Central America** | **Criteria ii, iv and vi** - Founded 1492 the site of numerous historic buildings including the Ozama Fortress, the oldest fortress in the Americas. Museo de las Casas Reales (Museum of the Royal Houses), the restored 16th century palace of the Spanish Court, Nearby is the Alcázar de Colón (Castle of Columbus) built by Diego Columbus and his wife María de Toledo, niece of the Spanish King Ferdinand. Santo Domingo became the site of the first cathedral, hospital, customs house and university in the Americas. This colonial town, founded in 1498, was laid out on a grid pattern that became the model for almost all town planners in the New World. |
| **Island of Mozambique, Mozambique** | **Africa** | **Criterion iv** - The town and fortifications on the island of Mozambique and the smaller island of St Laurent are an outstanding example of architecture in which local traditions, Portuguese influences and Indian and Arab influences are all interwoven.  
**Criterion vi** - The island of Mozambique bears important witness to the establishment and development of the Portuguese maritime routes between Western Europe and the Indian sub-continent and thence all of Asia |
| **Lamu Old Town, Kenya** | **Africa** | **Criterion ii** - The architecture and urban structure of Lamu graphically demonstrate the cultural influences that have come together there over several hundred years from Europe, Arabia, and India, utilizing traditional Swahili techniques to produce a distinct culture.  
**Criterion iv** - The growth and decline of the seaports the East African coast and interaction between the Bantu, Arabs, Persians, Indians, and Europeans represents significant cultural and economic phase in the history the region which finds its most outstanding expression Lamu Old Town.  
**Criterion vi** - Its paramount trading role and its attraction for scholars and teachers gave Lamu an important religious function in the region. It continues to be significant centre for education in Islamic and Swahili culture. |
| **Lunenburg Old Town, Canada** | **North America** | **Criterion iv** - In its clearly legible town plans, its building forms and fabric, and its cultural evolution based on the pursuit of the shipbuilding and fishing industries, this architectural ensemble illustrates successive stages in the human history of North America  
**Criterion v** - The offshore Atlantic fishery, the centuries-long backbone of Lunenburg’s economy has evolved over time. While it may continue to evolve in the future, it is clear that it will be in a form that cannot yet be fully defined. |
| **Historic area of Willemstad, inner city** | **Central America** | **Criteria ii, iv and v** - The Historic Area of Willemstad is a European colonial ensemble in the Caribbean of outstanding value and integrity,
and harbour, Netherlands Antilles, Curaçao

which illustrates the organic growth of a multicultural community over three centuries and preserves to a high degree significant elements of the many strands that came together to create it. Established by the Netherlands as a trading settlement in 1634. The town developed continuously over the following centuries. The modern town consists of several distinct historic districts whose architecture reflects European urban-planning concepts and styles from the Netherlands and Spanish and Portuguese colonial towns with which Willemstad engaged in trade.

The old town of Galle and its fortifications, Sri Lanka

Criterion iv - Galle provides an outstanding example of an urban ensemble which illustrates the interaction of European architecture and South Asian traditions from the 16th to the 19th centuries. Among the characteristics which make this an urban group of exceptional value is the original sewer system from the 17th century.

Hoi An Ancient town, Vietnam

Criterion ii - Hoi An is an outstanding material manifestation of the fusion of cultures over time in an international commercial port

Criterion v - Hoi An is an exceptionally well preserved example of a traditional Asian trading port.

Historic Town of Vigan, Philippines

Criterion ii - Vigan represents a unique fusion of Asian building design and construction with European colonial architecture and planning.

Criterion iv - Vigan is an exceptionally intact and well preserved example of a European trading town in East and South-East Asia.

Table 9: Colonial Port Town and Cities inscribed on the UNESCO World Heritage List.

<table>
<thead>
<tr>
<th><strong>CRITERIA USED IN INSCRIPTION OF COLONIAL PORTS ON THE UNESCO WORLD HERITAGE LIST</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Of the 11 colonial ports inscribed on the World Heritage list listed in Table 9 two have been inscribed on one criterion (Valparaiso and Galle). All the remainder is inscribed on two or three criteria.</td>
</tr>
</tbody>
</table>

→ **Criteria iv** - By far the most common criterion, on which 9 of the 11 sites are inscribed, is Criterion iv reflecting the importance given to European maritime colonisation of a region is as a ‘significant stage in human history’. This significance appears to be regardless of the century in which the colonization took place, or which European nation was involved. None of the inscribed sites are associated with British colonization and this may be because many of the British colonial ports developed into major cities (for example Calcutta, Sydney, Singapore) and their fabric no longer reflects the early colonial period. In the majority, the town architecture is said to reflect European styles that have been adapted to the new environmental, social and/or economic context.

→ **Criteria i** - Only Coro was inscribed under Criterion i as it is said to have an architectural style of urban construction that is unique in the Caribbean. Coro was also inscribed under Criterion iv.
Criteria ii - Six sites have been inscribed on Criterion ii and all the sites are inscribed under one or two other criteria, never on Criterion ii alone. The architecture and/or town planning of four sites (Lamu, Willemstad, Hoi An, Vigan) is argued to be a hybrid of pre-European settlement at the site and European styles or to reflect ongoing interaction with other European cultures. The remaining two, Campeche and Santa Domingo are said to have a town plan and architecture typifying Spanish settlement in the Americas.

Criteria vi - The four sites inscribed on Criterion vi are associated with a specific historical event (Mozambique, Cartagena, Santo Domingo) or a unique cultural tradition (Lamu).

Criteria v - Hoi An, Lunenburg and Willemstad are all inscribed on Criterion v. Hoi An is a traditional Asian port, Lunenburg is argued to reflect an historic fishing economy, the basis of which has now changed. No specific arguments for the inscription of Willemstad under Criterion v are given in the Advisory Body Evaluation for the nomination but it appears to be on the basis that the fabric of the town reflects many different cultural influences although may more readily be argued under Criterion ii.

Criteria iii - The historic quarter of Valparaiso was inscribed on the World Heritage list on only Criterion iii based on the city being a tangible expression of the early phase of the globalization in the world, especially trade routes in the Eastern Pacific, and the representation of this in the city having retained various features that bear witness to its functions in the late 19th and early 20th centuries.

DEFINING CHARACTERISTICS OF COLONIAL PORTS INSCRIBED ON THE WORLD HERITAGE LIST

There is a significant diversity in the age, form, size and function of colonial port towns sites inscribed on the World Heritage list on either or both Criteria ii and iv. There are several key elements that underpin the defining of the values of these sites.

Cultural interaction and hybridity - In many of the inscribed sites the values of sites reflected a cultural hybridity of fusion, a mixing of cultures evident in architecture, street plans, intangible heritage, decoration etc. In all cases, a pre-existing indigenous culture, or previous non-

European colonial cultures in the case of Galle, and settlement was integrated with the colonial culture; it should be noted that both Lamu and Hoi An principally reflect non-European colonization or cultural fusion.

→ **Period in which the site was constructed or pre-eminent** - In each case, arguments for the heritage values of the site are specifically linked to the historic period in which the site was constructed or over which it reached a pre-eminence, usually referred to as a particular century or centuries. In all cases, the significance of the site reflected non-local systems, especially trade systems or industrialization in Europe in the case of Valparaiso. Only Valparaiso, Hoi An and Vigan have a cultural heritage significance directly related to the 19th century and their role in maritime trade and expansion although Hoi An is best known for the period prior to the 19th century.

→ **Architectural value or value as a architectural ensemble** - In all the sites with the exception of Valparaiso, the architectural value of either or both the town buildings and town plan; or the fortifications is intrinsic to the world heritage values. The presence of substantial architecture in each of the towns either in the form of fortifications or that reflecting a cultural fusion indicates both a substantial time depth of settlement and significant population size and/or a large capital investment of labour and materials on the part of the European colonizing power.

→ **Size of the site** - Almost all the sites listed are described as towns although the diversity in settlement size eschewed by this is unclear. Only Valparaiso is a city however only some historic parts of the city are included in the World Heritage area.

Although estimates of the area of the sites, or at least those parts inscribed suggest diversity in the size of the towns, the absence of population estimates for the towns during the period identified in claims for outstanding universal value limits understanding of what the differences in size of the sites may suggest about the functions and diversity of port towns.
DISCUSSION

This analysis of the colonial port sites inscribed on the World Heritage List suggests that although a number of key characteristics of the site type of ‘colonial port’ can be identified, the analysis also identified a number of ‘gaps’ in representivity of colonial port towns as a category of sites on the World Heritage list. In summary:

→ none of the inscribed colonial ports is in the Pacific region;

→ none of the inscribed colonial ports has values principally related to the British Empire which is generally considered the greatest European maritime empire;

→ of those inscribed, only Valparaiso has values related specifically to the 19th century, globalization and industrialization; and

→ in all, it is the mix of local and European culture that makes the sites unique.

B. THEMATIC STUDY OF COLONIAL PORT TOWNS

As has been discussed previously expression of the multiple values considered under the umbrella of European colonization in the tangible heritage of a colonial port town will vary according to the historical period of its initial establishment but also its subsequent development. Many sites that may have been comparable with the Levuka historical port town in the values and processes reflected in their formative era are not reflected in the tangible heritage through continuing development of site, in many cases to a city.

For example, Hong Kong, Singapore, Bombay, even New York and Boston were all colonial ports in the 18th or 19th centuries but are now metropolis where the port functions are no longer dominant or even essential to the survival of the city.

Therefore, as part of the process of establishing which colonial ports may be comparable with Levuka, it is necessary to identify general stages in port town development that are meaningful in relation to the colonial process and the physical development of the port and associated settlement.
European colonization was a very long and complex process that may be envisaged as taking place in a number of stages in different geographic regions. These are discussed below along with the colonial port towns established in each region.

AFRICA

During the 15th century the Portuguese established a series of bases on the west coast of Africa occupied the main existing ports of East Africa but these were not developed into colonies. In Angola they had a small colony but the extent of authority was limited to the ports and immediate hinterland and the colony was maintained principally for slave trading. The Dutch, English and French also developed bases needed for trade including slave trade (Gore) but did not pursue territory until the 19th century. The Dutch established a base at the Cape of Good Hope but only as a depot.

Before 1815, Europeans remained on the periphery of Africa although the bases they had established provided were foci from where expansion into the interior would eventually take place.

The Portuguese empire was declining by the mid-18th century. The British saw Africa as a source of slaves for the Americas but left this trade to private companies and did not establish colonies. In the mid-18th century they established a series of British slave ports, where previous Portuguese forts had been or newly constructed such as Fort James on the Gambia. These were centers of slave trade but also necessary for security against African and European rivals. These were never sustainable in the absence of slaves. The safety of the settlement was insured only through negotiation and the paying of rent to local chiefs.

Britain ended the slave trade in 1807 but by then it was establishing other interests and genuine colonies, in particular the Cape which was acquired from the Dutch in 1795. In 1758 the British navy captured all French bases in West Africa and established the colony of Senegambia which was reduced to Gambia in 1783.

The colony’s administration was the first designed by Britain for a non-settlement society, that is, a colony which would not have a large influx of British or other migrants but retain the majority as indigenous populations and in which all inhabitants were full British subjects (Fieldhouse, 1982:132). Sierra Leone became the second British colony in Africa in 1808 not because it was wanted for slaving or trade or British occupation but because it was a settlement made for liberated West Indian slaves in England for which Freetown was the port and became the centre of British authority in West Africa.
Like the British, the French had little interest in Africa before 1815 although they had a series of slave forts at Goree and St Louis. After 1793 war in Europe practically destroy the French trade to Africa.

At first legitimate trade between Britain and Africa was conducted through well defended fortresses, such as Cape Coast Castle in South Africa, established around the African coast. Here merchants and traders from the interior could make contact with the ships’ masters and company officers who arrived from Europe in merchant vessels.  

Prior to 1815 all the major European powers companies had trading from forts or ports in Africa, especially as part of the slave trade but none of these enterprises was the starting point for later territorial expansion. The Dutch created the only true European settlement colony in Africa on the Cape of Good Hope. The Dutch East India Company used it as a port of call from the 17th century for ships to and from southern Asia but they also encouraged immigration of Dutch settlers to grow provision for the ships (Fieldhouse, 1982:135). Here there were no powerful indigenous African states or tribes to bar settlement. According to Fieldhouse, before 1815 if a catastrophe had removed all Europeans from Africa, few traces of their presence would have remained.

<table>
<thead>
<tr>
<th>PORT TOWN OR CITY</th>
<th>COUNTRY</th>
<th>ESTABLISHING EUROPEAN POWER AND DATE AND TYPE OF TOWN OR PORT AND CURRENT SIZE (IF KNOWN)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cape Town</td>
<td>South Africa</td>
<td>Dutch East India colony founded a settlement in 1652 – modern city</td>
</tr>
<tr>
<td>Island of Mozambique, Mozambique</td>
<td>East Africa</td>
<td>Swahili trading forts, Portuguese, Dutch and British colonies</td>
</tr>
<tr>
<td>Lamu</td>
<td></td>
<td>Swahili trading forts, Portuguese, British colony. UNESCO World Heritage List</td>
</tr>
<tr>
<td>Mombasa</td>
<td></td>
<td>Swahili trading forts, Portuguese, British colonies</td>
</tr>
<tr>
<td>Goree</td>
<td>Senegal</td>
<td>Fort built for slave trade. UNESCO World Heritage list</td>
</tr>
<tr>
<td>St Louis</td>
<td>Senegal</td>
<td>French colonial town and large city</td>
</tr>
<tr>
<td>Freetown</td>
<td>Sierra Leone</td>
<td>Portuguese fort at the site in 1495 British colony for free slaves from 1772, Seat of British West Africa in 1821</td>
</tr>
<tr>
<td>Fort James</td>
<td>Gambia</td>
<td>On James Island. Portuguese fort then British in 1681. Slave holding fort.</td>
</tr>
<tr>
<td>Cape Coast Castle</td>
<td>South Africa</td>
<td>British trading fort constructed in 1828.</td>
</tr>
</tbody>
</table>

*Table 10: African Colonial Port Towns and Cities*

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40 National Maritime Museum, Greenwich
http://www.nmm.ac.uk/site/request/setTemplate:singlecontent/contentTypeA/conMuseumAsset/contentId/158.
THE ‘FAR EAST’

During the eighteenth century five European powers had possessions in the east but there were no substantial territorial empires.

The first of these powers to have developed maritime contacts with the east were the Portuguese who in the first half of the 16th century established bases at Goa, Colombo, Malacca, Java and Macao. In all cases these bases used and expanded pre-existing non-European port settlements. However this was not territorial expansion, consisting purely of fortresses and trading factories defended by the navy in order that Portugal retain a monopoly in the trade of goods from the East in Europe (Fieldhouse, 1982:139). Of these bases, Goa alone possessed a full Portuguese colonial administration although the crown still administered all its possessions. These were not settler societies and few Europeans stayed permanently.

By the early 18th century the Dutch or the British and the French had taken over almost all the Portuguese bases in the east. This was done not by governments but by chartered companies who exploited the commercial potential of the east and had trade monopolies on goods from the East in their own countries. This mercantile colonialism was sanctioned by the various governments although the companies were autonomous. Where the companies failed, and many did, the governments were forced to take over the holdings. None of the companies were imperialist but only wished to acquire wealth through trade. The companies did not encourage settlers and recruited nationals to their service. As such they were only interested in governing their internal affairs and were unsuited to governing large numbers of indigenous Asians. The Dutch policy was to leave indigenous rulers, forms of government and laws unchanged.

This resembled what later became known as ‘indirect rule’ that is they governed through indigenous authorities. The Dutch East Indies Company also forbade its officials marrying Asians, limiting European-Asian interaction.

In the late 18th century, the English East India Company’s trade was largely restricted to India, and had avoided territorial responsibilities by relying on the permission of indigenous leaders to set up trading forts. The only one over which the British had sovereignty was Bombay – a fortified island with most of the characteristics of a British colony of settlement. Until the 1750s, the English East Company’s possessions in India on the whole were very limited and with the exception of Bombay, insecure.
<table>
<thead>
<tr>
<th>PORT TOWN OR CITY</th>
<th>COUNTRY</th>
<th>ESTABLISHING EUROPEAN POWER AND DATE AND TYPE OF TOWN OR PORT AND CURRENT SIZE (IF KNOWN)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Goa</td>
<td>India</td>
<td>Portuguese</td>
</tr>
<tr>
<td>Calcutta</td>
<td>India</td>
<td>British 1698</td>
</tr>
<tr>
<td>Bombay</td>
<td>India</td>
<td>Capital British East India Company</td>
</tr>
<tr>
<td>Madras</td>
<td>India</td>
<td>British 1673</td>
</tr>
<tr>
<td>Pondichery</td>
<td>India</td>
<td>Portuguese established a factory in 16th century France and Dutch settlement and fort from 1673. Town laid out on grid pattern in 17th century. Remained a French port town until 1954. Stately French colonial architecture</td>
</tr>
<tr>
<td>Galle</td>
<td>Sri Lanka</td>
<td>Portuguese, Dutch, British (UNESCO World Heritage List)</td>
</tr>
<tr>
<td>Colombo</td>
<td>Sri Lanka</td>
<td>Portuguese, Dutch, British</td>
</tr>
<tr>
<td>Penang</td>
<td>Malaysia</td>
<td>British 1788</td>
</tr>
<tr>
<td>Malacca</td>
<td></td>
<td>Dutch 1641, British 1824</td>
</tr>
<tr>
<td>Macao</td>
<td>China</td>
<td>Portuguese 1557</td>
</tr>
<tr>
<td>Batavia/Jakarta</td>
<td>Indonesia</td>
<td>Dutch (capital of the East India Company)</td>
</tr>
</tbody>
</table>

Table 11: Asian Colonial Port Towns and Cities

Although for much of the 18\(^{th}\) century no European power aimed to establish a territorial empire in the east, by the early 19\(^{th}\) century, the Dutch controlled Java and other Indonesian territories and had most of Ceylon until it was lost to the British in 1796 and by 1881, the British controlled all of India except the Punjab and northwest frontier.

**CENTRAL AND SOUTH AMERICA**

The colonization of Central and South America by the Spanish and Portuguese began in the late 16th century and continued through to the dissolution of their empires between 1763 and 1830.

The colonial conquests of Spain and Portugal in the Americas constituted a great break in human history. Indigenous peoples with no immunity suffered catastrophic deaths through introduced diseases. The policies were to forcibly convert to Catholicism and transform to a peasant class the indigenous people to become Spanish-style peasants to create a social system mirroring the feudal system of their homeland.

The colonization process was planned and settlers from Europe were encouraged to take up land and to exploit mineral resources. Exclusive trade policies raised the costs of imports – consisting primarily of precious metals for the first two centuries - from the Americas in Europe but meant there was increased need for protection (Waites, 1999:24).
Labour was lacking through both disease (especially in and around the Caribbean) and naturally sparse populations in some regions, leading to the importing of African slaves especially to establish the Portuguese sugar plantation economy on the Brazilian coast.

<table>
<thead>
<tr>
<th>PORT TOWN OR COUNTRY</th>
<th>COUNTRY</th>
<th>ESTABLISHING EUROPEAN POWER AND DATE AND TYPE OF TOWN OR PORT AND CURRENT SIZE (IF KNOWN)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cartagena</td>
<td>Colombia</td>
<td>Spanish port, established 1533 UNESCO World Heritage List</td>
</tr>
<tr>
<td>Havana</td>
<td>Capital of Cuba</td>
<td>Spanish port and entrepôt established 1515, Grew steadily to a city in the 18th and 19th centuries</td>
</tr>
<tr>
<td>Santo Domingo</td>
<td>Dominican Republic</td>
<td>(UNESCO World Heritage List)</td>
</tr>
<tr>
<td>Port au Prince</td>
<td>Capital of Haiti</td>
<td>Spanish then French port town, fortified</td>
</tr>
<tr>
<td>Coro 1527</td>
<td>Venezuela</td>
<td>(UNESCO World Heritage List - see Chapter 1) established 1527</td>
</tr>
<tr>
<td>Maracaibo</td>
<td>Venezuela</td>
<td>Spanish established 1535, modern city</td>
</tr>
<tr>
<td>Trinidad</td>
<td>Venezuela</td>
<td>Spanish established 1592 modern city</td>
</tr>
<tr>
<td>Rio de Janeiro</td>
<td></td>
<td>Spanish colonial city</td>
</tr>
<tr>
<td>Montevideo</td>
<td>Capital of Uruguay</td>
<td>Spanish colonial city founded in early 18th century. Spanish colonial architecture with historic town centre</td>
</tr>
<tr>
<td>Buenos Aires</td>
<td>Capital of Argentina</td>
<td>Port city</td>
</tr>
<tr>
<td>Santiago</td>
<td>Capital of Chile</td>
<td>Spanish colonial city with historic centre</td>
</tr>
<tr>
<td>Lima</td>
<td>Capital of Peru</td>
<td>Historic city centre with grand architecture</td>
</tr>
</tbody>
</table>

Table 12: Central and South American Port Towns and Cities

The first colonial towns in the Americas, in the Caribbean were generally fort towns, built for protection against pirates and raiding European navies. The Spanish colonial towns of South America were almost exclusively modeled on the grid plan and monumental architecture first laid out in the town of Santo Domingo in the Dominican Republic. They comprise a central town square, with surrounded by civic buildings including a customs house and hospital and commonly a university along with and the Roman Catholic cathedral, built in the Baroque Spanish style.

NORTH AMERICA

At the beginning of the seventeenth century all the eastern portion of North America, which afterward became the thirteen original states, was known as Virginia. The success of various commercial companies which had multiplied in the last half century for the purpose of trading with distant countries, especially of the East India Company, chartered in 1600, naturally suggested similar enterprises for the western world. Accordingly, in 1606, two companies were formed, Virginia was
divided into two parts and a part granted to each, the London Company and the Plymouth Company. They obtained a royal charter enabling each to found a colony, granting the right to coin money, raise revenue, and to make laws, but reserving much power to the king.

<table>
<thead>
<tr>
<th>PORT TOWN OR CITY</th>
<th>COUNTRY</th>
<th>ESTABLISHING EUROPEAN POWER AND DATE AND TYPE OF TOWN OR PORT AND CURRENT SIZE (IF KNOWN)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Port Royal</td>
<td>South Carolina</td>
<td>1521 Spanish, 1562 French fort 1565 Spanish return to build fort – town destroyed and rebuilt by successive colonizers little remains of early colonization stage</td>
</tr>
<tr>
<td>Halifax</td>
<td>Nova Scotia, Canada</td>
<td>Original French settlement in 1605, British by mid-18th century, modern port city used by steam ships. Explosion destroyed a large parts of the town in 1917. Largely expanded in the 19th century with many Victorian buildings and a collection of Canada’s oldest surviving group of waterfront warehouses. The docks here were the centre of Halifax’s thriving sea trade for more than 200 years. Oldest is ironstone from 1813. Oldest continually operating saltwater ferry (since 1752). Site of the landing of the first settlers to Halifax.</td>
</tr>
<tr>
<td>Lunenburg Old Town</td>
<td>Canada</td>
<td>UNESCO World Heritage List</td>
</tr>
<tr>
<td>Salem</td>
<td>Mass., USA</td>
<td>First settled 1626. Salem later grew as a port and by 1790 it was one of the 12 largest communities in the United States. Salem was incorporated as a city in 1836, and remained an important center of world trade until about 1850. Many of the existing buildings, both residential and commercial, are directly associated with individuals, families, trades, and services which flourished as a result of the extensive foreign commerce carried on here in the 1760-1820 period. Very substantial architecture.</td>
</tr>
<tr>
<td>Boston 1630</td>
<td>Capital of Ma., USA</td>
<td>Large modern city</td>
</tr>
<tr>
<td>Plymouth 1620</td>
<td>Ma, USA</td>
<td>1620 first permanent settlement of English colonists in New England. Settled by pilgrims from the Mayflower. Puritanism was the overriding religio-political force in the Bay Colony, whose leaders sought to establish a Bible commonwealth. Citizenship was restricted (until 1664) to church members. Religious dissenters were banished from the colony. Throughout this early period new immigrants arrived, settling along the coast and a short distance inland. Farming, lumbering, and fishing were the principal occupations. Movement into the interior brought conflict with the Indians</td>
</tr>
<tr>
<td>Providence 1636</td>
<td>USA</td>
<td>1636 Puritan settlement from Britain</td>
</tr>
<tr>
<td>New York 1626</td>
<td>USA</td>
<td>In 1624 the town of New Amsterdam was established on lower Manhattan; New York was briefly (1789-90) the U.S. capital and was state capital until 1797. By 1790 it was the largest U.S. city</td>
</tr>
<tr>
<td>Philadelphia</td>
<td></td>
<td>Area Settled by British in the mid-17th century. Original city led out by William Penn. Quaker settlement</td>
</tr>
<tr>
<td>Charleston</td>
<td>USA</td>
<td>Established by British settlers in 1670. 1680 planned new settlement with a Civic Square various arms of governmental and religious law presiding over the square. Bustling trade centre in</td>
</tr>
</tbody>
</table>
The British and French both had colonies in the Americas which were small and undeveloped in 1700. Both had plantation colonies in the Caribbean and North America. France’s plantation colonies in the Caribbean supplied France with sugar and tobacco, relying on slave labour. In the north the French has a line of forts, towns and trading settlements along the St Lawrence in what is now Canada trading mostly in furs. The colonization of this region was by individual and chartered companies supported by the state (Fieldhouse, 1982:35) along the same model as British colonization in India. These were not successful and by the 1674 the American colonies became full royal possessions of France and as such were subject to the same systems of royal authority in place in France. The crown also imposed Catholicism on all in the colonies with no freedom of worship in other religions of denominations.

The early settlements in the north of America north and south all started as colonial port towns but rapidly became centres of the independent United States. Many including New York, Boston, Philadelphia, Baltimore grew rapidly, especially following the War of Independence more inward to their hinterland establishing home markets rather than relying on trade. During the Napoleonic wars the seaport cities had flourished because they controlled much more of the West Indian commodities. After the war in Europe ceased, the situation reverted then cotton became the major export, contributing further to the growth of the cities (Gilchrist, D. 1967:58).

By 1825, New York became the major port on the east coast supremacy because it was an entrepôt port, capturing a large part of the cotton trade and being the greatest emporium for imports. A major explanation for this was the harbour which could be dredged and therefore as steamship increased in size, New York was able to continue to accommodate them (1967:60) where as, for example Baltimore and Philadelphia lay a considerable distance from the open sea and ships could only pass at high tide. Boston had an excellent deep harbour but in winter fogs made it treacherous.

C. EUROPEAN COLONISATION IN THE 19TH CENTURY

Wars in Europe in the late 18th and early 19th centuries occupied the European powers until 1815. Further territorial expansion was limited although exploration of uncharted areas continued, especially in the Pacific. However the European powers were no longer interested in actively acquiring territory –

<table>
<thead>
<tr>
<th>Savannah</th>
<th>USA</th>
<th>British planned settlement and city established 1733. A major port for cotton exporting</th>
</tr>
</thead>
</table>

Table 13: North American Port Towns and Cities

mid-18th century.
at least until the last quarter of the century. There were several reasons for this, in particular the lifting of trade restrictions and dissolution of the monopolies of the chartered companies meant that to trade there was no necessity to control the territory from which the goods originated. The other major contributing factor was the predominance of Britain.

Until the 1890s Britain had unchallenged naval power: she was also the only state to still possess a large overseas empire ... and could acquire any part of the world accessible by sea and deny it to others ... but showed no desire to build a new empire. She was not so much anti-imperialist as unconvinced that new colonies would be of value (Fieldhouse 1982:179).

Together with this the setter colonies of Canada and Australia were large enough to absorb British emigrants and Britain’s industrial supremacy had opened the markets of the whole world. Continued expansion was not to acquire colonies to serve metropolitan interests although occasionally special interests groups did force governments to acquire territory for example the supporters of E. G. Wakefield who lobbied the British Parliament to annex New Zealand, which Britain did in 1840.

Yet, although the political conditions in Europe after 1815 militated against imperialism, over the 19th century the rate of imperial expansion increased. In 1800, Europe and its possessions covered about 55% of the world’s land surface, in 1868, 67% and in 1914, 84% (Fieldhouse 1982:178). This continuing colonial expansion was a result of two main forces:

→ the industrialization of Europe made it possible to colonize anywhere without difficulty or formidable opposition from indigenous cultures

→ pressure for territorial expansion from existing European colonies giving access to further resources, to land in the settler colonies and to insure frontier protection.
Until the 1880s, continued imperial expansion was largely unplanned by Europe, the impetus came from the periphery. Many new colonies grew directly from some existing European possession. An exception to this was the British establishment of penal colonies in Australia (Sydney, Port Arthur and later, at the already established settlement of Fremantle) and on Norfolk Island, remote from Europe and other established British colonies.

In Africa, many of the earlier trading forts grew during this period to become points from where expansion into the interior of the continent was initiated. The same was true of Asia where towns and cities established in the 17\textsuperscript{th} and 18\textsuperscript{th} centuries by the trading companies and the earlier Portuguese and non-European ports continued to expand, with new port facilities and planned city centres (this is discussed further below). In the Americas, South Africa and Australia, colonization inland from the coastal regions continued in the form of a moving frontier as increasing numbers of settlers took up land and indigenous communities were displaced.

Fieldhouse (1982:157) offers several explanations for this apparently sudden change in approach to the colonial possessions. He sees the most common as being a change in the Indigenous political situation. Hitherto Europeans had acted in accordance with the political conditions they found, negotiating with indigenous authority for trading rights and privileges and land for warehouses and fortifications. Any radical change in the local political situation, especially a weakening of indigenous authority threatened those privileges. *Conflicts between the new states offered opportunities for profitable alliances: often foreigners had to take sites and once involved in local politics it was difficult to withdraw . . . European intervention tended to intensify conflicts and to create a political vacuum in which Europeans had to take control.*

Secondly, Inter-European rivalry tended to flare with unstable indigenous politics in Asia, as one European power was no longer able to exclude another from a region through alliance with indigenous leaders. Fear of loss of control over the trade in a region stimulated increased territorial control.

Thirdly, European governments realized that political power would mean greater and cheaper access to the trade goods from a region and increased profits when sold in Europe. Indigenous ruler could no longer exact tribute for the goods and the rights to trade.

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41 This is a case in Fiji where planters and vocal lobby groups especially in Australia called on the British to annex the territory, see R. Young (1967: Chapter 4)
A combination of all three led to the first territorial gains and from there regions were rapidly incorporated especially under the increasing need to have security on the frontiers. ‘In America colonies expanded with the moving frontier of European settlement: in Asia, European dependencies expanded into their frontiers of insecurity’ (1982:159).

In terms of colonial history the significance of the British control of India after 1818 was that unlike any previous European colonization, India was not a colony of settlement or a trading base and had little potential for plantation economy like the Americas. Overall, power came from Indian sources but sitting above this was a few hundred British expatriates with a predominantly Indian army. India was the first great European dependency which was not a colony in the true sense and it became the model for the modern empires in Asia, Africa and the Pacific (1982:173).

When the British annex Levuka it is a decade prior to the European partition of colonies from 1883 – 1890. By 1890 the greater part of Africa and the Pacific had been claimed by one power or another as spheres of influence or full possessions and the partitioning of South East Asia was almost complete.

Many factors led to the European powers’ sudden grab for territory in the 1880s but central was the entry of Germany as an imperial nation in 1884-85. In this, interests of the German companies that had established in Africa and the Pacific during the 19th century played some part but also did the political situation in Germany. The claiming by Germany of colonies in Africa and the Pacific in 1884 and 1885 led Britain and France to engage in the partitioning of Africa and the Pacific to cordon off German claims (Fieldhouse, 1982:217).

THE BRITISH MARITIME EMPIRE

The spread of the British through the Indian and Pacific Oceans in the second half of the eighteenth century furthered that process of European exploration and expansion begun by the Portuguese in the 15th century. Although the British joined this expansion later than many European powers, in the 19th century they alone achieved a global empire (Frost 2003:312) through policies that included not only the

“...pioneering of sea routes, the acquisition of territories to give control of these routes and the liberalisation of trade, but also the large-scale transfer of people, animals and plants from one hemisphere to another. And British merchant adventurers vigorously seized the opportunities the explorers and politicians created. So by the opening decades of the nineteenth century, did the British
Empire become comprehensive. It was perhaps the most extraordinary imperial expansion in world history. It went forward rapidly on the basis of greatly enlarged naval skills, knowledge and power and it gave rise to the global empire of the sea” (Frost 2003:312-313).

Until the early 19th century, closed markets and monopolies by the large companies had restricted independent trade at least for the British and British colonies in India, Asia and the Pacific. Britain opened her colonies to foreign ships and goods in the 1820s and by 1850 had given up the monopoly on shipping between British home and colonial ports. Other European powers followed and international treaties established which meant international trade was largely free by the 1850s. This stimulated small scale and regionally local merchant and trading enterprises that operated out of colonies; trading between the colonies and between Europe and the rest of the world.

Britain’s Empire was composed of settler and non-settler or dependent colonies. Non-settler colonies were primarily in the tropics and the vast majority of the population continued to be Indigenous. When the British do formally annex territories, they set in place a series of structural planning changes in their ports and other urban centres – infrastructure and systems. As part of the colonial enterprise, Britain had been developing models of planned settlements and associated infrastructure since the early 17th century. This continued into the 19th century in the colonies acquired as settler colonies (e.g. Adelaide and Wellington) and the non-settler colonies (e.g. Suva) especially in port towns and cities (e.g. Hong Kong and Singapore) whose development was central to maintaining maritime connections across the vast empire. Of the imperialists, the British were not the greatest builders but certainly the greatest creators of towns (Home, 1997:1). British colonial cities become more recognizable by their features in the late 19th and early 20th centuries. These included grand architectural designs of their institutions of authority – colonial offices, post offices, railway stations along with parks, sporting pavilions, botanical gardens and other institutions of leisure and science. These were products of social changes in Britain and exported to her colonies as a consequence of the Industrial Revolution in Britain.
Similar patterning was also evident in the infrastructure of the plantation economies especially that supporting the unprecedented labour migration necessitated by plantation economies. Housing for migrant and indentured labourers across the empire took on a similar appearance as did the housing.

During the 19th century a more environmentally suitable bungalow (a name derived from the word Bengali) became the basic residential unit of the white colonial community...it derived as much from the Indian service tent, in permanent materials as from the Bengali native hut, although borrowing from the latter the high pyramidal roof. The bungalow was a solution to the sudden demand for mass housing from an increased population of new colonial officials, planters and the military (Home, 1997:87).

BRITISH COLONIAL PORTS IN THE 19TH CENTURY

Home (1997:63) summarizes the history of port creation in the British Empire thus:

Its first great port cities were the three ‘Presidencies’ of the British East India Company – Madras, Bombay and Calcutta all acquired or founded in the 17th century. Bombay and Calcutta grew to become two of the largest ports in the world. From the presidency towns other parts of Indian subcontinent were colonized throughout the eighteenth century and through a system of port town and the larger port cities systematically exported wealth to England.

To safeguard sea routes and open new markets the British went on to found or seize other ports, including those of the Straits of Malacca, the most direct sea passage to China and Island South East Asia. Then in the late eighteenth century they took Cape Town, Colombo and Malacca from the Dutch during the French Revolutionary Wars. These were all strategically important, being at junctions between oceans or seas. The British raised Malacca and built Singapore to be the pre-eminent Straits Settlement in the early 19th century.
These territorial gains were confirmed at the end of the Napoleonic Wars in 1815 in the Treaty of Vienna. In the century of British supremacy that followed, more ports consolidated a world-wide trade network. Hong Kong was acquired in 1841, Rangoon in 1852, Lagos in Africa in 1851. Further ports were added in World War 1. Throughout this period, the ports of the Caribbean and Pacific remained relatively small.

The world-wide network of ports was linked to improvements in land transport – railways, canals and roads fanned out from them, opening up the hinterlands to economic development especially with plantation agriculture in India, Ceylon, Malaya, the Caribbean and mineral, gold and diamond exploitation in Africa.

The ports not only processed goods but people and had an insatiable demand for labour. All across the empire there was a shortage of labour which, after the abolition of slavery in 1834 was solved by the importation of migrant and indentured workers. The vast populations of the Indian and Chinese subcontinents provide an ample supply. Smaller geographically remote islands such as Mauritius, Fiji and the West Indies had to organize mass importation of labour.

Colonial authorities made sure they kept control over dock development as it was vital for British capital and colonial interests. Local Port Trusts were established with mainly appointed members, supported by direct grants from the central government (1997:73).

The colonial ports were clearing houses for both commodities and labour. The British wanted them to be constructed in a manner which facilitated trade, communication, movement and a high turnover of people. They also wanted to minimize any risk to the trade in the port that contagious disease or generally poor sanitary conditions may bring especially following an outbreak of the plague in India in 1890 which shut several ports in quarantine. Improved sanitation at the ports was in part to preserve economy of the hinterland as well as maintain use of the port. In Colombo this meant improving sanitation and providing wholesome water. Colombo was also the point of entry for Indian immigrant coolies for the plantations as there were insufficient indigenous workers (Dharmasena, 1989:165).
By the 1870s ports were competing with one another to provide refueling for steamships and trade. The increasing number and size of steam ships mean that ports had to be upgraded. In some cases this meant construction of artificial harbours and dredging such as in Bombay in 1887 and Colombo between 1875 and 1883 (Reeves, Broeze and McPherson 1989:39). This work, along with road, rail and other infrastructure construction was commonly done or at least supervised by the British Royal Engineers.

At its peak, the British Empire covered 24% of the world’s land surface. Britain’s mid-nineteenth century status as the world’s wealthiest and most powerful state had been due largely to her overseas empire and also to the possession by her people of traits that both contributed to and arose from her colonial success (Smith 1997:11).

<table>
<thead>
<tr>
<th>PORT TOWN/ CITY</th>
<th>COUNTRY</th>
<th>COMMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hong Kong</td>
<td>China</td>
<td>Modern city – British entrepôt from 1842</td>
</tr>
<tr>
<td>Singapore</td>
<td>Singapore</td>
<td>Modern city -British entrepôt from 1819, major port by 1870</td>
</tr>
<tr>
<td>Sydney</td>
<td>Australia</td>
<td>Penal colony established 1788</td>
</tr>
<tr>
<td>Adelaide</td>
<td>Australia</td>
<td>Modern city, Planned city established by British</td>
</tr>
<tr>
<td>Fremantle</td>
<td>Australia</td>
<td>Penal colony established 1829</td>
</tr>
<tr>
<td>Auckland</td>
<td>New Zealand</td>
<td>Modern city. Established by traders in the early 1840, British colonial capital from 1840 - 1863</td>
</tr>
<tr>
<td>Wellington</td>
<td>New Zealand</td>
<td>Modern city. British colonial capital from 1863 – planned city.</td>
</tr>
<tr>
<td>Dunedin</td>
<td>New Zealand</td>
<td>Settler village from 1840s</td>
</tr>
<tr>
<td>Port Fairy</td>
<td>Australia</td>
<td>Whaling station in the 1840s with influx of settlers in 1850s</td>
</tr>
<tr>
<td>Cook Town</td>
<td>Australia</td>
<td>Settled in the Queensland gold rush in 1873</td>
</tr>
</tbody>
</table>

Table 14: Selected British Colonial Port Towns and Cities established in the 19th century

COLONIAL PORTS IN THE PACIFIC

The history of colonization according to the chronological periods commonly referred to in accounts of Pacific history (for example Campbell (1989), Howe (1984), Scarr (1990)) mirror European colonization processes elsewhere. However although European colonization in the Pacific followed recognizable processes and stages, in the Pacific these played out in ways that differed from episodes of European colonization elsewhere because of the unique geography and cultures of the Pacific region and because it took place primarily in the 19th century. From a thematic perspective, Levuka’s heritage has long been

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42 The towns included in Table 62 are indicative of a large number of small port towns in Australia and New Zealand established in the early 19th century to service exploitation and trade in natural resources such as seals or timber and subsequently as regional centres for the rapidly expanding grazing and agricultural industries and settlement.
acknowledged locally and regionally as reflecting the 19th century European colonization of the Pacific Islands.

From the outset, the unique geography of the Pacific posed limitations on the rate and nature of exploration and colonization and dictated the regional processes of culture contact between Europeans and Indigenous Pacific Islanders that were to ensue in the late 18th and early 19th centuries. It was not until then that technological advances, especially in navigation, allowed the European powers to rapidly expand beyond the Americas and Asia to explore and colonize the islands of the central and southwest Pacific - the final stage in their global expansion. A similar pattern of cultural interaction, resource exploitation, beach community development, trading networks, plantation economies and finally annexation by European powers led to the development of port towns in each of the main island groups in the Pacific, one of which is Levuka (Ralston, 1977).

British and French explorers had begun charting the seas and Pacific island coastlines in the 1760s, a pivotal decade in the exploration of the Pacific. Up until then Pacific navigation was attended by the most appalling suffering and mortality. *The first difficulty was the sheer size of the ocean and its remoteness from Europe. . and the second was the imperfect state of navigation: latitude could be fixed only approximately . . . longitude was mainly a matter of dead-reckoning and subject to enormous errors* (Campbell, 1989).

<table>
<thead>
<tr>
<th>PORT TOWN/CITY</th>
<th>COUNTRY</th>
<th>COMMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Levuka</td>
<td>Fiji Islands</td>
<td>First settled by Beachcombers in the 1820s</td>
</tr>
<tr>
<td>Suva</td>
<td>Fiji Islands</td>
<td>Planned settlement by Australians/British 1880s</td>
</tr>
<tr>
<td>Lautoka</td>
<td>Fiji Islands</td>
<td>British port 19th century, servicing sugar industry</td>
</tr>
<tr>
<td>Savusavu</td>
<td>Fiji Islands</td>
<td>Beachcomber settlement 1820s</td>
</tr>
<tr>
<td>Lomaloma</td>
<td>Fiji Islands</td>
<td>Beachcomber settlement 1840s</td>
</tr>
<tr>
<td>Apia</td>
<td>Samoa</td>
<td>Settled by beachcomers in the 1830s</td>
</tr>
<tr>
<td>Kororareka</td>
<td>New Zealand</td>
<td>Settled by beachcomers and missionaries in the 1820s</td>
</tr>
<tr>
<td>Papeete</td>
<td>Tahiti</td>
<td>Settled by beachcomers at the beginning of the 19th century</td>
</tr>
<tr>
<td>Honolulu</td>
<td>Hawai’ian Islands</td>
<td>Settled by beachcomers and traders in the late 18th century</td>
</tr>
<tr>
<td>Lahaina</td>
<td>Hawai’ian Islands</td>
<td>Beachcomber settlement and royal home of Indigenous chiefs 1790s</td>
</tr>
<tr>
<td>Honiara</td>
<td>Solomon Islands</td>
<td>Built by the British as the new administrative centre after WWII</td>
</tr>
</tbody>
</table>
The recognizable stages of the global maritime expansion were:

1. **the early contact period**: trade and the establishment of European beach communities;
2. **arrival of European authority**: missionaries and consuls;
3. **plantation economies and labour migration**; and
4. **partition and annexation** of the Pacific Islands by European powers.

Only a handful of locations in the Pacific became places of European settlement and centres of colonial authority. The early beach communities, their locations all shared similar characteristics that made them especially suitable for European settlement in particular geography that permitted European sailing ships a safe anchorage and ease of access. As the processes of European territorial expansion progressed and European powers formally annexed Pacific archipelagos, other port towns appeared as administrative centres for government and to serve settler colonies and, in the case of New Caledonia, the penal colony. At the same time a small number of ports appeared specifically to service industry. This pattern of initial port town settlement at different stages in the colonization process dictated the built heritage of the towns and the tangible heritage of these sites in the present.

### STAGES IN THE DEVELOPMENT OF COLONIAL PORT TOWNS AND CITIES

All European settlements across the oceans emanated from ports and European colonization was a maritime process. As a consequence, sites that can be considered colonial port towns or cities are numerous and located in Africa, Asia, the Americas and the Pacific Ocean. Similar processes and stages in their development are readily identifiable, but so too are significant differences in their architecture, form and fabric. As has been argued in the previous chapter, these differences arise through a range of factors including the age and location of the settlements and needs of the colonising power. Along with this, some colonial ports have virtually disappeared because function as a port ceased, while others have grown into large cities where the port function is no longer essential to the city’s survival.
In heritage terms, although many sites may be considered colonial port towns or cities, the values represented by the tangible heritage of the towns may be very different while still subsumed within the overall theme of European colonisation. Given this, comparative analysis at the scale of the general site type alone is unwieldy and more importantly, of little value in determining the relative universal values of Levuka’s tangible heritage. In this comparative analysis it is therefore necessary to look beyond the general site type of ‘colonial port town’ to sub-types - to establish a typology - that is meaningful within the history, processes and themes of European colonisation.

At the simplest level a typology must account for a variety of historical situations in which colonial settlements arise. In particular there is a need to ascertain what factors in the development of colonial ports are likely to substantially contribute to the character of the site’s tangible heritage.

As processes of European colonisation changed and developed over time, so too did the colonial port towns and cities that were foci of the trade networks that underpinned the European maritime empires. Most started as small trading settlements, outposts in what Europe considered the periphery. Over time the function of many changed, some becoming administrative centres, colonial capitals and cities and subsequently the economic and political centres of post-colonial independent nations. Some colonial port towns are now port cities, and their original primary function as ports is no longer central to their survival. However in many cases growth ceased at some point in their development through the loss of the economic function of the port; changes in resource availability or popularity; changes in maritime technology that rendered port facilities outdated; and commonly, the consolidation of the functions of a port in one regional rather than many local ports. Some colonial port towns have disappeared altogether either in the construction of major ports and associated cities or have been destroyed, others continue as small communities for which the port function is not crucial. Levuka is arguably such a colonial town.

Four sequential stages of port development have been identified, a process of consolidation leading to fewer and larger ports over time. These stages are an expression of both the consolidation of colonial authority over time in a region and changes in the technology of seafaring which required larger and more complex port infrastructure, the construction of larger ports and dredging of harbours. In this process of consolidation, abandoned settlements may disappear where their development has been limited to early contact period. Where the initial reason for the existence of a port town developed

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43 King, A (1985:8)
disappears or is substantially altered, the survival of the settlement will depend on local condition and needs, on the diversity of uses in the port and the nature of the economy of the hinterland. Most colonial port towns that develop to being port city will have undergone a process of sequential development from Stage 1 to 4. Exceptions to this are ports established intentionally with a specific function as a colonial capital, such as Suva or Wellington, or as a penal settlement such as Norfolk Island or Noumea or to service a specific industry and associated manufacturing process such as Lautoka in Fiji.

**STAGE 1. INITIAL PORT USE**

An initial Stage associated with or immediately following exploration in which extractive resources and trade goods, identified in exploration are exploited with little or no infrastructure being put in place. (Where there is an Indigenous, pre-existing settlement which is taken over by European colonizers, such as in the Swahili trading town on the east coast of Africa, or where settlement initially established with a settler, agricultural base, the process of port town development would begin at Stage 3).

Initial contact with Indigenous peoples and beginnings of settlement takes place as part of the process of obtaining trade goods. The ability to obtain goods is dependent on negotiation with Indigenous leaders as is the safety of the Europeans. In areas where Europeans could identify traditional authority figures in hierarchical societies, such as in Polynesia and especially where settled or urban populations existed such as in India and southeast Asia, this process could be negotiated and Europeans used traditional authority systems to their advantage in gaining access to trade goods, just as the traditional Indigenous authority figures negotiated benefits for themselves through demanding European goods in exchange. In some areas such as the Caribbean, parts of North America and Australia initial contact was often violent and access to resources was not negotiated but simply enforced, such as the British establishment of the penal colony in Sydney.

Settlements in this initial Stage consisted largely of trading posts such as those in Africa and Asia established by the British (Cape Coast Castle established 1828) and Dutch East India (Malacca established 1641) companies and by the Spanish in the Caribbean and Central America which consisted of a defensive fort and factory or storage shed where goods were accumulated prior to their export to Europe.

Similarly the slave forts on the West coast of Africa such as Goree (now on the UNESCO World Heritage list), built to house or imprison slaves while waiting for ships to arrive to take the slaves to the Americas.
In each of these cases, the colonization was by the state or by chartered companies with state sanctioned monopoly over trade in the newly colonized region. While the companies were independently owned, for most, the state was obliged to support the operations of the companies, if necessary through naval power.

In the Pacific, this was not the case. Unlike previous European colonization, it was independent smaller merchant companies engaging in free trade who followed closely the state financed explorers of the Pacific from Britain and France to obtain the easily extracted natural resources of region. It is perhaps this difference which gave rise to the ‘beachcomber’ period in the Pacific which is an intermediary stage between exploration and colonization and did not give rise to the establishment of European settlements but rather European influence in traditional societies. ‘Beachcombers’ – European people living with Indigenous communities in the early colonization period and acting as cultural interpreters between Europeans and Indigenous communities - were undoubtedly a phenomenon in other parts of the globe however we know comparatively little about them and it is unlikely that elsewhere they played such a pivotal role in determining where colonial port towns would be initially established.

Ports established during Stage 1 were often temporary, existing only until a resource has been fully exploited or abandoned in favour of another port which offered better facilities, protection or profit.

**STAGE 2: DEVELOPMENT OF THE COLONIAL PORT TOWN**

Following initial establishment of the port an associated settlement develops (or is enhanced) with a small settler population with a diversity of professional and trades that create a town, although not one that in the absence of the port function would be self-sustaining. Ports in this Stage of development may be entrepôt and in non-settler societies have little hinterland development except in relation to the specific trade or resources that led to the establishment of the port, for example the Spanish ports of South America.

In ports such as these the population of the town is culturally diverse, comprising Europeans and Indigenous people as well as people from elsewhere arriving on ships crews through increasing global trade networks. This was especially the pattern in ports established in the Pacific such as Levuka and the other Pacific ‘beach communities’ of Apia, Honolulu, Papeete and Kororareka or rapidly expanding in the 19th century such as Valparaiso or in the earlier 17th century Dutch port of Batavia (Jakarta).
The extent of colonial authority in determining the nature of settlement in this Stage varied according to the period in which colonisation take place. For example during the 17th century establishment of trading ports and settlements by the British East Company, the company controlled all aspects of the town’s development and through a service of employees recruited in Britain. By the 19th early century, British colonisation was no longer through these monopoly companies and Britain’s approach to colonisation was ‘hands-off’. In the Pacific, prior to the formal annexation of territory, European colonial authority was primarily through consuls who had little say in the development of the port or associated settlement.

In the settler societies these ports provide the means by which goods enabling inland settlement are bought to newly settled areas along the means of exporting natural resources identified in Stage 1 of the ports establishment. This was the case in the ports of the east coast of North America where settlement was planned and intentional and from where immigrant colonisers set out westward, in the ‘moving frontier’ and the Capetown in South Africa. Many of the early Australia ports in Australia such as Port Fairy and Cooktown developed to Stage 3.

Development of a port town from Stage 3 to Stage 4 in non-settler societies is commonly associated with the establishment of plantation economies and the associated infrastructure required for the processing, transport and export of plantation produce and for housing of migrant labour associated with plantation economies whether slaves in the Americas until the early 19th century or indentured and other migrant labour in Asia, Africa and the Pacific throughout the 19th and into the 20th centuries.

**STAGE 3. REGIONAL CENTRE OF COLONIAL AUTHORITY**

Port towns become regional centres of colonial authority or colonial capitals following formal annexation of territory by a European power. In this Stage the port facilities and infrastructure are further developed to become the pre-eminent port in the region and the location of colonial capitals at these sites usually reflects their increasing importance as a regional centre during Stage 2 of its development although during the 19th century the choice of one port above another as a regional administrative centre or capital may reflect the capacity of the port or harbour to accommodate steamships of increasing size, as was for example New York above the other ports of the east coast of North America.

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44 Much more recently, Cooktown has undergone considerable development through tourism and migration from the southern Australian states.
During this Stage some port towns become port cities as they continue to grow in population but more importantly through the investment by the European colonial power in the towns or city's infrastructure including that associated with the port itself, administration of the colony, sanitation and city planning and key social cultural institutions of the metropolitan centre such as schools, social and sporting clubs.

Social life, at least for European expatriates, looks much more like Europe. This planned rebuilding or reconstruction is especially associated with the British Empire of the 19th century, for example rebuilding of the ports of Colombo and Singapore but also the Dutch colonial ports, in particular Batavia/Jakarta.

The architectural and cultural hybridity of colonial port towns in non-settler colonies is much reduced by this planned development although in Levuka, the infrastructure and building development that accompanied the town’s move to being the British colonial capital of Fiji was only partial and primary elements of the original town layout and structure remained.

In most places the development of a port town to being a regional administrative centre or colonial capital was accompanied by further development of the hinterland, especially through transport infrastructure including roads, rail and in some cases canals to and from the port to service plantation economies and growing inland settlements, especially in the settler colonies.

Also to be considered in this Stage of development are planned port towns and cities established as part of the consolidation of colonial powers following the annexing of new territory by several European powers in the late 19th century. Towns in this category in the Pacific include the town of Rabaul, built by the Germans to serve the palm oil plantations of the Gazelle Peninsula in New Britain, and Honiara (Solomon Islands), Suva (Fiji) and Wellington (New Zealand) built by the British as colonial capitals in...
newly acquired territories. In each case the town was constructed on what was hitherto a very small settlement and followed an increasingly global pattern in civic design of the British Empire.

According to Home (1997:70), during the 19th century successive innovations in shipping technology profoundly affected the colonial ports. Replacement of sail by steam propulsion and screw propellers allowed ships to travel faster without reference to the wind system. Steel hulls instead of timber vastly increased the carrying capacity of ships and reduced shipping costs. The economics of shipping led to ever larger and more specialized vessels, improvements in harbours and other navigational infrastructures and larger and more efficient shipping companies. This led to increasing concentration of regional import and export in fewer ports. Especially for the British, their global network of colonies and associated ports enable consolidation and growth of a small number of key harbours, in particular in their Asian colonies - Bombay, Colombo, Singapore and Hong Kong – as the settler colonies increasingly sought and gained independence. In these centres, adequate facilities required vast capital expenditures in dredging, harbour and dock construction, warehousing, and investment in the supporting town or city infrastructure. The remodeling of colonial ports also involved investment in roads, trams and water supply and drainage systems (1997:71).

In the absence of the potential for expansion or modernization of port facilities, regional pre-eminence as a port would cease and the town was unlikely to continue to grow unless other factors such as ease of access to hinterland resources or strategic or military importance meant continued but likely reduced importance of the port and growth of the settlement.

**STAGE 4. MODERN PORT CITY**

Many of the colonial port towns and cities of Stage 3 went on to become large modern port cities. This is especially the case in the colonial capitals or administrative centres of the (now independent) settler colonies including Sydney, Melbourne and Adelaide in Australia, Cape Town in South Africa, Auckland and Wellington in New Zealand, Halifax in Canada.

In most of these modern port cities the continued growth of the port is no longer central to the survival of the city and the port function is unlikely to be the primary economic determinant. However this is not the case for the now independent non-settler colonies, where the continued growth of port towns or cities from Stage 3 to become modern port cities is still at least in part determined by continued importance of the port function along with the size of the population of the city and the economic
development of the nation as a whole during and following independence from colonial rule. These are the colonial port cities and in many cases national capitals of the ‘developing world’.

CHARACTERISTICS OF COLONIAL PORT TOWNS AND CITIES

In general terms, colonial ports all provided safe or relatively safe harbour along with ease of access for European sailing ships. They were foci to which people congregated and goods were collected for shipping to, from and between the colonies and Europe. Until the mid-twentieth century ports provided the major points of departure and entry to countries and regions with sea borders; centres of commerce and trade and seats of government. Initial European colonization of Africa, South and Southeast Asia, the Americas and the Pacific Islands was possible only through on maritime expansion and enabled through naval expertise and at times force.

No definitive typology of colonial ports exists that would permit specific types of colonial ports to be identified for the purposes of comparative analysis. However for colonial towns and cities in general, King has suggested a number of characteristics in form, function, and age on which they may be differentiated. Given that many of the colonial towns, at least in the early stages of the European colonization of a region were sea ports, King’s discussion, presented in the following paragraphs, provides a useful basis for developing a typology of colonial ports as a basis for identifying towns comparable with Levuka.

In line with preliminary review findings at the beginning of this chapter, King sees that the historical circumstances in which colonial towns and cities arise could be classified on a number of interrelated characteristics including time (the period in which the colonization took place); the culture and society of the coloniser (Portuguese, Spanish, British, Dutch); the economic system and energy base (i.e. industrial or pre-industrial); political economy (mercantile capitalism, industrial capitalism etc) and others.

King further sees that the characteristics distinguishing colonial towns and cities are those intrinsic to the colonial process. These include:

→ Dominance by a foreign minority, racially different to the indigenous population
→ The linking of different civilizations in some form of relationship

45 King 1985:8
Imposition of an industrialized society onto a non-industrialized one (in the late 18th and 19th centuries)

SOCIAL AND CULTURAL FORMS OF THE INDIGENOUS CULTURE

He suggests that a typology of colonial cities might distinguish between colonized societies or territories which:

1. have a long and flourishing urban tradition (India, parts of West Africa e.g. Benin)
2. have substantial numbers of indigenous inhabitants with a self-sufficient sedentary agricultural economy but few (if any) urban settlements (South America, parts of North America, the Pacific Islands, parts of Island Southeast Asia)
3. have relatively low densities of indigenous inhabitants who are semi-sedentary or nomadic and have no permanent forms of settlement (Australia, parts of North America)

Differences in port towns likely to arise from these distinctions would be evident in the fabric and cultural diversity of the town.

Those of (1) are likely to be a hybrid of fusion of architectural style, planning and decoration, reflecting both the indigenous society and the coloniser whereas in (3) the architecture and settlement plan are likely to mirror those of the coloniser and the population of the town to be primarily non-indigenous. Colonial ports in (2) would be intermediary between 1 and 3 and the extent to which the indigenous culture is reflected in the town’s architecture, settlement pattern, and population would be an outcome of the particular cultural and historical circumstances of colonisation.

The physical form of the town or city will also be determined by whether a settlement existed on the site of the colonial port prior to European colonisation or not. Many of the major colonial ports, especially in Africa and Asia have a significant history as towns or cities long before they became centres of European colonial authority and trade. In many cases their physical form embodies this much longer, cultural and socially complex history. In some their pre-European fabric was little altered (e.g. Lamu, Kenya) or simply expanded to accommodate the European settlement (e.g. Galle, Sri Lanka) but in other cases the original port settlements were raised and a planned European urban design imposed on the site (Bombay, India). Regardless, the European colonial era or eras is/are only one period in the town’s development. The tangible heritage of these ports reflects this complex history.
The colonial port towns and cities of Central and South America date only to the European colonization. Most were initially settled in the sixteenth and seventeenth centuries and in many their original planned urban design reflected models of the homelands at that time including large civic buildings and Baroque churches. Overall their tangible heritage represents a far longer period of occupation and development and a colonial ambition of establishing colonies mirroring the societies and institutions of the homeland, reflected in the grandeur and permanency of many of their structures. These were early settler societies, although unlike the settler societies of North America, South Africa and the Antipodes, the majority of the population continued to be Indigenous or culturally mixed.

The colonial ports of these other settler societies were of type (3) above, wherein their architecture, settlement pattern and society mirrored that of the colonizer. Many of the ports, especially those that went on to become cities, (e.g. Adelaide, Australia; Wellington, New Zealand) were planned towns and cities founded to serve as centres of colonial authority for large numbers of European immigrants. The smaller regional ports in the settler societies also mirrored the architecture and society of the homeland, at least in Stage 2 of their development, but the original settlement of the town may have been opportunistic and based on accessing resources, satellites of the colonial administrative centres and not unlike the unplanned, organic development of Pacific beach communities in the early 19th century. Here no permanent structures existed on the site prior to European colonisation; the Indigenous population used the sites as settlements or camp sites, beaches from where people set sail in the traditional maritime trade and exchange networks of the Pacific. Traces of this usage may exist in archaeological deposits at the site. At Levuka Indigenous Fijians interacted with European colonizers creating a mixed culture that is visible in the site’s cultural heritage—its town plan and archaeological deposits.

In short, where an indigenous settlement pre-existed, the site may be:

→ occupied with little or no modification (Portuguese and British in Zanzibar);

→ modified and enlarged (Portuguese and Dutch at Galle) or incorporated into a new planned settlement (Dutch in Batavia);

→ razed and built over (Spanish in Mexico City);

→ built adjacent to or near the existing settlement (British in Delhi).
Where there is no existing pre-existing settlement, the colonisers build:

→ a settlement for themselves alone (New York, Sydney);

→ a settlement for themselves with an adjacent settlement for indigenous groups (Nairobi);

→ a settlement for both colonists and indigenous groups (Hong Kong).

MOTIVES FOR COLONISATION AND TERRITORIAL EXPANSION

The motives and circumstances of colonisation such as trade or economic gain, strategic colonisation or religious conversion also need consideration. These will determine the size and degree of permanence of a colonial settlement.

In first British imperial expansion from the 17th century to the 19th centuries Home (1997:3) has identified three ideological positions in the establishment of British colonies that resulted in different forms of settlement. The first was the ideology of state control, that is, colonies initiated by the state that gave rise to early civic design of public buildings and baroque avenues (e.g. Calcutta, India). The second was ideology of the capitalist adopted in the colonies where chartered companies most notably the British East India Company aimed to achieve the accumulation of wealth from trade, established trading stations in the colonies consisting of forts and factories with little or no infrastructure and keeping public expenditure to a minimum in a mixture of private enterprise with state control. The third ideology could be described as ‘utopian’ wherein colonisation was an experiment with forms of social organization that were less possible at home. Many of these settler societies, especially in the American colonies had religious bases and were agricultural settler societies (e.g. Plymouth, Virginia, USA).

In the late 18th century the British added a further settlement type – that of the convict settlement – planned colonies in Australia (Sydney, Port Arthur, Fremantle etc) and the Pacific (Norfolk Island), located at greatest distance from the homeland wherein convict labour provided the basis for establishment of a new settlement and subsequently settlers were encouraged to provide food and services for the colony and to expand British territorial control. The earliest settlement reflected the penal system by which it was established.
As discussed in the previous chapter, in the first half of the 19th century Britain’s territorial aspirations were minimal, in the second half of the 19th century, British annexation of new territory was closely followed by the creation of planned cities of grid layout and Victorian architecture in civic buildings, symbols of colonial authority and institutions and associated infrastructure of sanitation and transport (e.g. Suva, Melbourne, Hobart, Singapore, Hong Kong). These were not port towns but planned port cities and colonial capitals.

**Function of the Port**

For colonial port towns and cities, the primary economic base must be its function as a port, at least during the period under consideration in an assessment of the heritage values of the site. Ports may be further classified according whether their primary role is exporting resources or produce from the immediate hinterland (for example Colombo in the 19th century); importing goods from elsewhere to sustain settlement (for example Sydney in the late 18th century); or primarily acting as an entrepôt, a regional trading centre where resources and produce from that region are brought for trade and export to other regions and imports from other regions are brought for trade within the local region (Singapore or Hong Kong). The function of the port will in turn depend on whether the hinterland has been colonised and if so as a settler or non-settler society.

Where colonisation is strategic or control over resources disputed, colonial towns are likely to be fortified. This is common in port cities and towns that were established or colonised by Europeans prior to the nineteenth century, for example, Cartagena in Central America, Mombasa in East Africa. The need for substantial fortifications, especially leading to walled towns such as Galle in Sri Lanka, will determine the size of settlement (at least while the conflict continues) and the form of the built environment.

Added to this, the geography the landscape and geography of the area and region will have a large bearing on the nature of the settlement and in the case of port cities, so too will the size and shape of the harbour. For example Valparaiso in Chile is notable from a heritage perspective for its setting and architecture which clings to the steep hill at the rear of the harbour.

More generally, the geography of the colonised region needs to be considered. This is particularly relevant in the context of European exploration and colonisation in the oceanic, small island environment of the Pacific Islands. From a regional perspective, the size and nature of the port’s hinterland and the extent to which its resources are exploited are of particular importance in
determining the development of size of towns and their development to cities. Processing and storage of these resources for example extractive resources such as timber, metals or whale oil; or plantation resources such as cotton, palm oil, cinnamon, tea and coffee prior to export will require specific infrastructure at or near the port itself and labour, requiring housing and services in the town.

Economies and resource needs change through time, along with trade routes, affecting the growth and development of the town or city. For example the cities of Calcutta or Bombay in India were the most important colonial cities in the 19th century. Although they continued to grow to being huge cities their pre-eminence as ports declined. Similarly in the United States, the colonial ports of New York and Philadelphia continued to grow to being major cities although their economies are no longer determined by their port function. Port cities become industrial and financial nodes and service centres because of their water connections and urban concentration which arises there and later draws to is railways, highways and air routes.\(^{46}\) Where such infrastructure is not practical or economically viable as is the case for many smaller, Pacific Islands, including Ovalau, growth from a port town to port city is unlikely.

**CRITERIA FOR DETERMINING VARIABILITY IN COLONIAL PORT TOWNS AND CITIES**

Several key factors affecting the size and form of the settlements associated with colonial ports and the ports themselves have been identified. These are used below to establish a set of criteria for determining variability in colonial port towns, a typology of port towns and cities related to their historic values and tangible heritage. These criteria or characteristics are by no means an exhaustive list, nor are they independent of each other. However they determine or at least significantly contribute to variability in the tangible heritage of colonial ports in the present and determine the global heritage values of a colonial port within the overall theme of European colonization.

1. Historical period in which colonization takes place
2. The European colonising power
3. Nature of the Indigenous culture
   A. Semi-urban society (substantial settlements and structures, and monumental architecture) or
   B. Sedentary non-urban society (villages) or
   C. Nomadic/ semi-nomadic / hunter-gatherer society
4. Nature of the colony in which the port is located

\(^{46}\) Murphey, 1989:227
A. Mixed (i.e. Spanish colonies of South America) or
B. Settler or
C. Settler/convict or
D. Non-settler

5. Original settlement on the site
   A. Pre-existing permanent structures or
   B. Pre-existing village or
   C. No pre-existing settlement known

6. Establishment stage of the port:
   Stages 1 - 4

7. Stage in port town development reached:
   Stages 1 - 4

The colonial ports discussed above have been assessed against each of the above criteria. The results are given in the following Table.
<table>
<thead>
<tr>
<th>SITE NAME</th>
<th>COUNTRY</th>
<th>CENTURY OF EUROPEAN COLONISATION</th>
<th>EUROPEAN COLONIZER/S</th>
<th>NATURE OF INDIGENOUS SOCIETY</th>
<th>NATURE OF THE COLONY</th>
<th>ORIGIN OF THE SETTLEMENT</th>
<th>ESTABLISHMENT STAGE</th>
<th>DEVELOPMENT STAGE REACHED</th>
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Table 16: Typological Analysis of Colonial Port Sites
The aim of the assessment of colonial ports given was to identify those whose values and tangible heritage may be comparable with Levuka within the theme of European colonization. Ideally, these will be the sites found in the typological analysis to have criteria most like those of Levuka. However not all criteria have the same importance in determining the heritage values of a site. In particular,

→ the historical period in which the site was first colonized and the region primarily determines the historical values of the site within the theme of European colonization and

→ the nature of the pre-existing indigenous society and stages of development through which a town has progressed will largely determine the form and fabric of the town and therefore the extant tangible heritage

**HISTORICAL PERIOD OF COLONISATION: CENTURY OF COLONISATION (CRITERIA 1 AND 2)**

Twenty-two towns or cities are listed in Table 16 as established in the 19th century, all of which are in Australia and the Pacific Islands. Of these, nine were established under British rule (Adelaide, Fremantle, Port Fairy, Cooktown, Auckland, Wellington, Dunedin, Suva, and Port Moresby) and a further three, like Levuka, came under British colonial authority. These are Kororareka (Russell), Lomaloma, Savusavu. This is somewhat deceptive as several other major ports were acquired by the British from the Dutch in the 19th century, including Colombo, the Straits Settlements of Malacca and Penang, and Singapore and Hong Kong. Under the British, all underwent a substantial expansion and infrastructure development as discussed.

Non-British 19th century port towns include Apia, Papeete, Rabaul and Noumea. European settlement at Honolulu and Lahaina was established very late in the 18th century but the formative period of port activity at both sites was the early 19th century.

**NATURE OF INDIGENOUS SOCIETY AND COLONY (CRITERIA 3 AND 4)**

A further important defining characteristic of colonial ports is the nature of the Indigenous, colonised society. In many colonies there is a patterned association of the nature of the colony. Settler or mixed societies are most commonly found in regions where the Indigenous societies were nomadic, semi-nomadic or hunter-gatherer. Exceptions to this are the mixed or settler societies found in parts of the
Central and Northern South America, New Zealand, Hawaii and New Caledonia where the Indigenous peoples were sedentary, in villages or other non-urban configurations.

The remaining Pacific Islands, most African states (except South Africa), and the Asian states, were not settler societies. In these countries Indigenous people continued to be the great majority of the population and their culture and histories are much more likely to be represented in the fabric of the port settlements. The exceptions to this are:

→ colonial ports in Asia and the Pacific that were established or radically rebuilt especially by the British in the 19th century. All of these went on develop into modern cities – Stage 4.

→ fortified colonial ports in Africa that were specifically constructed for trade, especially those constructed with slave holding forts (Goree, St Louis, fort James, Cape Coast Castle)

Leaving these aside, those towns comparable with Levuka under Criteria 2 and 3 would be Willemstad, Goa, Pondichery, Vigan, Apia, Savusavu, Lomaloma, Port Moresby, Lahaina, Rabaul, and Port Vila.

STAGES OF COLONIAL PORT DEVELOPMENT (CRITERIA 6 AND 7)

The Stages through which the colonial port has developed are of central importance not only in determining the values of a place but the built heritage of the settlement in the present.

As was discussed, Levuka’s initial settlement was in Stage 1 of the generalised sequence of port town development. On the available historical data for the towns listed in Table 16 around 50% went through an initial development period of Stage 1, that is, an initial Stage associated with, or immediately following, exploration in which extractive resources and trade goods, identified during exploration are exploited with little infrastructure being put in place at the site. This stage is characterised throughout the globe by cultural contact between Indigenous communities and European explorers and/or first settlers. Nearly 50% of these sites have developed to become modern cities - Stage 4. Given this, it is unlikely that cultural heritage embodying this initial Stage continues to exist at the site. This could not be conclusively demonstrated by the current research because of lack of relevant data.
The rarity of such tangible heritage is indicated by the inclusion of two exceptions to this on the UNESCO World Heritage list - the historic parts of Coro and Santo Domingo (see Chapter 1). Both these South American cities were colonised by the Spanish in the 16th century.

There is a much greater likelihood that the tangible heritage of a town will reflect its early settlement where its development was halted beyond Stage 1, or has continued only to Stage 2 or 3. Such towns listed in Table 16 are Port Royal, Pondichery, Port Fairy, Cooktown, Apia, Savusavu, Lautoka, Lahaina and Lomaloma.47

Towns that did not have an initial settlement history that could be considered to equate with Stage 1 are those settler communities that were established as agricultural communities (Halifax, Plymouth, Salem, Providence); planned towns (Lunenburg); or those established specifically as colonial administrative centres with the associated colonial institutions of authority, such as Suva and Wellington or those where an Indigenous urban or semi-urban society and associated settlement were taken over by Europeans and incorporated the European settlement.

This was the case in the East African Swahili port towns of Zanzibar, Lamu, Mombasa and Moçambique and the Asian settlements of Goa and Galle.

Levuka’s development through Stage 1 is extremely important in determining its heritage values. Not only do very few towns worldwide continue to have evidence of this early European settlement, but as was argued in Chapter 3, this period in the European colonisation of the Pacific Islands is unlike that of other regions in that it was not undertaken by or sanctioned by individual European powers but by individuals and companies from a range of nations.

Also of central importance in identifying Levuka’s heritage values and place in the history of European colonization is the development of the town as the British colonial capital of Fiji following cession in 1874. As discussed in Chapter 3, in the mid- to late 19th century, Britain rapidly expanded their colonial possessions initiating a major development in the infrastructure of their colonial port towns that would support and strengthen their global maritime empire and could be achieved through Britain’s industrialization. Associated with this was a global pattern in town and city planning and in architecture both grand and monumental in the colonial administration buildings and vernacular in housing

47 Goree, St Louis, Fort James, Cape Coast Castle also fit these criteria but as discussed previously these were fortified sites built specifically for holding slaves and for trade and do not embody values similar to Levuka
especially in response to the increasing in movement of people within and between colonies, especially through labour migration that the British Empire initiated. The global pattern of British port town and city development is represented in Table 16 by Cape Town, Calcutta, Bombay, Madras (Chennai), Galle, Colombo, Hong Kong, Singapore, Sydney, Adelaide, Fremantle, Auckland, Wellington, Suva, Port Moresby, Norfolk Island. The majority of these sites is now major cities and in their tangible heritage are unlikely to reflect much of their early settlement periods. Of these sites only Auckland, Wellington, Suva, Adelaide and Port Moresby have been found comparable with Levuka on other criteria and these will be considered further in the following chapter.

The assessment of the colonial ports against the criteria outlined above has significantly reduced the number of sites that are potentially comparable with Levuka and need further consideration in arguing for Levuka being of outstanding universal value. These sites are listed in Table 17. Of these only Apia, Savusavu, Lomaloma and Lahaina were found to be comparable in all criteria although of these four only Apia became a colonial capital.

<table>
<thead>
<tr>
<th>Sites comparable with Levuka on Criteria 1 and 2</th>
<th>Sites comparable with Levuka on Criteria 3 and 4</th>
<th>Sites comparable with Levuka on Criteria 6 and 7</th>
</tr>
</thead>
</table>

Table 17: Sites found to be comparable with Levuka on at least two criteria of the typological assessment

D. COLONIAL PORTS COMPARABLE WITH LEVUKA

LEVUKA STAGE 1 INITIAL PORT USE: 1820S – 1850

Tangible heritage relating to the early contact period in the European colonisation process is likely to be impermanent and ephemeral and therefore least likely to survive especially where there has been modern development on the site of the original settlement. Archaeological material recovered by Burley (2003) and excavated by the Fiji Museum in 1994 (Birmingham n.d.) from deposit beneath an early 20th century copra shed in Beach Street (now held in the Fiji Museum) may reflect this initial contact period. Along with this, Burley (2003) has indicated the site of the original Vitoga village that is evident in Levuka’s street plan. Sites in the Pacific region given in Table 17 that may have heritage reflecting this
initial colonisation Stage 2 in Levuka are Kororareka (Russell) in New Zealand, Apia, Papeete, Honolulu and Lahaina.

Kororareka, like Levuka has not undergone significant development in the 20th century. A number of historic buildings in Russell are on the historic buildings register but further information on the town’s overall heritage was not available. Apia may also have archaeological deposits dating to the initial European settlement of the site although there has been considerable development along the beach front. Recent reclamation of land in the harbour and the construction of multi-storey government offices on this land have significantly impacted on the harbour vista and overall landscape values of Apia.

Papeete, Honolulu are comparable to Levuka on a number of historical values, especially in the beachcomber, mission and early establishment of European/American systems authority and, subsequently in the establishment of plantation economies but in both the colonial settlement has undergone substantial development and it is unlikely that evidence of the early settlement or the subsequent Stage 2 settlement remains. Lahaina has an initial settlement history similar to Honolulu akin to Stage 1 in Levuka but the extent to which the heritage of the town continues to reflect this period is unclear. Archaeological sites relating to the traditional chiefly authority of Kamehameha in early contact period do exist within the town.48

Sites in Table 17 outside the Pacific region that may be comparable to Levuka in this early Stage are the town of Coro and historic centre of Santa Domingo. Both sites are on the UNESCO World Heritage list and represent earliest European settlement in the Americas. However the specific heritage values and fabric of these sites of Spanish settlement in Central and South America differs substantially from that of the Pacific. These settlements were a planned state controlled and military exercise whereas in the Pacific, this initial European colonisation was haphazard, unplanned and largely by individuals or merchants from a variety of nations. These differences are reflected in the fabric of the towns. Santa Domingo is a planned colonial town that became a model for other Spanish settlements in South America. Coro is unique in the Caribbean for its earthen architecture. Further, the early European settlement of the Pacific was by a range of people of various European and American origins.

Given this, in this earliest stage of Levuka’s history, comparable sites are likely to be those in the Pacific settled at a similar time that have not undergone substantial development, especially in the 20th century. These are Apia, Lahaina and Kororareka (Russell).

LEVUKA STAGE 2 DEVELOPMENT OF THE COLONIAL PORT TOWN: 1850 – 1874

There are many colonial port sites around the globe that at a general level could be considered comparable to Levuka in this stage. However many differ significantly from Levuka in the other criteria used in the typological analysis.

Of the sites in the Pacific listed in Table 17, the towns of Apia, Kororareka (Russell), Papeete, Honolulu and Lahaina have values most closely aligned to Levuka in Stage 1. As for Stage 1 above, development of these towns in many ways mirrored that of Levuka in Stage 2 but the extent to which this is reflected in their tangible heritage needs to be assessed.

Also of relevance in this Stage 2 may be the Fijian towns of Savusavu, and Lomaloma. The extent to which the 19th century heritage of these towns survives needs to be assessed.

Port Moresby was settled in the late 19th century from Australia, at that time still a British colony. The city underwent substantial development in the mid-twentieth century, after WWII and recent development has seen much of the older parts of the town disappear. Elements of the town’s early development are likely to still be found in the city but the integrity of the 19th century townscape has been lost.

Sites listed Table 17 that are outside the Pacific and have values potential comparable to Levuka in Stage 2 are Willemstad in the Caribbean; Pondichery, Goa, Vigan in Asia; Port Royal in the USA; Fremantle, Port Fairy and Cooktown in Australia.

Willemstad is a Dutch 17th century port town in which four historic areas have been inscribed on the World Heritage list, each exhibiting different architectural styles that reflect a mixture of cultural styles and were constructed over a number of centuries. It is unclear from the Advisory Body Evaluation of the town’s World Heritage nomination the extent to which these areas are directly related to the town’s function as a port.
Pondichery (17th century) and Goa in India were initially colonized by the French and Portuguese (16th century). In both cases the built heritage of the town includes substantial civic buildings, churches and villas that reflect the architecture of the colonial powers and Indigenous temples and monuments. Also unlike Levuka, both places are large towns or in the case of Goa, cities, having substantial populations. It is unlikely that either retains much tangible heritage that can be attributed to their early period of growth as a settlement but this remains to be clarified.

Vigan in the Philippines was established by the Spanish in the 16th century and is listed on the UNESCO World Heritage list as the outstanding example of a Spanish colonial settlement in Asia. In terms of their history of settlement, their size and architectural style these Asian towns bear little resemblance to Levuka.

Fremantle, Port Fairy and Cooktown were originally part of settler colonies. They are three of many small 19th century port towns in Australia, established under similar conditions to Levuka, that is, to exploit extractive resources, whales in Fremantle, whales and seals in Port Fairy and gold in Cooktown.

Fremantle was established in 1829 by a small group of British settlers and from 1850 – 1868 was a penal colony. The port and settlement developed rapidly during this time and Fremantle is the second largest city in Western Australia and continues to be the major commercial port.

Cooktown was founded as a port of entry to the Palmer River goldfields in 1873 and within months was a busy port, especially connected with Asia through the influx of Chinese gold miners and merchants. The gold was exhausted by the early 20th century and the town’s economy went into decline. There are a number of historic buildings in vernacular, 19th century style and the port itself.

Port Fairy was a whaling station in the early 19th century until the 1840s when the whales were exhausted. The town of Port Fairy began to grow in the 1840s with an influx of settlers wanting land in the hinterland. The town was survey and laid out on a rectangular grid at this time. There are a substantial number of 19th century buildings remaining in the town.

Like Levuka, these towns were established primarily from other colonies, in this case Victoria and Queensland. Both ports went on to service hinterlands, sheep grazing at Port Fairy and variety of produce in Cooktown. Both also suffered economic decline in the 20th century leading to the
preservation of much of the 19th century fabric although Cooktown was devastated by cyclones in 1909 and 1949.

Where Cooktown and Port Fairy differ significantly from the values of Levuka at this stage in their development is in the negotiated and shared authority with the Indigenous society. In the Australian towns, authority was not negotiated with Aboriginal people whose land was appropriated forcing them to move elsewhere. The continuance of traditional authority in Levuka is clearly reflected in the town’s tangible heritage.

Port Royal in South Carolina was colonized initially by the Spanish in 15th century and successively by the French and British. It was a thriving port after the American civil war of the 1860s but the economy collapsed in the early 20th century when the local phosphate mine closed and a hurricane and tidal wave destroyed much of the town’s infrastructure.

The port remained an economic backwater for much of the 20th century until some major redevelopments later in the 20th century. Many of the historic houses, churches and other buildings date to late 19th century. Like the Australian ports, the development of the town is associated primarily with a settler society and similarly, little or no negotiation with Indigenous people was undertaken or continued during the town’s establishment stage.

Similarly to Stage 1 above, the sites comparable to Levuka in Stage 2 are most likely to be those in the Pacific with a similar developmental history. These are Apia, Kororareka (Russell), Lahaina and in this Stage 2, also Savusavu, and Lomaloma.

It is less likely that sites outside the Pacific will have values associated comparable with Levuka in Stage 2 because of the particular character of early European settlement in the Pacific. However the extent to which Fremantle, Willemstad, Goa and Pondichery may be comparable with Levuka is unclear and further investigation of the heritage of these sites is needed.

<table>
<thead>
<tr>
<th>LOCAL HISTORICAL EVENT</th>
<th>ASSOCIATED HERITAGE IN LEVUKA</th>
<th>TANGIBLE HERITAGE IN COLONISATION OF PACIFIC ISLANDS</th>
<th>ASSOCIATED THEME IN EUROPEAN COLONISATION IN GENERAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>European exploring ships identify Levuka’s safe harbour</td>
<td>Natural features of breaks in the reef and the protected harbour.</td>
<td>Need for safe, easily negotiated anchorage for European sailing ships</td>
<td>Exploratory stage seen throughout the world associated with search for</td>
</tr>
</tbody>
</table>
Europeans wish to use the harbour as a base for exploiting natural resources, especially bêche-de-mer. Willingness of the Tui Levuka to host Europeans

| Site of ViToga village visible in Levuka’s street plan. Archaeological deposits in the town reflect early Indigenous and European contact and introduction of European technologies and materials. Archaeological deposits | European ‘beachcombers’ living in various Pacific communities acting as mediators between the Indigenous communities and Europeans | Stage 1 in the development of port towns was accompanied by minimal infrastructure, sufficient only to enable trade to proceed or resources to be extracted |

| Whippy and others living with Fijian wives. Ships call at port for supplies, refitting and crews | - | Trade in European goods especially metal brings a technological revolution to Indigenous societies | - |

### STAGE 2

| The European settlement grows in Levuka that is distinct from the Indigenous villages. Levuka becomes the main European settlement in Fiji Indigenous political struggles and rise of Cakobau | Row of European structures along the Beach front that becomes Beach Street Levuka village Land reclamation along sea front | Recognisably European settlements also appear in Honolulu, Apia, Papeete, and Kororareka. These all thrived because they had the protection and under the benevolence of the Indigenous chiefs | Development of European settlements that include trades people and other professions that are not specifically related to the trade or resource gathering but provide support for people engaged in these industries. In non-settler colonies, negotiation with indigenous authorities gave access to goods and insured protection and stability of the settlement |

| Missionaries arrive in Levuka in 1850 and in negotiation with the Tui Levuka, the Wesleyans take up land on the south side of Levuka Creek and Roman Catholics take up land to the south of Totoga Creek | Levuka Village Methodist Church (oldest in Fiji) constructed in 1860s | Missionaries arrive throughout the Pacific with a civilising mission that was aligned especially to the British 19th century colonial attitude of indirect rule | Christianity and the aim of conversion has been part of all European colonising processes and commonly represented the grandest architecture in the colony |

| Cakobau’s government | Former Parliament house site | Representatives of European powers arrive in the Pacific. Indigenous leaders attempt to negotiate European forms of governance and economy to insure their rule | As European settlements grow tensions arise between the trade companies or settlers and Indigenous peoples. In response European government agents and military play an increasing role in negotiations |

| Cakobau offers to cede to Britain first in 1860 British consul | Nasova House original house is residence of H M Commissioner to Fiji | - | - |
Ships involved in Pacific labour trade or ‘blackbirding’ arrive in Levuka
Village adjacent to Levuka and cultural diversity in the present
1860s Pacific Islander labour trade for the sugar, cotton and palm oil industries
Establishment of plantation economies in the colonies worldwide create a labour shortage and initiates the slave trade and forms of indenture.

Table 18: Evidence in Levuka and themes in colonization associated with Stage 1 and 2 of Levuka’s development

LEVUKA STAGE 3 REGIONAL CENTRE OF COLONIAL AUTHORITY: 1874 – 1882

Towns and cities with historical values similar to that of Levuka in Stage 3 of the town’s development are Auckland, Suva and the smaller Pacific colonial capitals of Port Moresby, Apia, Papeete, Noumea, Honiara and Port Vila

Similarly to Levuka, Auckland was the capital of New Zealand for only a short time before the capital was shifted to the planned city of Wellington. However unlike Levuka, the settlement of Auckland was substantial by 1863 when the capital shifted, being made up by a settler population encouraged by the British following annexation of the islands in 1840. Auckland continued to expand as the major port and largest city in New Zealand despite relocation of the colonial capital.

In the 19th century, port development including construction of artificial harbours and dredging to enable larger steamship use meant substantial investment in few ports and a resultant concentration of port functions in small number of locations. These were associated with the administrative centres or capitals of the colonies. To a small degree this also happened in Levuka, with the infrastructure built by the Royal Engineers but it was insufficient to ever enable Levuka to compete with the new capital in Suva. Levuka’s tangible heritage of its time as a colonial capital may well be representative of the structures in other British colonies immediately prior to the large scale redevelopments that took place at many of the colonial ports in the late 19th century.

Suva’s port, planned streets and parks and colonial institutions including botanical gardens was much more akin to, albeit greatly lesser in scale, Colombo, Cape Town, Calcutta, Hong Kong, Sydney,
Singapore or Madras – all British colonial capitals or administrative centres that were all founded or significantly developed in the 19th century to maintain the pre-eminence of British Empire through their strategic locations on trade routes. With the exception of Suva, none of these cities is listed in Table 17. All have developed into modern cities, although Suva continues to be the least developed and to have the smallest population. Suva has extant tangible heritage reflecting its role as a colonial capital in the 19th century. A full survey of this heritage is required.

Through this period, Levuka may also be comparable with the smaller Pacific colonial capitals of Port Moresby, Apia, Papeete, Noumea, Honiara and Port Vila which had elements of colonial institutions but, with the possible exception of Papeete and Noumea, these were not associated with the construction of substantial infrastructure during this Stage.

As discussed previously, Noumea and Papeete have continued to develop in the 20th century with a consequent loss of their 19th century heritage landscape. Noumea was also established as a convict settlement and in this regard has historic values substantially different to that of Levuka, especially in its early period. Likewise Port Moresby has been subject to considerable development in the 20th century.

Honiara and Port Vila are 20th century colonial administrative centres and their architecture, especially bungalow housing bears significant similarity to Levuka (Rodman, 2001) however they have none of the heritage values or assets associated with the initial European settlement of the Pacific.

Apia acted as the German and New Zealand colonial capital until independence in the 1970s and a number of the buildings associated with the colonial period still exist along the beach front. A survey of the extant administrative buildings and homes from this period is required to assess whether Apia’s heritage has the integrity comparable with Levuka.

Sites with values comparable to that of Levuka as a British colonial capital are many but only a handful are likely to have extant tangible heritage reflecting the infrastructure and institutions established during the 19th century. In the Pacific these are Port Moresby, Apia, Noumea, Port Vila and Suva. Port Vila may be of particular relevance because it was established by the British, albeit in association with the French. In each case there is a need for data about the 19th century heritage to these sites to determine the extent to which they are comparable with Levuka.
Outside the Pacific, the 19th century colonial capitals that are ports, especially those of the British Empire, have continued to develop into large cities. It is however possible that some of the ports in Africa that became 19th century colonial capitals may have a heritage that reflects this role.

<table>
<thead>
<tr>
<th>LOCAL HISTORICAL EVENT</th>
<th>ASSOCIATED TANGIBLE HERITAGE IN LEVUKA</th>
<th>ASSOCIATED THEME IN COLONISATION OF PACIFIC ISLANDS</th>
<th>ASSOCIATED THEME IN EUROPEAN COLONISATION IN GENERAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Royal Engineers arrive in Levuka</td>
<td>Drainage system and sea wall, Queens wharf, Customs House</td>
<td>With the formal annexation of territory in the Pacific in the second half of the 19th century, European powers improved port facilities and town infrastructure especially where the annexation was associated with increasing numbers of settlers such as New Zealand and Hawaiʻi</td>
<td>In the consolidation of the British Empire in the second half of the 19th century building works, especially port infrastructure, roads, bridges and sanitation were undertaken by royal Engineers, who moved around the colonies</td>
</tr>
<tr>
<td>Deed of Cession to Britain signed in 1874 by Cakobau. Gordon arrives as the first British Governor</td>
<td>Cession site Nasova, Archaeological deposits around Nasova</td>
<td>In the late 19th century, territorial claims are made over all islands not formally annexed, precipitated by the expansion of the German Empire from the 1880s</td>
<td>The formal annexation of colonial territory and control of the British colonial office.</td>
</tr>
<tr>
<td>Captain Robbie</td>
<td>Bungalows, especially in Robbie’s lane</td>
<td>Territorial expansion in the Pacific brings with it a new European middle class of administrators and families for which bungalow style accommodation is built</td>
<td>Global architectural style of the bungalow seen throughout the British empire</td>
</tr>
<tr>
<td>Levuka continues to grow through the port’s role in Pacific Island trade</td>
<td>Morris Hedstrom Bond Store 1860s</td>
<td>The first large Pacific trading companies are established, following the lead of Godeffroys, based in Samoa, establishing palm oil plantations</td>
<td>Trade companies establish bases and processing facilities for plantation produce</td>
</tr>
<tr>
<td>From the 1850s Levuka was a destination for settlers and planters and those involved in commerce and trade</td>
<td>Royal Hotel 1874 Archaeological remains of earlier hotels</td>
<td>Steamship travel increasingly opened up the Pacific routes in the second half of the 19th century and hotels were established in all ports to cater for passengers</td>
<td>The British Empire fostered unprecedented movement of people around the globe including those involved in administration, commerce and tourists</td>
</tr>
<tr>
<td>The Levuka public School opened in 1879</td>
<td>Levuka Public School buildings</td>
<td>-</td>
<td>Along with other institutions of British life, formal annexation brought the need for a British system of education for Europeans in the colonies</td>
</tr>
<tr>
<td>1879 Indentured Indian labourers first arrive</td>
<td>People of Indian descent live in the culturally diverse</td>
<td>Throughout the Pacific the establishment of plantations required labour which cam from other Pacific Islands, China and India</td>
<td>Plantation economies of the empire initiated massive labour</td>
</tr>
</tbody>
</table>
LEVUKA STAGE 4 COLONIAL PORT: 1882 – EARLY 20TH CENTURY

During the period from 1882 until the First World War, Levuka’s development reflects a particularly Pacific response to the consolidation of colonial powers that took place from the 1880s. During this period the size and importance of most colonial capitals in the Pacific and elsewhere in the European colonies continued to increase while many smaller regional ports declined in importance relative to those of the capital.

All the Pacific towns with the possible exceptions of Kororareka and Lomaloma continued to act regional ports involved in the trade of plantation products and other Pacific industries. Two further Pacific towns, Rabaul in PNG and Lautoka, Fiji, may be considered as comparable in the consolidation Stage 4 of European colonization in the Pacific.

<table>
<thead>
<tr>
<th>LOCAL HISTORICAL EVENT</th>
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<th>ASSOCIATED THEME IN EUROPEAN COLONISATION IN GENERAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cyclone of 1895</td>
<td>Kings Wharf constructed following destruction of Queens Wharf in the cyclone</td>
<td>Cyclones regularly hit most of the Pacific Islands</td>
<td></td>
</tr>
<tr>
<td>Chinese traders arrive</td>
<td>Current cultural diversity and Chinese businesses in the town</td>
<td>Chinese labourers imported especially in the new German colonies</td>
<td>Movement of labour throughout the colonies</td>
</tr>
<tr>
<td>Morris Hedstrom founded in Levuka in 1902</td>
<td>Hennings, Morris Hedstrom and other companies establish trade stores and copra sheds in Levuka</td>
<td>Pacific Trading companies become established in all the major island group initially associated with a particular industry such as palm oil or copra</td>
<td>Trade begins to decentralise from European to the colonies with increasing settler population and consolidation of colonial power in the late 19th century.</td>
</tr>
<tr>
<td>Shell button factory in North Levuka</td>
<td>Archaeological deposits ‘middens’, and machinery from the factory</td>
<td>Use of Trochus shell products especially in button manufacture is seen across the Southwest Pacific</td>
<td>Industrialisation in Europe is exported to the colonies enabling manufacture from local resources in the colonies rather than Europe</td>
</tr>
<tr>
<td>Levuka proclaimed the first municipality in Fiji in 1877.</td>
<td>Town hall 1898</td>
<td>Local government and civic society develops</td>
<td>Systems of local government develop in the colonies. Architectural style seen in the British colonies globally.</td>
</tr>
</tbody>
</table>

49 Most ex-colonial capitals or administrative centres elsewhere including Suva, Auckland, Sydney, Delhi and Cape Town have continued to develop over the 20th century into port cities with an accompanying loss in the integrity of their 19th century landscapes and port focus.
Table 20: Evidence in Levuka and themes in colonization associated with Stage 4 of Levuka’s development

Rabaul, was established in the newly acquired German territory of New Guinea in the 1880s as a port specifically to service the copra plantations of the Gazelle Peninsula. The town was systematically laid out on a grid. The town was destroyed during World War II and again by volcanic eruption in 1994. Archaeological deposits at the site may attest to the early history of the town but this remains to be tested. Lautoka in Fiji also developed as a port in the late 19th and early 20th centuries to service the sugar cane industry. No heritage study of the town and surrounding infrastructure for the sugar industry has been undertaken. Neither Rabaul nor Lautoka went through earlier Stages of development similar to Levuka.

Table 21: Sites comparable with Levuka in each stage of development

DISCUSSION

The comparative assessment has identified a small number of sites that have historic values similar to those of Levuka in each of its three Stages of development. Table 20 lists the colonial towns and cities considered on the basis of the above comparison to have values comparable to Levuka in each Stage of its development.
It is important to note in Table 20 that of the sites listed, only Apia, at least on values, was found to be comparable to Levuka in all Stages. The extent to which these values are reflected in Apia’s tangible heritage remains to be clarified. Apia is the only town with values comparable to those of Levuka in all three Stages however it is unlikely that the tangible heritage of Apia or any of the other towns has an integrity matching that of Levuka.

It has been argued through historical survey and typological analysis of colonial port towns that there are similar processes in colonial port town development across the globe. These enable a series of general Stages in that development to be identified. Survey of a representative sample of port towns dating to the early European colonisation of each major region has indicated that Levuka is one of only a handful of sites that retains tangible evidence of the initial stages (Stage 1 and 2) of colonial port town development. The reasons for this lie primarily in the retention of the 19th century townscape following movement of the colonial capital to Suva.

However it is also the case that European colonisation in the Pacific was distinctly different in the first half of the 19th century from that which went before in that the European powers were unwilling to acquire territory and the initial establishment of Pacific beach communities was by variety of non-indigenous people from a range of countries, not least colonies and ex-colonies rather than Europe.

Levuka’s heritage represents not only the early Stages 1 and 2 of colonial port development from initial European use of the site through establishment of the town and port as a regional centre. Levuka’s heritage also reflects the consolidation of European territory in the Pacific in the late 19th century and in particular the global patterns in infrastructure development, urban and social change associated with the British Empire following formal annexation of new territory. However unlike other British colonial capitals of the 19th century, this did not involve the construction of planned city centres and large scale administrative buildings, town halls, libraries, and transport infrastructure at Levuka. This came later in Suva, the site of the new colonial capital. Following cession of the colony of Fiji to the British, from 1874 to 1877 when the decision was made to shift of the British colonial capital to Suva, the colonial authorities did construct new port facilities and infrastructure in Levuka along with small scale buildings in vernacular architectural style to accommodate the institutions of British colonial rule during this period. The forms of these structures, especially the ‘bungalow’ style of architecture is a feature of the globalization of building styles in the 19th century but overall the urban heritage of this period in Levuka is intermediary, a stage between the informal colonial authority of European and American consuls prior
to 1874 and the construction of global institutions of colonial authority in the British Empire in Suva after 1882. Following movement of the capital to Suva, the town’s and port’s development into the early 20th century reflect the Pacific pattern of colonial economic development through establishment of plantation economies following formal territorial acquisition by the European powers.

3.3 PROPOSED STATEMENT OF OUTSTANDING UNIVERSAL VALUE

Levuka Historical Port Town (inclusive of Levuka Beach Street) is a densely concentrated assemblage of archaeological, built and maritime heritage and landscape features of outstanding universal value as a representative and intact example of colonial port towns established in the initial stages of European colonization of the Pacific Islands in the late 18th and early 19th centuries. It reflects the early stages in the development of European port towns that were essential components of European global expansion beginning in the 15th century.

European colonization is universally agreed to be a significant stage in human history and one which gave rise to unique forms of architecture and settlement pattern. Initial European colonization of the major archipelagos of the Pacific islands was possible only through late 18th century advances in seafaring and navigational technologies and the establishment of beach communities such as Levuka that provided essential supplies and safe harbour. Levuka was the first capital of the British colony of Fiji and the town’s built heritage reflects the characteristics and institutions of the British maritime empire in the 19th century but in a unique form in response to the geography of the Pacific Islands.

Levuka bears testimony to the early stages of the cultural contact that took place across the globe as part of the process of European maritime expansion that was characterized by the negotiation of social and cultural differences between Indigenous and European systems of authority. European colonization brought many different cultures into contact, creating ongoing social, cultural and political forms that reflect this contact. Levuka is a very rare example of a site of initial European colonization in a region that continues to reflect this negotiation in the town’s tangible heritage.

Levuka is one of a handful of small beach communities of Europeans that developed in the various island groups of the Pacific that played a vital role in servicing ships and assisting their commercial endeavors. In many cases these early ports of call became centres of colonial authority in each island group and
subsequently European colonial capitals and the capital of independent Pacific nations in the mid-late 20th century.

This process of development resulted in substantial loss of 19th century built heritage with the creation of 20th century cities. However in Levuka, this process was truncated by the shifting of the British colonial capital of Fiji from its original location at Levuka to Suva, the present site of Fiji’s national capital, in 1882.

As a consequence, although small scale building and the development of the port of Levuka continued into the mid-20th century, many aspects of the town’s built heritage, its layout and landscape, continue to reflect the 19th century development of the town from an Indigenous Fijian village and beachcomber community to the British colonial capital. Levuka is an exceptional, authentic example of the cultural traditions of European expansion in the Pacific environment throughout the 19th century. Levuka is an authentic Pacific Island expression of globalizing forces being enacted through European and especially British powers in the 19th century.

The significance of the town resides in the integrity of the townscape that reflect the patterns of life in the town in the 19th and early 20th century

The values of Levuka are identified as being:

→ It is one of only a handful of sites where tangible heritage reflects early stages in European colonization in the Pacific and elsewhere;

→ Levuka reflects the specific form of cultural interaction associated with the history of European colonization in the Pacific; and

→ Levuka is representative of global patterns in infrastructure development, urban and social change associated with the British Empire following formal annexation of new territory but in a unique vernacular form due to the moving of the capital to Suva in 1882.
CHAPTER 4
State of Conservation and Factors Affecting the Site
CHAPTER 4 STATE OF CONSERVATION AND FACTORS AFFECTING LEVUKA

4A. PRESENT STATE OF CONSERVATION

The condition of the infrastructure and buildings of Levuka, as in most historic towns, varies but overall is adequate and several important structures including the Levuka Community Centre (refer to Map 8.0) have been comprehensively restored. Some buildings are very well maintained, while others especially those that are unused, are more likely to be in a poor state of conservation, although none appear to be threatened with collapse. A comprehensive survey of the state of conservation of the tangible heritage of the property will be carried out in 2012 to facilitate overall understanding of the conservation needs of the town.

A draft inventory of structures and landscape features in the town is provided in the 2006 The Workshop for Cultural Heritage Management in the Republic of the Fiji Islands Report by Kyushu University. The workshop was pivotal in that it was able to pursue and enhance through mutual exchange and understanding ideals about conservation methods for historic buildings, inventorying of architectural and other structural features (drains, steps), landscape, streetscape and social data, and provided a computer generated layout of the historic buildings (3D modeling) within the town of Levuka.

In 2010, a survey was carried out by the Department of National Heritage, Culture and Arts through its engagement of Tourism Resource Consultants, NZ to update the ‘Heritage Study’ by James Hubbard and Peter James done in 1994. The description offered in this part documents the present state of the significant heritage features at the time of nomination in 2010. The state of conservation of the heritage features of the nominated property and the buffer is expressed according to the four (4) stages of Levuka’s development as a port town as described earlier in Chapter 2. It is imperative that historical and heritage features in both zone is highlighted as they are essential in demonstrating the OUV of Levuka Historical Port Town.
STAGE 1: PRE-1820S – 1850. FROM INDIGENOUS VILLAGE TO ‘BEACHCOMBER’ SETTLEMENT

(A) INDIGENOUS SETTLEMENTS AND AUTHORITY: TOTOGA, NASAU, LEVUKA VILLAGE AND TUI LEVUKA.

Earlier chapters have illustrated the existence of the two villages of Totoga and Nasau in the 1800s which to a great extent did not survive the 19th and later centuries except of Levuka. Besides, Levuka village seemed to have more of an authority over the other two hence the principal village. Whilst there is an absence of traditional architecture that would characterize Totoga or Nasau Village to date, archaeological studies and maps, together with illustrations show village boundary lines, circular in perimeter, characterized by a stone wall to show the village boundary was soon in ruins thereafter in the mid-1800s. A village uses stone walls to demarcate land boundaries, typify a protection borders and ascertain cultural space (performing of ceremonies, dances and rituals) of the locals. In the 1979 Levuka cadastral map, the remnants of the stone wall outlines land use and lots demarcation for Levuka town. The latter also applies to Nasau village which is now the current site for Nasau Sports Park. Levuka Vakaviti, on the otherhand continues to exist and its planning is like any other itaukei village having a church, village hall, the chief’s house (in this case the Tui Levuka), housing for villagers, the village shop and the village green. Sadly neglected is the need to maintain the traditional architecture which symbolized indigenous Fijian settlement.

(B) ARCHAEOLOGICAL DEPOSITS

The archaeological record of Levuka portrays accurately the dominant pastime of its former population, an incessant consumption of alcohol. Each of the assemblages—from Totoga Creek, the Royal Hotel, and the Levuka Public Market—despite their different contexts, has a notable component of alcohol bottle glass.

Figure 64: An assemblage of artifacts from archaeological excavations in Levuka now exhibited at the Levuka Community Centre Museum.

These assemblages, in fact, conform to historical description down to the stated preference for “square gin” (Derrick, 1950, p. 195), a product
distinctively identified by case bottle finishes and fragments. Stage 2: 1850 – 1874 From Beachcomber settlement to colonial port. The archaeology of Levuka Town lies largely undisturbed with the low rate of building and excavation in the Town.

STAGE 2: 1850 – 1874. DEVELOPMENT OF A COLONIAL PORT TOWN

(C) DEVELOPMENT OF EUROPEAN SETTLEMENTS: ROW OF EUROPEAN STRUCTURES ALONG THE BEACHFRONT

There are numerous buildings, shops, residences, restaurants, and others that line Beach Street, some dating from the last century. Most buildings are occupied and continue to be used and maintained in its original form. The significant buildings in the nominated area in Levuka Town (along Beach Street) are discussed individually under this part.

1. Kim’s Paak Kum Loong, Beach Street

Kim’s Paak Kum Loong, commonly known as Kim’s, is a structure that is very typical of the buildings at the heart of the commercial area of Levuka. It is two storeys high, the ground floor with a retail shop opening to Beach Street with living quarters and garden extending out behind, while on the first floor (with access via an external stair) there is now a restaurant and kitchen. The dining area opens onto a verandah, now fully enclosed and glazed with louvres, which commands wide views out over the main street and the foreshore. It is very evocative of the town in the 19th century as depicted in early photographs.

The history of the building is not well documented, but it is known to have its origins as the local Bank of New South Wales. It was built in reinforced concrete, probably in the first decade of the 20th century, while the residential additions at the back are framed in timber and may date (at least in part) from as recently as the 1970s. Floors are timber, the verandah at first floor level is clad in vertical tongue and groove boards, and the roof is corrugated iron. The two storey concrete building has a grand but conventional form with a central doorway and large display windows on either side. The exposed gable end is unusual and may be related to the former use. Access to the residence quarters above the bank may have been from the southern side where there has been a staircase and openings have been closed.
This building has strong historical value as an early commercial building, typical of many but standing out for its early history as a bank and for its strong presence in the main street. It is an important component of the continuous row of buildings that is such a strong determinant of the character of the town. The extensive changes that the building has undergone, again typical of the commercial buildings, adds to its historical interest.

The building is in good condition and it retains an excellent degree of integrity. The significance of the place extends to the whole of the building and to the whole of the allotment.

2. **Whale’s Tale Restaurant, Beach Street**

This shop is single storey, with traditional forms, details and fenestration. The use of timber for the side walls and timber for the façade is typical in Levuka before 1900. The four panes of plate glass is typical for shop fronts of this earlier date and can be compared with the plate glass windows of the large ‘department’ stores owned by Burns Philip and Morris Hedstrom. It retains its original timber grille shutters. The building has been very well conserved in its conversion into a restaurant.

The building is in good condition and it retains an excellent degree of integrity. The significance of the place extends to the whole of the building and to the whole of the site. It can be compared with other small shops along Beach Street, such as the R. S. Goundar & Sons store and its immediate neighbour, Vallab & Sons. It is a good model of conservation practice for other buildings.
3. Former Morris Hedstrom Store, now Community Centre Museum

The former MH Bond Store currently the Levuka Community Centre and Museum is very important in maintaining historic fabric of Beach Street and is one of a few large shop-houses in Levuka and has attached historical and architectural values. The building contributes significantly to the streetscape because it is very large and occupies a key position.

The building is located at the southern end of central part of Beach Street. The northern part of the building is used as a museum exhibition space and the other part is as a hall while the outer space on road side is used for a clothing store and the inner space is as a kindergarten. Three warehouses stand behind the main building in the north-eastern part of the lot. There are also an office building in the northwest and a yard on the northern part of the lot. The building is comprised of several sections, now partitioned into different occupancies. The construction of the façade is typically timber framed with false front pediments, large shop windows and a continuous verandah. The side walls are off-form reinforced concrete. Across a breezeway, with tram tracks and a drain, there are two large former stores also built in reinforced concrete. The building has two separated roof structures on the northern and southern sides and both parts are divided by partition walls. Although there are seldom identified traces to indicate its original plan or design, interviews with tenants indicate that inside of the main building was originally one large space without any partition walls. A trace of pent roof on the north-western side wall of the main building indicates that existence of pent roof at certain time in the past, however it is unconfirmed whether this was part of original design.
The building is in excellent condition and retains an excellent degree of integrity. Searches of old photographs and aged appearance of the building implies that facade maintains original structure and design. The significance of the site extends to the whole of the building and to the whole of the allotment.

4. Former Morris Hedstrom Supermarket, currently Supreme Super-cheap

Only the floor survives from the original building. The site is in poor condition and has a very low degree of above ground integrity. Its present condition, location and associations makes it ideal site for archaeological investigation. The significance of the site extends to the whole allotment.

5. Former Burns Philip Copra Shed, Current Homemakers

The building was constructed after the First World War by Burns Philip and Co, a major trading company in the South Pacific from its founding in 1883, and it serviced the copra trade until its decline in the 1960s. The shed was then used by the Fiji Ports Corporation, and today it houses a
building materials supply store. The shed is important historically as a major structure of the copra trade, which was of great economic and social importance to Levuka. It is a good example of industrial architecture, straight-forward and robust in its design, with a strong presence in the townscape at the southern end of the town. It is at the heart of the industrial area surrounding the wharf, closely associated with other wharf and industrial buildings.

The building is a large warehouse, rectangular in plan, with a high gable roof and main entrance door facing Beach Street. It has timber-framed walls, clad in plain lapped weatherboards, while the roof structure, which is clad in corrugated iron, is made up of trusses spanning the full width of the building, approximately 12 metres. Steel ties hold the roof trusses and the top plate down to the stud framing, which is fully exposed since there is no internal lining. All of the timber is imported Oregon. The foundation is a continuous concrete wall, and the floor is also concrete. Some windows have been replaced with louvres. There are rail tracks that provide evidence of the shifting of copra and freight into and around the building, the seaward end of which opened straight onto the wharf.

The building is in good condition, with a compatible use, and a high level of authenticity. The significance of the site extends to the whole of the allotment.

**Figure 69:** Former Burns Philip Copra Shed, Current Carpenters Homemaker

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6. **Former Burns Philip Copra Shed, current PAFCO Factory, Port Area**

The former Burns Philip Copra Shed currently occupied by PAFCO, built on reclaimed land, are a pair sheds with gabled roofs joined by a smaller segmental arch roof, a shape which is reflected in the adjacent PAFCO Fish Factory. They are similar in construction, form and materials to the much newer Fiji Electric Authority building off Beach Street. The tram tracks which connected the sheds with the wharf survive in the pavement.

The buildings are in good condition and have a good degree of integrity.
7. Former Copra Shed belonging to either BP or MH, Current Venu Haulage Limited, Hennings Street

The buildings are a pair of simple sheds with gabled roofs. They are similar in form and function to the other copra sheds off Beach Street. The tram tracks which connected the sheds with the wharf may survive in the pavement.

The buildings are in good condition and have a high degree of integrity. The significance of the place extends to the whole of the building and to the whole of the allotment.

(D) CHRISTIANITY AND CONVERSION:

1. Sacred Heart Church and Presbytery, Levuka Town (Roman Catholic)

The church building is large but typical for this denomination at the time and could be compared with many other examples in Australia and New Zealand. There have been minor alterations over the years. The building is in good condition and retains as excellent degree of integrity. The significance of the place extends to the whole of the building and to the whole of the allotment.

It is directly associated with other built features of the Roman Catholic Church including the adjacent presbytery and the Marist Convent School, the Loreto Mission Complex, the Nasau Training Centre and the St John’s Complex.

The Presbytery is a single story timber is typical for its period. The verandahs have been enclosed and the house altered with non-traditional materials.

The building is in fair condition and has a low degree of integrity. The significance of the place extends to the whole of the building and to the whole of the allotment. It is directly associated
with the adjacent church and the Marist Convent School. It is also associated with other built features of the Roman Catholic Church.

**Figure 72:** Sacred Heart Church and Presbytery, Levuka Town

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2. **Levuka village Methodist Church, Levuka Village (Wesleyan Mission):**

Built in 1869, the Levuka Village Methodist Church is an important example of church architecture in early Levuka together with the neighboring Navoka Methodist Church. It should be noticed that original fabrics and styles are still maintained even after more than 130 years since their establishment (Kyushu, 2006). The simple church follows traditional forms and planning for non-conformist denominations at the time although contains a hint of Gothic style which is interesting as a relatively early expression of new values in what was a very remote location. The Church is located at the northernmost end of Levuka Village beside a river on the north side of the lot.

The building is one story and its entrance faces the ocean. The church is roofed with sheet zinc similar to king post truss and the outer wall is concrete block construction containing coral powders. Trace investigation revealed that attached building on the north was a later extension. Originally the roof structure was collar beam roof instead of king post truss (Kyushu, 2006).

The building is in good condition and has a high degree of integrity. The significance of the site extends to the whole of the building, the adjacent cemetery and to the whole of the allotments.
3. **Navoka Methodist Church, Levuka Town (Wesleyan Mission)**:

The Navoka Methodist Church is one of the oldest buildings standing in Levuka, even in Fiji, being built in 1862. It is striking for its simplicity, a plain rectangular building with a gable roof, and a small entrance porch of similar form at its eastern end. The walls are very thick (630mm) and built of coral concrete, the great depth of them showing in the Gothic shaped reveals of the windows, three on each side of the nave. The nave of the church is simple; whitewashed walls and a curved ceiling lined with painted tongue and groove boards. It has a timber floor, timber casement windows, and a corrugated iron roof. The roof has been rebuilt at least once, as a photo of it after a hurricane in the 1890s shows it without any roof.

This church has very great historical significance for its long and continuous association with the Methodist Church; for its age of nearly 150 years, and for the stark simplicity of its architecture. It has high technical value because it has survived from the early period of European settlement with much of its fabric intact, a rare example of coral concrete construction. Its siting, set back from the foreshore at the foot of the flight of 199 steps, gives it a key location in the townscape.
4. **Delana Methodist School Complex and the Old Mission House, Levuka Town (Wesleyan Mission):**

The building in the present complex all appear to date from the 20th century with some from after the Second World War. The school draws student and teachers from all the islands. The land, originally owned by Reverend Binner as freehold, was given by his widow to the Methodist Church of Fiji. The complex includes several buildings includes classroom and dormitories. All are conventional in form, materials and construction and are loosely grouped across the steeply sloping grounds. The buildings are in good condition and retain a high degree of integrity. The significance of the place extends to all the buildings and to the whole of the allotment.

The Old Mission House suffered damage over the years from several hurricanes but remained largely intact for most of this century. It was very substantially altered, effectively demolished, in recent years. Material from the original house has been recycled in the present structure. The condition and integrity of the original structure have been very seriously compromised but the significance of the site remains and deserves archaeological investigation.

5. **Marist Convent School, Levuka Town (Roman Catholic):**

The main convent building is two storied, large although only one room deep, and built in two parts with a formal but simple plan. The first floor verandahs have been enclosed to provide dormitory and other accommodation. The main building is located on a rise in a landscaped setting and surrounded by smaller timber buildings.

The condition of the main building, and all of the peripheral buildings, is excellent and they all retain a very high degree of integrity. The significance of the place extends to all of the buildings and to all of the land and includes the landscaping and other works.

*Figure 75: Marist Convent School, Levuka*
NEGOTIATIONS BETWEEN THE INDIGENOUS AND COLONIAL ADMINISTRATION: CAKOBAU’S PARLIAMENT, CURRENTLY EUROPEAN MEMORIAL

The memorial is a column in the tradition that can be traced back to the British Empire such as Nelson’s Column and to the Roman Empire such as Trojan’s Column. It is surrounded by a low balustrade which is identical to the fence of the Masonic Lodge Polynesia.

The memorial is in good condition and has an excellent degree of integrity. The significance of the site extends to all of the works and to the whole of the allotment.

GROWTH IN TOWN – ROYAL HOTEL

The Royal Hotel, the longest running hotel in Fiji and in the South Pacific, is a rambling two-story wooden building complete with a bar and a lookout as a hangout of old-time sailors. Royal Hotel is located in the central part of Levuka and its main double-story building stands about 70m west back from Beach Street. The main building stands in the north of the lot and the accommodation facility is in the south while a creek flows on the west of the lot.

Built before 1869, it seems to have been built in two stages at least and trace investigation imply that the southern hall on the first floor might have been divided into three sections sometime in the past. The facade of the main building is the east side and the hotel entrance of the building is on flat side. The Royal Hotel is of masonry construction on the ground floor and timber construction on the first level. The main building of the hotel, shaped like a ship, carries the form and details of a traditional Australian corner hotel and maintains its original interior well. The outer wall of the main building is concrete block construction. The roof structure is collar beam covered with sheet zinc and there is a lookout on the roof of the section of the hotel. The main staircase, on the southern end of the hotel, has been enclosed. The
first floor is divided into three rooms and the rooms in the centre and in the south are used as halls while the second floor is used as guest rooms. There's an attached building back at the back of the main building. There are two ceiling ventilators (fret-worked timber) on the ceiling of the centre room on the first floor.

The building has suffered from a succession of upgrades including the enclosure of the verandah and the removal of the main ground floor windows however the building still keeps its social and architectural values (Kyushu, 2006). Old photographs of the hotel enable full restoration of its original facade.

The building is in good condition and retains good degree of integrity taking into account changes of an historic nature. The significance of the Royal Hotel extends to the whole of the building and to the whole of the allotment and includes the associated bungalows and the two trees and other landscaping in the front garden.

Figure 77: Royal Hotel

STAGE 3: 1874 – 1887 LEVUKA BECOMES THE CENTRE OF BRITISH COLONIAL AUTHORITY.

(G) COLONIAL ADMINISTRATION FOLLOWING FORMAL ANNEXATION:

1. **Nasova House** Original House, Former Residence of H.M. Commissioner Smythe to Fiji, Levuka Town.

The original government house at Nasova was a large and rambling timber building of several wings. It was loosely domestic gothic in style emphasizing a picturesque roofline with decorated gables. It was surrounded by a verandah and appears to have been designed consciously for the climate. Nearby were two bures and beside the north elevation was a parade ground. The roof
at first was thatch but was later timber shingles. Nasova House stands at the southernmost end of the town.

The building was once used as the British ambassador’s residence and his office in colonial era. The facade of the building is the east side. The entrance is on flat side. It is one story building roofed with sheet zinc. There are two roofs in parallel in north and south. An attached building stands in the southwest side of the lot. Wooden frame is placed on concrete foundations of square shapes. The outer wall is side boarding and has flap windows. Core of the plan is the hall in the centre surrounded by balconies. The hall still has a ceiling ventilator (fretworked timber). Nasova House has many traces of extensions and alterations. Therefore the original plan was not figured out in this trace investigation. However, it is surmised that important components, such as the hall, still maintains the original style (Kyushu, 2006).

The condition of the present building is good and it retains a high degree of integrity. The significance of the site extends to the whole of the reserve, for the existing residence. It should be seen in association with adjacent buildings including the Anniversary Bure and especially with the nearby Cession Site.

2. **Deed of Cession Site.**

The site is simple yet dignified in its planning, relying on the setting, symmetry with the neighbouring Anniversary Bure and traditional materials and landscaping to achieve its symbolic effect. As is tradition, the rocks, or in this case the plinths, are decoratively painted white.

The entire Cession site is surrounded by an encasing fence of white picket fencing with a decorative gate marking the entrance. The site has three (3) stone, one each to mark a significant event in the history of Fiji.
The memorial is in good condition and retains an excellent degree of integrity. The significance of the site extends to the whole of the reserve, all the memorials and the landscaping.

*Figure 79: Cession Site - annexation of Fiji by Britain*

(H) IMPROVEMENT OF INFRASTRUCTURE BY THE BRITISH ROYAL ENGINEERS

1. **Seawall, Drains and Wharf.**

For the most part the drainage system in Levuka is intact and still serves their purpose of protection and drainage but over time have eroded exposing the ground beneath. The Public Works Department and the Levuka Town Council routinely maintain the eroded parts when financial resources permit.

The wharf that stands today, variously known as Kings Wharf and Queens Wharf, is a largely modern structure, opened in 1980. It has a single arm, cranked in shape, and is of conventional concrete construction. It is in active use, servicing the fishing vessels that unload catch to the PAFCO canning factory and local ferry services. The landward end of the wharf remains an area of large industrial and warehouse buildings, evocative of the days when the port was busy servicing the copra trade. The representative value of Kings Wharf is therefore very high, being indicative of the fact that Levuka owes its very existence to national and international trade by sea.

The present wharf is in excellent condition and has an excellent degree of integrity. The significance of the site extends to the whole of the existing structure, reclaimed land and associated works. The wharf should be seen in the context of all of the adjacent associated industrial buildings from all eras.

*Figure 80: Stretch of road, seawall (at the forefront) are some of the infrastructure created by the British Royal Engineers*
2. **Customs House – Post Office and Customs Authority, Levuka Port.**

The Customs building is timber, has two major gabled roofs, representing the dual functions, and is flanked on the southern side by a verandah. This originally continued around the eastern or beach side as well. This section was replaced by a bracketed awning. A flagpole has been added to the south-eastern gable.

The condition of the building is excellent and it retains a high degree of integrity. The significance of the site extends to the whole of the building and to the whole of the allotment. The building should be seen in the context of the surrounding industrial and commercial buildings.

![Customs House in 2011. It accommodates the Post Office and the Customs Authority, Levuka](image)

3. **Lomaiviti Provincial Council Complex, Levuka Town.**

The various buildings are all standard Public Works Department structures in timber. The buildings are all small and even domestic in scale. The largest buildings are the barracks located around what is, effectively, a parade ground. Each structure was purpose built and so its form will express its function. Some, if not all, have special concessions to the climate such as verandahs, deep eaves and sunshades over windows.

The condition of the buildings is good and, apart from the conversion of the timber lock-up, the buildings retain high degree of integrity.

![Former Lomaiviti Provincial Office in Levuka Town, currently assigned to the Department of National Heritage, Culture & Arts](image)
GLOBAL ARCHITECTURAL STYLE OF BUNGALOW HOUSING - CAPTAIN ROBBIE’S BUNGALOW, ROBBIE’S LANE

Captain Robbie’s unit at the Royal Hotel is a rare masonry domestic building, of a single storey and traditional form. French doors open to the garden at either end of the enclosed verandah made of concrete block work while its walls are rendered and ruled as a mock ashlar. The building stands on the south of Royal Hotel and its facade is north side. The building entrance is on gable side, it is roofed with sheet zinc and its outer wall is concrete block construction. The plan of the unit consists of two bedrooms under the main roof and a kitchen and a bathroom arranged under attached roof. Trace investigation revealed that the outer wall which divides the bedrooms was not the original structure implying that originally only one bedroom existed.

The building is in good condition and except for the loss of the verandah detailing, retains a high degree of integrity. The significance of the site extends to the whole of the building and to the whole of the allotment. The building is associated with the Royal Hotel.

TRADE COMPANIES AND PROCESSING FACILITIES

1. Morris Hedstrom

   [i] Former Morris Hedstrom Bond Store 1860s, formerly Supreme, Beach Street;

   The former MH Bond Store formerly Supreme Super-cheap is a two-storey building is timber framed but clad in corrugated iron. It has a very simple gabled form and a two storey timber verandah, now enclosed. The ground floor is occupied as a shop. The building contributes significantly to the streetscape because it is very large and occupies a key position.

   The building is in good condition and retains an excellent degree of integrity. The significance of the site extends to the whole of the building and to the whole of the allotment. The
building should be compared with the Burns Philip building opposite and be seen in association with the other buildings and land owned by Morris Hedstrom in Levuka.

![Figure 84: Former Morris Hedstrom bond store 1860s, former Supreme store, now vacant](image)

. [ii] Former Morris Hedstrom Store, now Community Centre and Museum:

(Refer to C3 in this Chapter)

[iii] Former Morris Hedstrom Supermarket, currently Supreme Super-Cheap:

(Refer to C4 in this Chapter)

2. Burns Philip

[i] Former Burns Philip Copra Shed, Current Homemakers:

(Refer to C5 in this Chapter)

[ii] Former Burns Philip Copra Shed, current PAFCO Factory, Port Area:

(Refer to C6 in this Chapter)

3. F & W Henning's, The Firm and the Family residence:

This building possibly dates from 1878, the time William Hennings came to Levuka to live. The house is still lived in by a member of the family. The simple timber, single storey, house is conventional for its time in its scale, materials and forms. It follows the same planning and sitting of most homes from the 19th century in Levuka although unusual for being located in the flat rather than on the hillside. It is important for its position at the end of the lane that leads to the Royal Hotel. The former Hennings residence is a simple timber, single storey,
house conventional for its time in its scale, materials and forms. It follows the same planning and sitting of most homes from the 19th century in Levuka although unusual for being located in the flat rather than on the hillside. It is important for its position at the end of the lane that leads to the Royal Hotel.

The building is in good condition (except for the roof) and retains a high degree of integrity, taking into account various alterations of an historic character. The significance of the place extends to the whole of the building and to the whole of the allotment and includes any of the ruins of the former watch-house in the north-west corner of the site.

![Figure 85: The Henning’s Residence situated along Henning Street](image)

**GLOBAL MOVEMENTS OF PEOPLE**

1. **Former Old Capital Inn, Levuka Town:**

   The Old Capital Inn was built originally as a shop and dwelling in 1953 and its construction coinciding with the last phase of the copra boom. Over the years it has been substantially altered and extended and converted into a boarding house and restaurant. It retains its original timber grille shutters.

   The building has been very well conserved in its recent renovation.

![Figure 86: Former Old Capital Inn](image)
1. **Education - Levuka Public School buildings, Garner Jones Street:**

The main school building is a simple timber two-storey structure encircled by a two-storey verandah with the entrance dominated by a now-truncated tower. The lot is very large containing numerous structures and the main entrance to the lot is on the north side. The lot of Levuka Public School is about 250m back from the Beach Street towards the mountain. The buildings are set around an oval or playing field between Totoga Creek and the steep hillside. The two-storied building, roofed with sheet zinc, dates back to the foundation of the school and its main entrance is on a long side of the plan. The bell tower of this building is on the east side and its gable roof is covered with sheet zinc. The bell tower uses the second-hand materials, and its design is simple. The first floor and the second floor of plan of the main building are divided by non-bearing wall, and the spaces are used as classrooms. There is a stairs on the south balcony lead to the second floor and a bridge is built between the second floor of the building and the slope of the mountain. There is the iron chain which ties the surface wall of the balcony to the ground for the purpose to prevent floating-up of the building in cases of natural disasters such as hurricanes. Although old photographs indicate the roof structure to have been altered, its reconstruction retains its symbolic meaning.

The whole complex is in excellent condition and has a generally high degree of integrity. The significance of the site extends to all the buildings but especially those constructed before the Second World War and to the whole of the land including all titles and to the landscaping of the grounds.
2. Secret Societies - Lodge Polynesia Masonic Hall, Hennings Street

The Lodge Polynesia Masonic Hall is of significance to the South Pacific region being the modern representation of the first lodge to be formed in the region, for its association with key historical figures through its membership, its social function, for its outstanding architecture and for its critical contribution to the streetscape. The Hall is a simple sophisticated example of the Tuscan or Roman Doric Order, with four unfluted columns with bases, and a temple form five bays deep. The detailing of the Order is competent if not rigorously correct. The doors are painted a traditional blue and white. The interior is fitted out according to traditional requirements.

The building is in excellent condition and has an excellent degree of integrity despite being burnt down in 2000 following a coup in Fiji. Certain modern materials used in the recent renovations were not, strictly speaking, appropriate.

![Figure 88: Masonic Lodge which was burnt in 2000](image)

(M) MIGRANT WORKERS – WORKERS’ HOUSING

1. Three (3) Cottages opposite the Royal Hotel:

The three (3) identical worker’s cottages appear to have been built together from the one design and possibly, to some extent, pre-fabricated. The form is quite standard but refined, the walls are conventional vertical boarding. Some older materials may have been introduced.

The house is in good condition and retains a high degree of integrity. There have been some internal alterations. The significance of the site includes all three cottages, extends to the whole of the three allotments and includes the gardens. The group should be seen in association with the Royal Hotel and the neighbouring house to the west.
2. Worker’s Houses along Totogo Creek:

The houses are very similar and were probably identical originally. They are all timber, of one storey and follow traditional forms and floor plan.

The condition of the western house is good but it has poor degree integrity while the condition of the other two is poor but they retain a high degree of integrity.

Figure 90: One of the few workers’ houses located along Totogo Creek

STAGE 4: 1882 – 1930S LEVUKA AS A COLONIAL PORT.

(N) DEVELOPMENT OF LOCAL GOVERNMENT

1. Queen Victoria Memorial hall 1898, Henning’s Street

The Town Hall was built in 1898 as a memorial to Queen Victoria, and her portrait hangs to this day above the stage. Given its substantial nature, and the Spanish Mission style of its architecture, it is most likely that it was architect-designed, although no name is yet associated with its design.

It is a significant and ambitious work of civic architecture, representative of the prosperity of the town in the late 19th century. It is at the heart of a very important group of heritage buildings that includes the Masonic Lodge, Ovalau Club and buildings of the Government precinct on the other bank of the Totoga Creek. The views up Hennings Street and across
the creek and bridge towards the building are amongst the most interesting in the town, and its townscape value is very high because of this.

The Levuka Town Hall is a concrete building, with timber floor and corrugated iron roof. Its main space is a very impressive hall, rectangular in plan, with a stage and proscenium arch at the western end. It is entered from across the Hennings Street bridge through a porch and double doors. The concrete walls are some 630mm thick, with French doors opening along both sides onto deep verandahs; the doors and fanlights above provide very efficient cross ventilation. The verandah roofs are supported on cast iron columns with cast iron decorative brackets, these having been imported from the Globe Foundry in Sydney. The ceiling of the hall is vaulted, and lined with timber tongue and groove boarding. There are single-storey offices on either side of the entrance, and several ancillary spaces have been added on the sides and rear; these contain kitchen and toilet facilities.

The condition of the building is good, apart from rising and falling damp, and its integrity is very high and has a high level of authenticity. The significance of the site extends to the whole of the building, the palms outside at the front and the whole of the allotment. The building should be seen in association with its immediate neighbours, the Ovalau Club and the Lodge Polynesia Masonic building.

![Figure 91: Queen Victoria Memorial Hall](image)

### 2. Ports Authority Building, Levuka Port

The former Burns Philip Copra Shed currently Ports Authority is a long and large building, one of the biggest weatherboard buildings in Levuka. Large doors at either end of the structure and the presence of tram tracks allowed for the easy movement of copra at the time copra was the main commodity in Levuka.
1. Ovalau Club:

Ovalau Club is located in the central part of Levuka Town and located near hill side area not facing Beach Street and the Town Hall adjoins the north side of Ovalau Club while a water channel flows on the south side. The building is composed of a snooker room in the centre, and a service room and a darts room in the east side, which have windows in a high position and top lights. The building is domestic in scale, forms, details and planning. The building is single storey, fully timber framed, and domestic in and appearance. It has a central section with a gable roof, ornamented with finials, and this is surrounded by a wide verandah which has been enclosed with top-hung timber shutters. Concrete piles have been poured in large steel drums. The main space functions as a bar, with service rooms towards the rear.

The building is nicely sited between the Town Hall and Totoga Creek, with a picket fence following the curve of the creek, and access is from the Hennings Street bridge.

The form of timber construction is standard for the time and the type of building. Much of the domestic fittings have been replaced in renovations. Town Hall leads to Ovalau Club through the road on the south side. The facade of the main building faces southeast and there is the grass yard on the east side. The roof of main building is gable covered with sheet zinc and stretches from the main building to the southeast, and pent roof is attached. The single-story building framework is built on columnar concrete structures with its outer wall equipped with flap windows and wooden sidings. As for the original plan of club understood through investigation of traces, it is assumed that the balcony on the southern side was smaller than the current one and the storage on the northern side didn't exist originally. The survey we have done revealed that Ovalau Club maintains some original structures well though some parts have been altered.
The Ovalau Club is important as the first private club in Fiji. Though modest in its architecture, it has been an important place for socialising and discussion for over 100 years. It makes a contribution to the townscape, especially as part of a group that includes the Town Hall and the Government precinct buildings on the other side of the creek.

The building is in reasonable condition, and although altered over time, the changes have not detracted from its architecture. The Ovalau Club has a great value not only in well-preserved structures but also in its history as the first club in Levuka as well as one of component to make up the historic townscape. The building is in excellent condition and retains a high degree of integrity. The significance of the place extends to the whole of the building and to the whole of the allotment.

2. **Levuka Bowling Club, Nasau Park:**

The Bowling Club complex is small and traditional in its planning and facilities. The clubhouse is built of light timber construction above a reinforced concrete base and there is a concrete patio for watching games. The complex is small and traditional in its planning and facilities. The clubhouse is built of light timber construction above a reinforced concrete base. The rinks and clubhouse are in good condition and have a high degree of integrity. The significance of the place extends to the whole of the structures, the rinks and the landscaping and to the whole of the allotment.
CHRISTIANITY AND CONVERSION

1. Church of the Redeemer, Beach Street (Anglican Church)

The Church is in a late, and somewhat awkward, Gothic Revival style. It has an interesting row of clerestory windows to complete its unusually tall proportions. Internally, the walls are painted but left ‘off-form’.

The church is in good condition and retains an excellent degree of integrity. The significance of the site extends to both of the buildings and to the whole of the allotment.

CULTURAL DIVERSITY IN LEVUKA AS A RESULT OF MOVEMENT OF LABOUR FOR PLANTATION ECONOMIES

1. Former Butcher/ Current Patterson Brothers Office:

Built about 1900, the building is a typical two storey timber structure with a two storey verandah supported by four concrete posts. The Patterson Brothers Office is of significance as
the centre in Levuka of the Patterson transport company whose ferry service represents one of the major transport and communication links for the island of Ovalau.

The building is in good condition and has a good degree of integrity.

![Figure 96: Former Butcher, currently Patterson Brother’s Shipping Office](image)

2. **Gulabdas & Sons Store (Chinese Milk-bar and Indian Supermarket):**

The pair of shops, probably built before 1900, is single storey, with traditional forms, details and fenestration. The use of timber for the façade and for the framing with corrugated iron cladding for the side walls is typical in Levuka before 1900. The relatively small panes of glass are typical for shop fronts of this early date and can be compared with the plate glass windows of the large ‘department’ stores owned by Burns Philip and Morris Hedstrom.

The building is in good condition and it retains a high degree of integrity.

![Figure 97: Gulbadas Store, previously the Chinese Milkbar and Indian Supermarket](image)
4B. FACTORS AFFECTING LEVUKA

(I) DEVELOPMENT PRESSURES

Levuka does not face the development pressures of most historic towns, having a stable population and only small scale tourism. The flat lands in Levuka are already in use and vacant lots which were previously occupied are at most times held by families who pass land property though family. With regards to the population, younger citizens leave Levuka for better opportunities in Suva or other parts of the country and some leave for foreign countries for employment opportunities.

The single biggest factor adversely affecting the protection of heritage places in Levuka is lack of good maintenance and basic repairs. This is exacerbated by the moist and salty tropical environment creating ideal conditions for decay of wood and corrosion of metals. And sometimes when repairs have been undertaken they have not been effective, or have diminished heritage values. A section (Chapter 5.0) of the Levuka Management Plan 2010 provides advice on building and other structure maintenance, according to internationally recognized conservation principles.

In recent years careless demolition and adaptation has compromised some of the town’s heritage but this is now controlled through better understanding of those values and careful implementation of regulatory regimes to control development. In most cases careful repair and adaptation of existing buildings will be more economic for owners than demolition and building new. New buildings or major works to existing buildings or structure will be guided by Development Guidelines set out in the Levuka Heritage Management Plan.

Pressure for demolition and rebuilding is also relatively low since buildings materials in Levuka costs higher and this has caused a trend in Levuka not to demolish, but rather to repair damages usually with used materials rather than new materials.

Since most properties are owned by families or the church or schools, building use remains relatively the same unless there is a new tenant or a new owner. Even in the event of a new occupier with a different use, the use in terms of commercial use is limited since the population of Levuka is small and any new commercial ventures have to be basic to the town’s needs.
(II) ENVIRONMENTAL PRESSURES

MAINTENANCE OF DRAINS

Several creeks flow through Levuka through a system of drain initially created by the Royal Engineers in the 1870s. Good maintenance of these water channels including keeping them free from rubbish is crucial to protecting the town from flooding. Poor land management practice upstream may cause backflow and overflow of drains and creek lines contributing to increased siltation in the harbour during periods of heavy rain. A comprehensive rubbish collection services by the Town Council and rubbish bins introduced for public use will significantly reduce flood risk in the town. The Town Council is responsible for rubbish collection twice weekly (Mondays and Thursdays) and garbage disposed at a landfill plunk site (surface dumping), approximately 15 km outside of town.

AIR POLLUTION

PAFCO because of its industrial processing of tuna emits on a daily basis a distinct smell over the town. The smell is stronger at certain parts of the day and according to town residents, it becomes worse when the refuse material is not sundried properly. However the smell has become somewhat of a character of the town and is commonly known as the ‘Levuka Parfum.’

NOISE POLLUTION

The Fiji Electricity Authority (FEA) as an off-product of its electricity generation to the island generates noticeable soot although at low levels and an unvarying noise into the town. Residents of the town are used to the noise however visitors find the noise bothersome because it never ceases. Levuka hotels, in keeping with the colonial character, do not play loud music. Hotel activities are usually quiet, passive recreational and unobtrusive in nature.

VISUAL POLLUTION

There has been very little advertising or large scale signage in the town or outliers allowing appreciation of the town’s historic landscape and setting. However, a Digicel Telecommunications Tower was recently erected towering over most heritage buildings within the port area, but this to a large extent reflects the living nature of Levuka and the need for infrastructure as such to ease and create faster communication.
CLIMATE CHANGE, SEA LEVEL RISE AND COASTAL PROTECTION

In response to growing international concern over climate change and sea level rise Fiji and other Pacific Island States have embarked on an on-going research programme to determine more precisely the likely environment, social and economic implications of climatic change, and how best these issues might be dealt with. Some key documents produced to date of direct relevance to Fiji and Ovalau include:

- *The Vulnerability of Fiji to Current Climate Variability and Future Climate Change* (Porter, J. 1994);

- “Integrated Coastal Zone Management Programme for Fiji and Tuvalu Coastal Vulnerability and Resilience” IN *Fiji Assessment of Climate Change Impacts and Adaption* Phase IV march 1996. South Pacific Regional Environment Programme (SPREP) Environmental Agency, Government of Japan (EAI) Overseas Environmental Cooperation Centre, Japan (OECC); and

- *Shoreline Change in Fiji: Ovalau/Moturiki Island Survey* (Nunn, P. & Vanualailai, P. 1996). The research undertaken on Ovalau and Moturiki by Nunn and Vanualailai (1996) indicated that communities living on the more exposed coasts of these islands have been experiencing problems of coastal erosion, land loss, and an increased incidence of flooding for some time. The research also revealed that, in some instances, ill-conceived alterations to the natural habitat and inappropriate land use practices had often aggravated matters, and that artificial coastal protection structures such as concrete seawalls have not always proved to be as successful in combating flood and erosion as perhaps desired.

(III) NATURAL DISASTERS AND FIRE

Natural disasters such as hurricanes, flooding, and landslides have damaged or destroyed buildings in Levuka and on Ovalau in the past however Levuka is relatively protected from cyclones and many of the heritage buildings are well built and can withstand severe events with minor damage.

Keeping the catchments behind Levuka in good condition, the sea wall well maintained and the drains and creek channel clear of debris will each help alleviate risks. The sea wall has been upgraded adjacent to the main business area of Levuka but this work needs to be extended north and south of town. A good sea wall will reduce the risk of damage from moderate tsunamis. For heritage buildings that do
require minor or major repairs after natural disasters the Levuka Heritage Management Plan 2010 provides very practical advice.

Levuka, because of the delicate nature of its buildings, is at risk of flooding, hurricanes (November to April annually is the hurricane season in Fiji), fires, landslides and tsunamis.

The primarily timber constructions in the town mean that fire is the biggest risk for Levuka and in early years of the town’s history there were some catastrophic fires. Even now, with a modern fire service there are still losses from infernos, although the brigade is good at preventing spread to adjacent buildings. The plan proposes further work on fire risk and prevention to detail a programme of reducing fire risk to a minimum (this is discussed in Chapter 5). All buildings will benefit from increased fire protection and so would the people who use them.

Earthquakes are a relatively low level of risk for Levuka’s largely single level heritage buildings; some buildings however may require seismic strengthening.

(IV) TOURISM AND VISITOR PRESSURES

CARRYING CAPACITY

In relation to tourism in Levuka, the town because of its small size places a limitation on tourism numbers. Levuka is not currently geared to take up a huge number of tourists due to its lack of hotel accommodation and also the businesses needed to cater to these tourists. In addition because of current available services and the lack of well-defined tourist-oriented products, tourism is seen to develop gradually and in hand with the town’s development of tourist facilities. But in due time, it should be able to improve with increased numbers of tourists as whenever there is a need – businesses or hotels shall prop up to cater for them. The public houses, small commercial ventures, and private houses within the nominated and buffer areas may not be able to take on the number of people viewing it each day, it will deteriorate unless steps are taken to consolidate them.

Many Levuka people enjoy the peace and quiet that this little town offers, and with the increased number of tourists they must be prepared for a disruption in their way of life and sometimes will find

50 “Levuka where it all began”, Cultural heritage management and Tourism: Models for cooperation amongst stakeholders. A Norway-UNESCO Funds-In-Trust Regional Cooperation Project, April, 2000.
tourists entering into their domain unless there are rules and privacy notices set up for tourists not to enter into private territory.

**TOURISM DEVELOPMENT**

The Levuka Management Plan contains a strategy to address tourism development for the island. One often talked about pressure on heritage is that of tourism, is unlikely to be a real problem in Levuka. While tourism development can provide an additional source of employment and income on the island, the lack of good beaches and remoteness means that most visitors will come because of heritage. Tourism handled well, will improve services and amenities not just for visitors, but also for locals. These sort of visitors will not come if heritage is not well managed. The biggest adverse impact of tourism could be cultural and to guard against this the mentioned Management Plan includes the Levuka and Ovalau Cultural Care Code.

**(V) NUMBER OF INHABITANTS WITHIN NOMINATED PROPERTY AND THE BUFFER ZONE**

<table>
<thead>
<tr>
<th>ESTIMATED POPULATION WITHIN:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Nominated Property:</td>
<td>278</td>
</tr>
<tr>
<td>Buffer Zone:</td>
<td>1,097</td>
</tr>
<tr>
<td>Total:</td>
<td>1,375</td>
</tr>
<tr>
<td>Year:</td>
<td>2007</td>
</tr>
</tbody>
</table>

*Table 22: Estimated population within nominated property and buffer zones, 2007 (Fiji Bureau of Statistics)*
CHAPTER 5
Protection and Management of the Property
CHAPTER 5 PROTECTION AND MANAGEMENT

5A. OWNERSHIP

The Levuka Beach Street (Nominated Property) and the Levuka Town boundary which forms the buffer zone fall within the Municipality of Levuka under the administration ambit of the Levuka Town Council. The management of the heritage and historic nature of the boundaries is earmarked to be a collaborative effort of Fiji’s National World Heritage Council, the Levuka Town Council, the National Trust of Fiji, a Levuka Heritage Site Management Core Working group and the rate payers of Levuka. However, Levuka Town embraces an array of land tenure in Fiji. The principal land ownership model evident is Freehold Land Ownership, owned by individuals and proprietors, churches and commercial businesses. The rest belongs to the crown (state) with a minor proportion listed as Native land. The total land area of the nominated property and buffer zone is 77ha.

NOMINATED PROPERTY

LEVUKA BEACH STREET

The area of land covered under the nominated property is approximately 6 hectares (8% of total town area). Of this 5.95ha is freehold, 0.5ha belongs to the crown (state), however, there is no native land allotment in the nominated property. This makes the administration of the zone manageable and easy to control.

<table>
<thead>
<tr>
<th>TYPE OF TENURE</th>
<th>AREA (ha.)</th>
<th>% (77ha – total town area)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Freehold</td>
<td>5.95</td>
<td>8</td>
</tr>
<tr>
<td>Crown</td>
<td>0.5</td>
<td>1</td>
</tr>
<tr>
<td>Native Land</td>
<td>nil</td>
<td>nil</td>
</tr>
</tbody>
</table>

Table 23: Land Tenure of Levuka Beach Street

Freehold Land: Most of freehold land along Levuka Beach Street is either used for commercial purposes owned by prominent business people in the municipality who have for generations occupied the same property. The rest is developed for civic and special use and a few residential. This includes the
properties belonging to the Catholic Church and that which the Catholic Presbytery, the Royal Hotel and the Henning’s Residence.

**Crown or State Land:** The 1% state land in the nominated property is fully developed and mostly accommodates civic or community and general industrial uses ventures. Most notable are the Levuka Community Centre, the set of government offices (including the Police Station) along Totoga Lane.

**BUFFER ZONES**

This buffer is a combination of the land tenure described earlier and covers 71 hectares of total town boundary. The extensiveness of the area covered by the Buffer Zone inculcates 46.05ha of Freehold, 20.68ha of Crown land and 4% native land.

<table>
<thead>
<tr>
<th>TYPE OF TENURE</th>
<th>AREA (ha.)</th>
<th>% (77ha – total town area)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Freehold</td>
<td>46.05</td>
<td>60</td>
</tr>
<tr>
<td>Crown</td>
<td>20.68</td>
<td>27</td>
</tr>
<tr>
<td>Native Land</td>
<td>3.2</td>
<td>4</td>
</tr>
</tbody>
</table>

*Table 24: Land Tenure of Buffer Zone of Levuka Historical Port Town*

The Methodist Mission owns to a great extent majority of the **Freehold land** area in the Buffer Zone, however, most are still undeveloped. The Roman Catholic Church owns second to the Methodist mission fully developed freehold lots and has leased out majority for commercial purposes. Other than its few industrial usages, almost all residential development is on freehold land within the buffer.

On the other hand, **Crown land** in the buffer zone encompasses mostly civic and community uses development such as the Levuka Hospital, Levuka Public School, government officers and quarters with few industrial uses such as the PAFCO (Fishing) Factory, the Fiji Electricity Authority (FEA) station and the related.

The **Native land** portion (4% of total town area) is mostly developed for civic uses such as government officers and civil servant accommodation quarters.

In as far as major planning and conservation activity in both the nominated property and buffer zone is concerned, the land tenure distribution and land-use zoning clearly articulates careful consideration and
thorough consultation for any cooperation activity for safeguarding of the “historical and heritage value” of the nominated property.

5B. PROTECTIVE DESIGNATION

There are existing legislations and associated instruments, together with a new draft law which will be established at the national level to ensure comprehensive conservation and management of the heritage values of the Levuka Port Town, inclusive of the nominated property and core zone. The buffer zone for the nominated property area possesses an undoubtedly cultural, archaeological, and historical integrity, however, the boundaries, including that of the nominated property has been modified in various respects to acknowledge the reality of land ownership and designated regulations which cover their protection. The Levuka Beach Street Buffer Zone will offer significant protection to the value of the nominated property and ensuring that sustainable and heritage-appropriate development is followed through under the new and existing protection laws and planning instruments. An overview table for legislations is provided below with detailed information provided in 5C and planning instruments articulated in 5D.

<table>
<thead>
<tr>
<th>IMPLEMENTING AGENCY</th>
<th>LEGISLATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Department of National Heritage, Culture &amp;</td>
<td>1. Proposed Fiji World Heritage Decree 2012</td>
</tr>
<tr>
<td>Arts [Government]</td>
<td></td>
</tr>
<tr>
<td>Department of Town and Country Planning</td>
<td>2. Town Planning Act [Cap 139], General Provisions 1980</td>
</tr>
<tr>
<td>[Government]</td>
<td></td>
</tr>
<tr>
<td></td>
<td>5. Amendment Act 1998 [No.40]</td>
</tr>
<tr>
<td>Fiji Museum [Statutory]</td>
<td>6. Preservation of Objects of Archaeological and Paleontological Interest</td>
</tr>
<tr>
<td></td>
<td>Act [Cap 264]</td>
</tr>
<tr>
<td></td>
<td>7. Fiji Museum Act [Cap 263]</td>
</tr>
</tbody>
</table>
Ministry of iTaukei Affairs  
[Government]  
/iTaukei Affairs Board  
[Statutory]

8. Customary Law and itaukei associated regulations:  
- 1978 iTaukei Affairs Act [Cap 120]

Other Government Departments

9. Minor provisions in other statutory laws:  
- Forestry Act.  
- Land Conservation and Improvement Act 1953  
- Immigration Act (Section 16)

Table 25: Legislations for managing the heritage values of the Levuka Port Town inclusive of both the nominated property and the buffer zone.

Whilst a brief on all of the above legislations is outlined below, copies of the proposed Fiji World Heritage Draft Decree 2012, the National Trust Act 1970 and the Amendment Act 1998, the Preservation of Objects of Archaeological and Paleontological Interest Act and the Fiji Museum Act, and the Town and Country Planning Act with its 1980 General Provisions are appended in Attachment II.

5C. MEANS OF IMPLEMENTING PROTECTIVE MEASURES.

PROPOSED FIJI WORLD HERITAGE DECREE 2012

The Fiji World Heritage Decree 2012 provides the legal umbrella for the Management Plan. The Decree is specifically designed for the protection and management of heritage places of potential World Heritage significance and encourages local government and others to protect and manage these places.

Even in the absence of the of the proposed Fiji World Heritage Decree 2012, current existing laws such as the National Trust Act 1970 and its Amendment, the Preservation of Objects of Archaeological and Paleontological Interest Act, the Town Planning Act and the Environment Management Act provide adequate protection for Fiji’s natural and cultural heritage. The National Trust Act protects both cultural and natural heritage in perpetuity, the POAPI Act protect cultural and archeological matters including maritime heritages that are cultural (human induced) in nature, the Town Planning Act dictates the process for developments within town and cities, and the Environment Management Act protects the natural environment. When the proposed Fiji World Heritage Decree 2012 is enforced, it will then become the umbrella law to protect all cultural and natural heritage that are being nominated to the World Heritage List, the Tentative List and other heritage that Fiji considers as being nationally significant.
Protection and Management of Places using Current Fiji laws: The decree works with existing laws for the protection and the management of places; these include the National Trust Act [Cap 265] and the National Trust of Fiji (Amendment) Act 1998 (NTF Act), Preservation of Objects of Archaeological and Paleontological Interest Act [Cap 264] (POAPI Act), Town Planning Act [Cap 139] and Environment Management Act 2005. Given these laws provide adequate protection and management provisions and processes, the management of heritage places and values will be undertaken under these associate laws. This avoids duplication of powers, minimizes conflict between stakeholders and eliminates any potential prolonged processes. The primary document for the management of a place on the Fiji Register is its Management Plan. In addition, the place may be protected by the National Trust Act, POAPI Act and Town Planning Act. In the case of the nominated property, Levuka Beach Street, and the buffer zone (the greater Levuka Town, the Levuka Town Council and the National Trust of Fiji (NTF) in Levuka will implement its Management Plan.

The Fiji Register of Potential World Heritage Places: The Fiji Register of Potential World Heritage Places (the Fiji Register), is established by the Fiji World Heritage Decree 2012. Any place that is being considered for nomination to the World Heritage List must first be inscribed in the Tentative List (Article 63 WH Convention). Any place to be inscribed to the Tentative List of Fiji must also be nominated and included in the Fiji Register. The Register will be hardcopy and made available to the public. There will be a corresponding database to hold all and any information about a place being nominated to any of the 3 lists, the Fiji Register, the World Heritage Tentative List and the World Heritage List. Places should not be on the Fiji Register for protection purposes only; the World Heritage significance of the place is the primary consideration. In addition, places already protected under current laws like the NTF Act, POAPI, EMA cannot be excluded from the Fiji Register if they are already protected by other laws.

Fiji World Heritage Council: Protection and management of heritage places is provided by the setting up of a Fiji World Heritage Council that will be composed of both Government and non-Government agencies such as the Department of National Heritage, Culture Arts, the National Trust of Fiji, the Fiji Museum, the Department of Tourism and others. Amongst the functions of the Council are -

- to advise Government on matters of World Heritage and its Convention,
- to provide policy direction for World Heritage in Fiji,
to ensure the implementation of the Action Plan for the implementation of the WH Convention in Fiji. This Action Plan emanates from the Pacific Action Plan (Pacific region).

- establish the Fiji Register of Potential WH Places and monitor places on the Register,
- to assist in the preparation of Nomination Dossiers to the World Heritage List
- to provide for funding of the management and protection of places on the Fiji Register
- to provide for education and awareness, capacity building and reporting duties.


The National Trust for Fiji Act 1970 and its amendment in 1998 gives the statutory responsibility to the National Trust of Fiji to protect Fiji’s natural and cultural heritage sites, objects and living things, including rare and endangered species.

The 1970 Act also does not provide a formal mechanism for specifying the heritage value of land held by the Trust and to this the National Trust Act was amended in 1998 to create a National Heritage Register. The Amendment however does not cover the protection of these sites once they have been registered, the framework on how the National Trust should carry out its management of these sites, adequate mechanisms for working with landowners or a prescription of activities permissible at registered sites with respect to the protection of heritage values. Though the Trust is able to enter into agreements and covenants with landowners and to make by-laws relating to heritage protection at registered sites, the role of landowners in terms of protection or management of these sites is not stipulated.

Penalty clauses are weak and outdated and not enough of a deterrent. The proposed Fiji World Heritage Decree 2012 has been developed to strengthen the National Trust Act for better protection of Fiji’s heritage.

PRESERVATION OF OBJECTS OF ARCHAEOLOGICAL AND PALAEOONTOLOGICAL INTEREST ACT [CAP. 264] AND FIJI MUSEUM ACT [CAP. 263]

The Preservation of Objects of Archaeological and Paleontological Interest Act 1940 (POAPI Act) and the Fiji Museum Act give the Fiji Museum responsibility to protect and safeguard all archaeological and paleontological heritage including artifacts and sites.
The POAPI Act establishes mechanisms for conservation of monuments through government ownership (by purchase or bequest), entering into agreements with landowners, or also for compulsory acquisition if the monument is in danger. There are also provisions relating to the management and protection of monuments. The POAPI Act prevents any archaeological excavation or surface operations unless permitted by the Fiji Museum and any new object that is discovered must be reported to the Museum. The Museum maintains a research database and facilitates research on heritage sites by overseas and local researchers. The Museum participates in Archaeological Impact Assessments on the invitation of the Department of Environment, but this has not been used on a systematic basis to protect sites.

Although the scope of this Act is considerable, due to the broad definition of “objects of archaeological and paleontological interest” and therefore relates to most types of cultural heritage objects and extends to the sites in which objects of interest are found, its major weakness is the lack of strong deterrent penalties. The proposed Fiji World Heritage Decree 2012 is envisioned to strengthen the POAPI Act in the form of stronger penalties and a streamlined process for protection and management of Fiji’s heritage.

TOWN PLANNING ACT [CAP 139], GENERAL PROVISIONS, 1980

The Town Planning Act, specifically General Provision (Schedule G (3) and (4)), provides for the protection of built heritage and areas of natural beauty. The Act empowers the Department of Town and County Planning to order the preservation of building of historic interest or of architectural merit and the conservation of a site, object or area of natural beauty.

Local authorities have the mandate to protect sites of significance at a local level and heritage issues may also be incorporated in town planning schemes, such as the Levuka Town Planning Scheme, and measures to safeguard the heritage listed buildings elsewhere.

This legislation relies on a proactive approach to heritage conservation and the Department of Town and Country Planning works closely with Local Rural Authorities and the National Trust of Fiji to promote coordination between the designation of locally significant sites and the National Heritage Register.

The emphasis of this law has been on heritage buildings in Suva and not elsewhere; and this is where the proposed Heritage Decree 2012 will add strength to protecting all other heritage not currently recognized and protected under the Town Planning Act.
ENVIRONMENT MANAGEMENT ACT, 2005

The purpose of the EMA (Act No. 1 of 2005) is to achieve sustainable use and development of natural resources. Sustainable development is defined under the law as “development that meets the needs of the present generation without compromising the ability of future generations to meet their own needs, and implies using resources to improve the quality of human life within their carrying capacity.” The EMA considers the following matters as having National importance and thus protected under said law:

- Preservation of the coastal environment, margins of wetlands, lakes and rivers;
- Protection of outstanding of natural landscapes and natural features;
- Protection of areas of significant indigenous vegetation and significant habitat of indigenous fauna;
- The relationship of indigenous Fijians with their ancestral lands, waters, sights, sacred areas and other treasures; and others.

The emphasis of the EMA is on natural heritage whilst the proposed World Heritage Decree 2012 has wider application for both natural and cultural heritage.

MINOR PROVISIONS IN OTHER STATUTORY LAWS

Places of heritage value have also been protected under a variety of legal mechanisms. Some sites have been conserved through ministerial declaration; by agreement with leaseholder and landowners; and through other legislation such as the Forestry Act. The Land Conservation and Improvement Act 1953 is also a means of protecting areas from specific actions where the Act can prohibit “occupation, cultivation, the grazing of cattle, the cutting down and destruction of vegetation”. The Immigration Act at Section 16 controls heritage research by a permit system administered by the Museum under the POAPI Act.

CUSTOMARY LAW & ASSOCIATED ITAUKEI REGULATIONS.

The use of customary law is much localized in Fiji according to geographical position and traditional jurisdictions of Fijian chiefs. In Levuka the chief of Levuka, the Tui Levuka (literally King of Levuka) can impose customary law that is applicable only to the district of Levuka. Although other districts are not obliged to observe the customary laws applicable to Levuka, it may be applicable should people from surrounding districts wish to utilize land or fishing ground belonging to the Tui Levuka. People observe
these customary laws as a sign of respect and reverence for the Chief and also because of kinship ties that are common throughout a district, province or a confederacy.

At present there is a customary law or *tabu* (taboo) that is enforced for the harbour of Levuka (immediately adjacent to the Levuka Beach Street, which restricts diving within the harbour due to past incidences of removal of artifacts from the shipwrecks lying in the harbour floor. The Tui Levuka, after discussion and consensus with his subjects, imposed a customary taboo on all diving activities within the harbour. The taboo is observed by all the residents of the town, visitors, the indigenous people of Levuka and the rest of the island. Tour and dive operators are well aware of the taboo and after informing visitors, choose other dive sites outside of the harbour.

This form of customary law is recognised by the national law under the 1978 iTaukei (previously Fiji) Affairs Act [Cap 120] which empowers chiefs and their villagers to formulate laws to protect their environment and their way of life. The laws are formulated and then presented to the Provincial Council\(^{51}\) who facilitates its formalization under the Act.

The main institutions of indigenous administration, the iTaukei Affairs Board\(^ {52}\) and the Ministry of iTaukei Affairs (formerly the Ministry of Indigenous Affairs), recognise these customary laws that become regulations under the now iTaukei Affairs Act.

In 2009, a ban was imposed on the entire fishing ground of the District of Levuka, which the Levuka Harbour makes a portion. The death of the then Tui Levuka mandated the banning of all fishing activities and the people of Levuka were banned from even entering the waters. The ban was observed until the lifting of the 100 nights mourning period from the time of burial. This form of customary law does not become regulations under the national law but is always strictly observed for fear of injury or death to persons who break the taboo.

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\(^{51}\) There are 15 Provincial Councils in Fiji including the island of Rotuma. These administration systems are based on Fiji’s provincial boundaries Fiji with secretariat offices set-up.

\(^{52}\) The iTaukei Affairs Board, formerly the Fijian Affairs Board FAB, is the dual system of authority that runs parallel to the national government and its primary mandate is to look after the indigenous Fijians.
5D. EXISTING PLANS RELATED TO MUNICIPALITY AND REGION WHERE LEVUKA IS LOCATED

A number of planning instruments (tabled below) provide further protection and management of the outstanding universal value of the nominated property and its buffer. However, the management of these plans involves a wide range of government and statutory agencies in Fiji. Nevertheless, the implementation is undertaken through a consultative approach amongst these agencies and the Department of National Heritage Culture and Arts. The contact information of the institutions detailed below are included in Parts 8B and 8C. Furthermore, the foregoing plans (001 – 002, 004 – 006) have been annexed as Attachment 7,8,9,10,11 (Attachments Vol. 2/2) of the nomination dossier; Plans 003 and 007 are included in the Levuka Management Plan (Attachments Vol. ½).

<table>
<thead>
<tr>
<th>NO</th>
<th>EXISTING PLAN</th>
<th>IMPLEMENTING AGENCY</th>
</tr>
</thead>
<tbody>
<tr>
<td>001</td>
<td>Levuka Town Council Strategic Plan 2009-2014</td>
<td>Levuka Town Council</td>
</tr>
<tr>
<td>002</td>
<td>Levuka Town Scheme Statement</td>
<td>Department of Local Government</td>
</tr>
<tr>
<td></td>
<td>NOTE: The Scheme Statement review has commenced in 2011 with results to be tabulated in 2014.</td>
<td></td>
</tr>
<tr>
<td>003</td>
<td>Action Plan of Priority Projects, June 2010 – part of the implementation of the Levuka Heritage Management Plan</td>
<td>Department of National Heritage, Culture and Arts</td>
</tr>
<tr>
<td>004</td>
<td>National Trust of Fiji Strategic Plan 2008 - 2012</td>
<td>National Trust of Fiji</td>
</tr>
<tr>
<td>005</td>
<td>National Trust of Fiji Development Guidelines for Heritage Places, November 2008</td>
<td>National Trust of Fiji</td>
</tr>
<tr>
<td>006</td>
<td>Fiji Tourism Development Plan 2007 - 2016</td>
<td>Department of Tourism</td>
</tr>
<tr>
<td>007</td>
<td>Ovalau Integrated Management Plan</td>
<td>Native Land Trust Board</td>
</tr>
</tbody>
</table>

Table 26: Existing Plans relating to Levuka Town

5E. LEVUKA (PROPERTY) MANAGEMENT PLAN

The Levuka Heritage Management Plan (2010) focuses on the town of Levuka and the island of Ovalau, to meet both Fiji’s and the UNESCO World Heritage Committee’s requirements for the management of heritage places of outstanding universal value. The Management Plan reflects the Fiji Government's
commitment to cultural heritage management given the sustainable social and economic benefits it would achieve and has been prepared in consultation with community, industry, government agencies and other stakeholders. The Plan is written to conform to the proposed Fiji World Heritage Decree 2012 and existing protective laws. It draws on the experience of more than fifteen years active management of Levuka’s heritage, and brings together best practice management from Fiji, and elsewhere, especially New Zealand and Australia, where there are similar challenges.

Levuka’s most recognizable expression of cultural heritage are the European buildings of the colonial port era but Levuka Town and its immediate surroundings including the rest of Ovalau Island are also rich cultural landscapes with traditions and archaeological sites dating back many hundreds of years. Levuka as Fiji’s first major trading port, site of cession to Great Britain, old Capital, and the site of many national and Pacific island ‘firsts’ is still a living historic town with most of its heritage places still actively used. The Plan shows how these uses can continue while cultural heritage is protected and conserved. The Plan identifies the character and significance of the heritage of Levuka and the way in which it can be managed with the rest of Ovalau to benefit the whole island. It directs management of the nominated property zone and the Levuka Town buffer to aid the protection of the property. The procedural application of the protective and management mechanisms for the nominated property and the buffer zone are contained in the Levuka Heritage Management Plan (appended as Attachment I).

The many stakeholders with an interest in cultural heritage are identified, from property owners and indigenous Fijian villagers to townspeople and businesses, to Local, Provincial and National Government agencies. To coordinate efforts in heritage management between stakeholders, a Levuka and Ovalau Management Forum will be established. A Core Group of this Forum comprises representatives of the National Trust of Fiji; Department of National Heritage, Culture and Arts; Fiji Museum; Levuka Town Council; Lomaiviti Provincial Council; Levuka Heritage Society; Levuka and Ovalau Tourism Association; and other groups as required. The role of the Core Group is to implement the Management Plan with secretariat functions provided by a Senior Heritage Advisor to be based at the Levuka Town Council and staff of the National Trust of Fiji. The National Trust Office will keep the Plan under review and report on and monitor developments as required by the Fijian Government, and also periodically report to the World Heritage Centre as stipulated in the Operational Guidelines should the nomination for world heritage listing becomes successful.

53 There is an existing forum in Levuka called the Levuka Heritage Committee; this Committee will be modified to become the Levuka & Ovalau Management Forum.
EFFECTIVE IMPLEMENTATION OF LEVUKA MANAGEMENT PLAN

The Levuka Management Plan (LMP) represents a cohesive strategy to conserve the historical and heritage values of the Levuka Historical Port Town and the entire island of Ovalau. The inclusion of the entire island of Ovalau is based on the complexities and intricacies entwined in the itaukei traditional system and their relation to the history of Levuka characterized through the period of negotiating “space” upon the arrival of the Europeans and the indigenous inhabitants of Ovalau. Each tribe and clan of Ovalau have special kin-ties not only to the principal village in the district of Levuka but each has in one or another shared heritage memories with the township. An inclusive participatory framework is needed in the case of Levuka to ease contestation, ensure that benefits from the heritage value of the nominated property permeates all communities on the island, coordinated management and facilitate the effective implementation of the Plan. All the same, the Management Plan delineate on management structures and institutions to facilitate successful implementation of strategies and programmes specified in the former. These include:

- **Levuka and Ovalau Heritage Management Forum**: The Government through the Fiji World Heritage Council will convene resource and provide servicing support for the Levuka and Ovalau Heritage Management Forum (The Forum). The Forum will have membership of representatives of all stake holding interests and the general public will be entitled to attend meetings. The purpose of the Forum is to bring together all stakeholders in Levuka and on Ovalau, on a regular basis, to ensure coordinated management of heritage according to the provisions of the Management Plan. The Forum will be chaired by a Senior Officer, appointed by Government through the Department of National Heritage, Culture and Arts and suitably skilled and qualified to take on this responsibility. The Forum will be serviced by the Levuka Office of the National Trust of Fiji and the Heritage Advisor will be the executive officer of the Forum.
**Levuka and Ovalau Heritage Management Core Group:** Those organizations in the Forum whose primary role entails the implementation of the Management Plan will be convened as the Levuka and Ovalau Heritage Management Core Group (The Core Group). Meetings of the Core Group will be resourced and serviced by the Levuka Office of the National Trust of Fiji and the Heritage Advisor will be the executive officer of the Core Group. The purpose of the Core Group is to assist the National Trust and Levuka Town Council to implement the Management Plan. This group would also adopt the role of 'Leadership', to demonstrate by their own actions commitment to heritage protection and conservation according to the provisions of the Management Plan.

**Site Management:** The operational management of the nominated area will be jointly facilitated by the National Trust of Fiji Levuka Office and the Levuka Town Council with the assistance and advice of the Levuka Forum and the Core Group. A Senior Heritage Advisor paid by Government through the Department of National Heritage, Culture and Arts will coordinate...
the implementation of the Management Plan amongst others meeting the requirements of both owners and conservation standards.

- **Stakeholder Support:** There are many stakeholder organizations and individuals who have responsibility for aspects of heritage in and Levuka. Whilst they may have an interest in ownership, these stakeholder groups are conduits of change and can also be affected by change in heritage places. Owners of heritage places carry the crucial responsibility to be the initiator of sustainable change and management of the site. The thrust of the Management Plan is to provide guidance for owners so they can protect and conserve the tangible and intangible heritage values of their places. But responsibility for heritage is more wide-ranging than this. The main stakeholders include the following.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>STAKEHOLDER</th>
</tr>
</thead>
</table>
| Ovalau Island           | Individuals & Local communities  
                          | Schools and Churches                                                       |
|                         | Businesses  
                          | Chiefs of the four tikina and the 26 villages and their communities         |
| Levuka Committees       | The Levuka Heritage Committee  
                          | The Levuka and Ovalau Tourism Association  
                          | The Ovalau Resource Owners Tourism Association                             |
|                         | Fathers Wharf Committee  
                          | Levuka Tidy Town Committee                                                 |
| Private Enterprises in  | PAFCO and Bumblebee Seafoods  
                          | The Port Authority                                                          |
| Levuka                  | The Fiji Electricity Authority  
                          | iTaukei Lands Trust Board                                                   |
|                         | The National Trust of Fiji  
                          | The Fiji Museum                                                             |
|                         | The National Fire Authority                                                |
| National Government     | The Department of National Heritage, Culture and Arts                       |
|                         | The Ministry of iTaukei Affairs                                             |
|                         | The Department of Environment                                              |
|                         | The Department of Town and Country Planning                                |
|                         | Levuka Town Council                                                        |
|                         | Lomaiviti Rural Local Authority                                            |
|                         | National Archives of Fiji                                                  |
|                         | The Public Works Department                                                 |
|                         | The Prison Service                                                          |
|                         | Lomaiviti Provincial Council                                               |

*Table 27: Local and National Stakeholders*

The Levuka Management Plan (Attachment I) therefore provides very practical management guidance in the form of the Levuka Conservation Code (Table 8 in Attachment I), in conformity with the universal
standards of ICOMOS charters, adapted for Fiji. Good maintenance is identified as the highest priority work for most owners in looking after heritage places. The Plan:

→ provides general maintenance guidelines suitable for the various types of heritage places of Levuka, together with guidelines for developing maintenance plans and conservation plans for the most important buildings and more complex projects.

→ identifies some major threats to heritage in Levuka in particular fire, and processes to address these threats.

→ sets out how responsibilities (including benefits) of conservation of heritage of Levuka and Ovalau will be presented and promoted to the communities on the island and to visitors at the national, regional and international level.

→ emphasizes efficient and economical information management, presentation, promotion and marketing, alongside building capacity for the people of Ovalau to manage heritage places.

→ tries to minimize misunderstanding of cultural protocols, and promote authentic visitor experience through the Ovalau Cultural Care Code.

→ addresses the urgent need to build capacity within Fiji and on Ovalau across the wide range of skills required for sound heritage management. A variety of techniques is proposed, but of these the most effective will be mentoring with work on real life projects. This will be facilitated by the Heritage Advisor.

→ sets out how funding and other resources will be obtained for heritage management projects either through self-funding, donor funding and funds leveraged by government. It is anticipated that the management of the Levuka Historical Port Town will be self-sustainable in as far as financial assistance towards its maintenance and development is concerned.

→ encourages continuous monitoring, reviewing and reporting of activities (projects) set in the plan so that cultural heritage places of Levuka and Ovalau is efficiently and effectively managed.
### SCHEDULE OF KEY MANAGEMENT PLAN PROJECTS FOR IMPLEMENTATION

<table>
<thead>
<tr>
<th>SECTION</th>
<th>KEY PROJECT</th>
<th>PERIOD</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Identification of Cultural Heritage</strong></td>
<td>Development of the Levuka and Ovalau Heritage Register and Database Completion of Cultural Mapping Work for Ovalau</td>
<td>2011 - 2012</td>
</tr>
<tr>
<td><strong>Coordinated Management of Heritage</strong></td>
<td>Appointment of Senior Heritage Adviser and Staffing Review</td>
<td>Mid-2012</td>
</tr>
<tr>
<td></td>
<td>Establishment and Resourcing of the Levuka and Ovalau Heritage Management Forum and Core Group</td>
<td>Mid-2012</td>
</tr>
<tr>
<td><strong>Protection of Heritage</strong></td>
<td>Contracting of a Suitable Planner and Preparing for Review of the Levuka Town Scheme Reconciliation Process</td>
<td>2011-2013</td>
</tr>
<tr>
<td></td>
<td>Preparation of a Fire Safety and Protection Plan</td>
<td>2012-2013</td>
</tr>
<tr>
<td></td>
<td>Locate or commission report(s) on the adequacy of the present flood and land-slide protection measures, and remedial work that may be required</td>
<td>2012-2014</td>
</tr>
<tr>
<td></td>
<td>Structural engineering evaluation of the range of building types in Levuka to determine the extent to which they are earthquake prone and likely to suffer damage, cause damage to other buildings, or cause injury or loss of life; and remedial measures required</td>
<td>2012-2013</td>
</tr>
<tr>
<td></td>
<td>Negotiations with PAFCO/Bumblebee and FEA to end their odour and noise nuisances</td>
<td>2012-2013</td>
</tr>
<tr>
<td><strong>Conservation of Heritage Places</strong></td>
<td>Development of the Levuka Design Manual to guide the development of repeatedly used public facilities</td>
<td>2012-2013</td>
</tr>
<tr>
<td></td>
<td>Development and maintenance of the Levuka Public Asset Register</td>
<td>2012</td>
</tr>
<tr>
<td></td>
<td>Maintenance Plans for all heritage places of regional or national importance. Government and Council to lead by example</td>
<td>2012-2014</td>
</tr>
<tr>
<td></td>
<td>Salvaging Materials for Reuse on Heritage Projects</td>
<td>2012-2013</td>
</tr>
<tr>
<td></td>
<td>Preparation of Conservation Plans for Priority Buildings</td>
<td>2012-2014</td>
</tr>
<tr>
<td><strong>Presentation and Promotion</strong></td>
<td>Production of a Levuka and Ovalau Cultural Heritage Newsletter, using smart technology, and with limited hard copies</td>
<td>Ongoing (2012)</td>
</tr>
<tr>
<td></td>
<td>Redevelopment of the island web site to better present and promote the attractions, services and interpretive stories of the island</td>
<td>2012</td>
</tr>
<tr>
<td></td>
<td>Developing and running 'Bula Host' short courses specifically adapted to the needs of Levuka and Ovalau</td>
<td>2012-2015</td>
</tr>
<tr>
<td></td>
<td>Production of 'Levuka Town Albums', bound collections of historic photographs and maps to support the activities of guides</td>
<td>2012-2013</td>
</tr>
<tr>
<td></td>
<td>Design and implementation of a system of Heritage Panels for heritage places</td>
<td>2013</td>
</tr>
<tr>
<td></td>
<td>Revitalization of Levuka Visitor Centre with protection from nuisances, conservation plan, conservation of building, reconfiguration of layout and a fresh approach to visitor services and interpretation</td>
<td>2012-2013</td>
</tr>
<tr>
<td></td>
<td>Priority revitalization projects with emphasis on Beach St.</td>
<td>2012-2015</td>
</tr>
</tbody>
</table>
Revitalization of Levuka Town Market
Pilot heritage building conservation and reuse project on or near Beach Street. Tidy Town Plan

Tourism and Visitor Strategy
Support for the tourism association activities and for rebuilding the island web site
Keeping the Levuka and Ovalau Cultural Care Code under review and relevant to the needs of the communities

Capacity Building
Maintenance and basic repair training for owners, occupiers and workers on heritage places in Levuka
Employment of a part time conservation architect, and providing mentoring support to them as required
Establish Heritage Management Resource Centre at National Trust office and library

Funding and Other Resources
Establishment of Levuka and Ovalau funds, as trust funds under the Heritage Fund, for private and public heritage places
Development of a sponsorship and donation programme
Development of a volunteer management programme
Application to the World Heritage Committee for international assistance for conservation and management at Levuka
Explore opportunities for Overseas Development Assistance to support implementation of the Management Plan

Action Plan
Preparation of Annual Action Plans and Budgets in accordance with the Management Plan and its priorities

Monitoring, Reporting and Review
Preparation of a plan for monitoring, reporting and review, that supports and does not take essential resources from the care of heritage places

6F. SOURCES AND LEVELS OF FINANCE

Whilst it was not considered a serious issue for observance, maintaining heritage values of Levuka structures (monuments, buildings, and streetscape) was undertaken by residents oblivious to its importance. Previous attempts have been made to make provision for appropriate funding to sustain the maintenance of heritage structures but did not materialize due to minimal dedication, and sheer mismanagement. When taking over the Levuka world heritage nomination project, government has shown its commitment to seeing through that the historic nature and values of Fiji’s former capital is maintained. Below is a confirmed tabulated commitment by the Fiji government towards the Levuka
Project for 2012 financial year and onwards. The Fijian Government sees this as an investment towards the long-term benefits that will accrue as a result of Levuka’s status.

<table>
<thead>
<tr>
<th>NO</th>
<th>ANNUAL SOURCE OF FUNDING FROM 2012 ONWARDS</th>
<th>LEVEL OF FUNDING FJ ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Government Funding – this component has been allocated to the Department of National Heritage, Culture and Arts and the National Trust of Fiji</td>
<td>100,000</td>
</tr>
<tr>
<td>2</td>
<td>Government funding – a separate component that has been disbursed to the Levuka Town Council through its line Ministry, the Ministry of Local Government</td>
<td>500,000</td>
</tr>
<tr>
<td>3</td>
<td>Government Funding – a different allocation given to the Ministry of Education and managed by their Asset Monitoring Unit specifically for Levuka and Ovalau schools that have heritage significance</td>
<td>200,000</td>
</tr>
<tr>
<td>4</td>
<td>Donors – this component will be sourced from non-government organizations such as the Fiji Heritage Foundation and from donations</td>
<td>50,000</td>
</tr>
</tbody>
</table>

*Table 29: Sources and Levels of Finance*

Funding from 1-4 above are all grants specifically for the maintenance of Levuka Town heritage structures, upgrading of infrastructure, capacity building for current and future personnel of key stakeholders such as staff of the Levuka Town Council, and the implementation of projects in the Levuka Management Plan (see Table 27). All grants to recipients go through a vetting process, seeing through that all applications are appropriately completed, Levuka Conservation code is followed and a management plan for the project submitted before approval is made.

### 5G. SOURCES OF EXPERTISE AND TRAINING IN CONSERVATION AND MANAGEMENT TECHNIQUES

**NATIONAL TRUST OF FIJI**

The expert area of the NTF inculcates the coordination, management, training and consultative process with regards to the management of heritage sites or places. NTF has been engaged in this work with local communities, government stakeholders and private parties for the protection, promotion and presentation of Fiji’s heritage places, both cultural and natural.
LEVUKA TOWN COUNCIL AND THE DEPARTMENT OF LOCAL GOVERNMENT

LTC has mandate as the municipal authority for Levuka Town. Its expertise lies in management of the town, its public facilities and addressing concerns of the citizens of Levuka Town. It comes under the ambit of the Department of Local Government along with other Town and City Councils.

DEPARTMENT OF NATIONAL HERITAGE, CULTURE AND ARTS

The Department provides policy advice on matters concerning heritage, culture and arts. The Department undertakes community consultations, workshops and training and provides funds and support to implementing agents and local groups within the sector. The Department provides technical advice for the conservation and management of built architecture and landscape architecture. The Department also dispenses legal advice and opinions on concerning heritage, culture and arts. The DNHCA also engages in heritage education and awareness in schools for the people of Levuka in the protection of Levuka’s heritage and the application of protective laws to Levuka as a heritage site.

FIJI MUSEUM

The Fiji Museum’s expertise lies in archaeological excavations, archaeological impact assessments and research and in the collation, exhibition and storage of historical artifacts. The Museum facilitates foreign visiting researchers and also offers training in the area of preservation of artifacts. The storage facilities of the Museum and the skills of the staff are on par with current international practices and standards.

MINISTRY OF ITAUKEI AFFAIRS

The Ministry of iTaukei Affairs is charged with developing policies and implementing and monitoring programmes for the good governance and wellbeing of the iTaukei (indigenous population). The Ministry’s expertise lies in indigenous knowledge and in dispute resolution.

DEPARTMENT OF ENVIRONMENT

The Department of Environment is responsible for the protection and management of Fiji’s natural environment and includes processes such as the Environmental Impact Assessment, now mandatory since the Acts enactment in 2005 for all major development in Fiji. The Department is the focal point for
Fiji as a State Party as per the United Nations Convention on Biodiversity and RAMSAR on Wetlands. The Department conducts trainings in environment protection and management.

DEPARTMENT OF TOURISM

The Department of Tourism is responsible for the management of tourism in Fiji and as such is constantly engaged by the Department of National Heritage, Culture and Arts in facilitating community workshops on developing tourist-oriented products, marketing and pricing of these products. The Department of Tourism conducts training in tourism products, pricing and marketing.

DEPARTMENT OF TOWN AND COUNTRY PLANNING

The Department of Town and Country Planning is involved in dispensing of advice regarding land planning and subdivision. The Department also conducts searches on titles and lots and also processes and gives advice of applications for development, including development on heritage sites. The Department is endowed with town planners and engineers.

NATIONAL ARCHIVES OF FIJI

The National Archives of Fiji was first established in 1954 and is the official repository for the permanent records of the Government of Fiji and of materials printed and/or published in Fiji. The duties and responsibilities of the Archivist in relation to these records are defined in the Public Records Act [Cap 108] and the Libraries (Deposit of Books) Act [Cap 109].

Under the Act, the Archivist must ensure the safe custody and proper preservation of public records and make these records available to Government for reference purposes and to members of the public. The institution specializes in record management, access, conservation of archival materials and research.

ITAUKEI LAND TRUST BOARD

The iTaukei Land Trust Board’s expertise lies in locating, accepting and awarding leases based on critical criteria in regards to land value, use, payments and ecological impact; and this includes land that may have heritage significance. In managing native lands, TLTB handles native land lease registration. It conducts trainings for native landowners on managing lease-monies, tourism developments and economic activities on native lands.
5H. VISITOR FACILITIES AND STATISTICS

There are no official statistics available on visitor numbers to Levuka or Ovalau. The Fiji Bureau of Statistics has numbers only for the entire Lomaiviti Province, which includes several other islands besides Ovalau. The only reliable data specific to Levuka is available from a 2000 report\(^\text{54}\) prepared by a local study team on heritage management in Levuka. The 2000 report approximates tourist numbers at 7904 visitors for 1997, 7772 visitors for 1998 and 7639 visitors for 1998.

Table 2.0: Local and international visitors, 1997 - 1999

<table>
<thead>
<tr>
<th>Year</th>
<th>Local</th>
<th>International</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1997</td>
<td>3020</td>
<td>4384</td>
<td>7404</td>
</tr>
<tr>
<td>1998</td>
<td>2921</td>
<td>5161</td>
<td>7772</td>
</tr>
<tr>
<td>1999</td>
<td>2866</td>
<td>4951</td>
<td>7639</td>
</tr>
</tbody>
</table>

However, it should be noted that these figures are based on statistics which do not include visitor numbers from Deobula Cultural Village. Visitor numbers of daily visitors from Cagula, Neigoni, and Sava are not included. Also, of significance is the lack of statistics on visiting yachts to Levuka.

Figure 2.1 presents the distribution of international visitors by country for the years 1997 - 1999. Visitors from the United Kingdom are the most in number with low number of visitors from the Pacific Islands. The high number of British tourists could be attributed to the fact that Levuka is one of the best-preserved British colonial towns in the South Pacific.

Figure 2.1

Figure 99: Visitor numbers 1997 - 1999

TRANSPORT

Northern Air, one of Fiji’s domestic airline runs two flights a day from Nausori Airport (40 minutes from the capital city Suva) to Levuka and return from Monday to Saturday. A minibus provides transfer (40 minutes) from Buresala Airport to Levuka Town for a fare of FJD10 is separate from airfare costs.

The lack of direct flights to Ovalau from the Nadi International Airport means visitors have to travel via Suva/Nausori to the island. There is also a daily ferry service to and from Levuka. A 3-hour bus/ferry/bus service from Levuka to Suva (and vice versa) is provided by Patterson Brothers Shipping.

All parts of the town are easily accessible on foot. A walk along Beach Street takes approximately 15 minutes; therefore a transport system through the heritage site is not required. Local transport service is provided by taxis and carriers, which park alongside Beach Street. The availability of these taxis and carriers for hire at reasonable rates is adequate to transport the visitor to out of town areas.

ACCOMMODATION

Levuka offers a choice of several inexpensive places for accommodation, some providing bed and breakfast. The Royal Hotel, Mavida Lodge, Ovalau Holiday Resort, Levuka Homestay, Mary’s Lodge and Rukuruku Resort offer dormitory, camping, bure (traditional Fijian huts), bungalow and villa accommodation.

Royal Hotel is in the nominated Levuka Beach Street area. Mavida Lodge and the Levuka Homestay are within the Buffer Zone while situated outside the town are small resorts like the Ovalau Resort, Silana Resort, Bobo’s Farm and Rukuruku Resort on the west coast. Offshore resorts and tourist accommodations are located on Caelai, Leleuvia, Moturiki, Naigani and Wakaya Islands.

Over the past few years a small number of community-based heritage tourism projects such as the establishment of small visitor accommodations, mainly the conversion of residential premises, have evolved (Cabaniuk, 1998). This has been due partly to the demand and partly in anticipation of exciting new development opportunities in tourism. It has been recommended by previous study that the development of visitor accommodation in Levuka should be on the middle to upper market range (Deloitte and Touche, 1997) and any future development of accommodation within the town area should be in scale and character with the historic environment of the town (Hubbard, 1994).
EATERIES

Few of the guesthouses in Levuka provide cooking facilities and there are several eating places in the town which are mostly patronized by foreigners. Eating places are:

- Kim's Restaurant on Beach Street for lunch, dinner and mainly Chinese dishes
- Whales Tale Restaurant on Beach Street for coffee and home cooking at medium prices
- Seasite Restaurant on Beach Street serves Indian home cooking at cheap prices
- Koromakawa Restaurant on Beach Street serves Indian, Chinese, indigenous Fijian and other dishes at reasonable prices

VISITOR SERVICES

- **Information** – Information about Levuka and Ovalau is available at the Levuka Community Centre and at the Ovalau Transport and Tours office, both located in Town.

- **Banking** - The Westpac Bank and Bank of the South Pacific (BSP), formerly the Colonial Bank, are located on Beach Street and provide full banking services including exchange of foreign currencies.

- **Entertainment** - Clubs are frequented by both locals and visitors. These include the Ovalau Club, the Levuka Club and Koromakawa on Beach Street.

- **Internet** - Internet cafes and services, at reasonable rates, are available in the town café’s and at hotels.

- **Laundry Services** - Laundry is provided at the Royal Hotel.

- **Public Convenience** - Public toilets are located on Beach Street beside the Fiji Electricity Authority station

- **Police and Post Office** – These are located in the town area. Postal services are very reliable and accessible during weekdays.
• **Hospital** – Though not in the nominated property, Levuka Hospital is situated in town under the buffer zone and meets the needs of the people of Ovalau and the tourist population as well as any projected increase in visitor arrivals. As Ovalau is approximately a 12-minute flight time away from the mainland, any demand for emergency evacuations will be readily met.

• **Souvenir/Craft Shop** - There is an absence of dedicated shops operating in Levuka. Several of the local shops have a small selection of crafts and souvenirs and the Community Centre also sells a limited range of souvenirs and crafts.

**TOURS AND DISPLAYS IN LEVUKA**

• **Display** - The National Trust of Fiji Levuka Office has a permanent display on Levuka’s heritage features at the Community Centre. The latter is itself a heritage building of the town and the display showcases the uniqueness of Levuka’s heritage and its development from the 1800s to present. Each month has a special theme and the display materials are based on these themes. Displays include printed information in maps, brochures, posters, booklets, and others.

• **Walking Town Tour** - The whole of Levuka is still a living representation of the interactive culture that makes up part of modern day Fiji. Many of the public and private buildings of the town exist today looking much the same, and serving the same functions as they did 100 and more years ago. Few concessions have been made to modern times. To borrow from the words of Sir Len Usher’s in his Fiji Times article on Levuka of 1980, "above all, the magic of Levuka lies in the calm that has succeeded a turbulent past, and that refuses today to be bustled by pressure or self-importance. This is a precious attribute in a rat-race ridden world".

• **House Tours** - The "Tea and Talanoa" session (talanoa is the indigenous Fijian word for talking or having a chat) is hosted by a number of older residents for overseas visitors and talk about the "old times" with them and to allow them to visit their homes. The homes of these Tea and Talanoa hosts are all historic buildings, in many cases are furnished with antiques and personal knick-knacks of several generations.

• **Guided Tours** - Several tour guides are available for commission to show the sites of Levuka. A guided walking tour of the town will take between 1 - 3 hours. Trekking tours are also available; these usually encompass the hills of the island, often into the center of the island and require a
little more stamina. Trekking tours will also incorporate some of the older indigenous sites of heritage interest. The National Trust of Fiji Levuka Office offers tours around Levuka Town and the hilltops at the back of the town to both foreigners and local people.

- **Taxi Tours** - Taxi drivers will also provide guiding services, particularly for an around the island tour, or a tour up to the Bishop’s Tomb and Catholic Church at Cawaci. Around the island tours take approximately half a day, and a tour to Cawaci about 1 hour.

### 51. POLICIES AND PROGRAMMES RELATED TO THE PRESENTATION AND PROMOTION OF LEVUKA

#### NATIONAL HERITAGE, CULTURE AND ARTS POLICY

The overarching National Policy is intended to provide direction for the broader culture, heritage and arts sector and from which activities for the sector will emanate. It recognizes the value of heritage and includes a plan of action to harness opportunities for the sector. It also acknowledges the responsibilities of custodians including its transmission to future generations.

The activities under the policy include the definition of national heritage, culture and arts within a locally meaningful context, formulation of future direction for the sector, meaningful engagement of all relevant stakeholders, public and private, identification of issues and challenges in the sector, development of strategies to address challenges through the use of existing frameworks and networks.

The policy, under the responsibility of the Department of National Heritage, Culture and Arts, is in the final stages of being developed and will undergo consultations before being completed for Cabinet’s endorsement and implementation before the end of 2013. The policy includes specific parts on the operation of World Heritage in Fiji and Traditional Knowledge and Cultural Expressions.

- **World Heritage in Fiji** - A framework has been developed which is aligned to the 1972 World Heritage Convention and its Operational Guidelines. It guides how Fiji’s heritage sites are to be managed and its principal objective is to support the conservation of Fiji’s heritage areas by engaging in the international World Heritage system. The rationale behind the application and implementation of the Convention is to revitalize the local economies, strengthen communities, develop national identity, catalyze development of local
infrastructure, create educational resources, diversify tourism products, conserve Fijis unique and threatened heritage areas and enhance sustainable development. Its implementation is through stakeholder engagement, capacity building, research activities, education activities, development of legal framework, and the establishment of funding mechanism, development of sites for nomination to the World Heritage Tentative List and the World Heritage List and support of current protection of heritage sites in Fiji. This part will be under the responsibility of the Department of National Heritage, Culture and Arts.

- **Traditional Knowledge & Cultural Expressions (TKEC)** - The draft policy is designed to secure the rights and compensate indigenous rights owners for the commercial usages of their knowledge in any form or manner. This is significant and challenging to Fiji because of the crucial issues involved at national and international level especially on synchronized patent, copyright, appellate of origin and trade secrets.

As part of its implementation, a national law called the Draft Decree on the Protection of Indigenous Knowledge and Expressions of Culture is being developed by the Ministry of iTaukei Affairs. Fiji’s Cabinet in September 2003 adopted in principle the South Pacific Regional Model Law on TKEC and work began on initiating a programme of action i.e. drafting and implementing the essence of the model law and identifying TKEC evident in communities and its custodians and/or traditional owners. The Model Law works in tandem with Model Laws on amended Patent, Trade Marks, Copyrights, Trade Secrets, Appellate of Origins and new ones on Plant varieties and Utility. This part is under the responsibility of the Ministry of iTaukei Affairs and Solicitor General’s Office.

**PROGRAMMES IN LEVUKA**

**1. SCHOOL PROGRAMMES ON HERITAGE EDUCATION**

Social Studies and History are school subjects which include some element of heritage education. The Ministry of Education and the Department of National Heritage, Culture and Arts engages in presentations to schools on the importance of their heritage, in particular the heritage of Levuka. As part of this exercise, interactive activities with children are encourages to promote learning about the heritage of other places and finding ways to protect Levuka’s heritage. The primary source of framing used for school engagements is the 'World Heritage in Young Hands' toolkit produced by UNESCO for
World Heritage education. School engagements are also carried out by the National Trust of Fiji and the Fiji Museum in educating children in Fiji about the importance of heritage and its safeguarding.

2. VOLUNTEER PROGRAMMES FOR HERITAGE CONSERVATION

The Tidy Town Committee - There are several groups who, from time to time, assist with beautification and environmental conservation work, e.g., beach cleaning, planting, litter collection. For the most part these are self-motivated community groups, usually from a church or school, but occasionally from a discrete community within the town. The Levuka Tidy Towns Committee coordinated and encouraged some groups and individuals. National environment week each June also stimulates communities to undertake specific tasks during the week and raises awareness of the need to care for the general environment (which includes heritage issues).

Tertiary Students in Heritage Conservation - The University of the South Pacific has, for several years now, visited Levuka for field studies. These visits, usually of three days duration include a detailed briefing about the heritage of Levuka, and the students themselves go out and collect data and information. This trend looks set to continue on an annual basis. Several overseas universities and schools have visited Levuka in the recent years. Students from Simon Fraser University, Canada, visited Levuka during June-July, 2011 to undertake archaeological survey work. The Simon Fraser University works in conjunction with the Levuka Town Council, the University of the South Pacific, the Fiji Museum and the National Trust of Fiji.

3. BACK TO LEVUKA CARNIVAL

Cultural festivals are an important opportunity for information exchange and provide an avenue to display the uniqueness of Fiji’s tangible and intangible heritage. The Department of National Heritage, Culture and Arts hosts the "Back to Levuka Carnival", which is usually a week-long series of events that mark the anniversaries of the Signing of the Deed of Cession in 1874 and Fiji Independence Day in 1970, celebrating the very existence of Levuka itself. The name of the Carnival "Back to Levuka" has been chosen for its double meaning. In respect of international tourism (and heritage) it reflects the time when Levuka was the Capital of Fiji, when the signing of the Deed of Cession took place and the cosmopolitan composition of the community as it was then (and is largely still today).
In respect of domestic tourism it reflects the time when Levuka was the major trading Centre, was a Centre of national educational and sporting excellence, and when it was the social focus of Fiji. The highlight of the weeklong festival is the enactment of the signing of Fiji to Great Britain under the Deed of Cession that originally took place in Levuka in 1874. Local residents put up performance re-enactment of signing and as a way to involve the entire population of the town and the island, there are competitive and friendly games and stalls for food and local handicrafts at the main ground in Levuka. The festival is popular with local residents and former scholars of schools in Ovalau and there is always an influx of both local and overseas people who attend the festival to catch up with families and old friends.

4. COMMUNITY ENGAGEMENT PROGRAMMES - COMMUNITY WORKSHOPS

The Department of National Heritage, Culture and Arts works closely with the Fiji Museum, the National Trust of Fiji, the Fiji Arts Council, Levuka Town Council, the Ministry of iTaukei Affairs and the Department of Tourism to facilitate numerous workshops for the residents of Levuka Town and Ovalau Island aimed at the recognition, protection and presentation of Levuka and its heritage. Past workshops have included:

- **Handicraft Workshop** - Revival of traditional skills such as weaving (baskets, mats, garlands), carving and traditional Fijian house construction coupled with the development of new skills in making cultural artifacts from pandanus, bamboo, reeds, screen printing, painting, dyeing was also another area of focus are the core focus of these workshops. The workshop provides a platform for income-generation for rural people of Levuka and also maintains the transmission of traditional skills and knowledge systems.

- **Ovalau World Heritage Community Workshop** – the community is made aware of what world heritage, nominated property, buffer zone, legislations and management plan mean in relation to the world heritage listing of a site. The Department is also made aware of community views and support for the listing of Levuka

- **Heritage Tourism and Levuka** – Packaging and pricing of tourism-oriented products for local and foreign visitors, tour guiding and village tours, business skills, basic accountancy, and others
- **Cultural Heritage Management with Sonoma University, USA** – the identification of sources of information on the heritage of Levuka via ‘memory communities’ and the documentation of this heritage.

- **Documentation of Levuka’s Build Heritage with Kyushu University, Japan** – the documentation of original and current plans, functions, uses, and other pertinent information of individual buildings in Levuka.

- **World Heritage in Young Hands** – the development of a curriculum focusing on World Heritage in the local context is into its initial stages of development with the schools on Ovalau.

- **Ovalau Arts Festival** – a Festival to be held annually to bring the community of Ovalau together with the theme of ‘Celebrating Levuka’s Cultural Heritage’ showcase the various crafts & skills possed by the local people. It also aims to develop music and dances and other forms of intangible heritage

5. **STAKEHOLDER CONSULTATIONS IN LEVUKA AND OVALAU**

The Department of National Heritage, Culture and Arts involve itself through its Heritage Office based in Levuka in regular meetings with the people of Levuka both in town and in the villages. These community engagements are also used to provide update and feedback to the people of Ovalau Island on the progress and management of Levuka Town as a World Heritage site.

**NATIONAL PROGRAMMES**

1. **PROVISION OF POLICY ADVICE**

The Department of National Heritage, Culture and Arts, the state department mandated to oversee the culture, heritage and arts sectors in Fiji has several programmes and projects whose objective is the presentation and transmission of heritage to future generations. The Department provides policy advice on issues related to the safeguarding and enhancement of cultural and natural heritage to ensure the protection and management of Fiji's national heritage. The Department provides responses to Cabinet inquiries and draft replies to general ministerial correspondence. The services also include the preparation of speech notes and speeches, advisory support to the Minister in Cabinet committees and
select committees, preparation of press releases and general administrative support required by the relevant Minister.

2. FUNDING FOR FIJI’S CULTURE AND HERITAGE SECTOR

The Department of National Heritage, Culture and Arts provides annual funding to the National Trust of Fiji, the Fiji Museum, the Fiji Arts Council and the 6 Multi-Cultural Centres situated around Fiji through the administration of grants. The grants, amongst other objectives assist in the implementation of tasks of the agencies and promote the management of heritage sites around Fiji, pursuance of site mapping and Archaeological Impact Assessment and a database for performing and visual artists, producers and craft artisans is being developed under this head.

3. CULTURAL GRANTS FOR COMMUNITY INITIATIVES

This national Program is entirely funded by the Government and it provides funds for the revival and development of indigenous and other cultures in response to projects that are proposed by collective communities in Fiji such as revival of skills for traditional houses, skills for salt-making, traditional dances revival, promotion of fashion etc. The Program is coordinated by the Department of National Heritage, Culture and Arts and implemented by its agencies.

4. CULTURAL MAPPING EXERCISE

The Cultural Mapping Exercise involves the collection, recording and documentation of indigenous tangible and intangible cultural heritage in all the 14 provinces in Fiji. The information collected through the cultural mapping programme will then be protected under the Draft Decree on the Protection of Indigenous Knowledge and Expressions of Culture. The exercise primarily preserves tangible and intangible cultural heritage, promote the value of cultural diversity, encourage the respect for cultural rights and promote tradition-based creativity and innovation as ingredients of sustainable economic development. The project intends for custodians to appreciate what they have and to be able to use traditional knowledge and expressions of culture for commercial purposes in a controlled manner, providing an alternative mode of employment for the local population. As of December 2011, the Cultural Mapping Exercise has mapped 7 provinces with the remaining 7 provinces to be mapped in 2012.
5. NATIONAL NETWORK OF HERITAGE AREAS

The National Trust of Fiji maintains a network of heritage sites, both cultural and natural, throughout Fiji including the old town of Levuka. The protection of these sites by the National Trust is done in a coordinated way to ensure that all sites are protected equally and at the same time. The National Network of Heritage Areas links both natural and cultural sites and forms a relationship between Fiji’s heritage sector and the environment sector; this further links the national laws (Environment Management Act, POAPI Act, National Trust of Fiji Act) and international laws (World Heritage Convention, Convention on Cultural Biodiversity, RAMSAR).

6. NATIONAL PUBLICATIONS ON HERITAGE

The Department of National Heritage, Culture and Arts produces a bi-monthly newsletter called “Levuka Our Heritage/ Ovalau na Noqu Senikau” which captures the heritage of Levuka and reports on the progress of the nomination. The National Trust of Fiji publishes a monthly newsletter to report on its heritage sites and innovations in heritage locally and globally. The Fiji Museum publishes a half-yearly scholastic journal called “Domodomo.”

7. ARTEFACT AND INFORMATION REPOSITORIES

The Fiji Museum and the National Archives as legal repositories for historically significant documents and artifacts both have respective collections on display and in storage. Both agents have established databases on their collections which can be accessed by the public.

The Historical Archaeology Department at the Fiji Museum maintains a ‘Register of Historic Sites’, including maritime sites. The Museum has a good reference library and a photograph collection which is being systematically digitized. These holdings, and the Museum’s collection of objects, include much material relevant to Levuka and Ovalau.

8. MEMORY OF THE WORLD (MOW) PROJECT

The National Archives of Fiji has successfully nominated the Deed of Cession located in Nasova, Levuka Town to the UNESCO Memory of the World (MOW) National Register together with blackbirding which as a practice saw scores of islanders from Vanuatu and the Solomon Islands come to Levuka when the
town was a clearing port for forced labour. The records of Indian Indentured Labourers who latter arrived during the sugar and cotton boom in Fiji have been successfully inscribed in the Asia Pacific Memory of the World and International Memory of the World Lists.

5J. STAFFING LEVELS & EXPERTISE

NATIONAL TRUST OF FIJI

The National Trust of Fiji, Levuka Office undertakes the daily management of Levuka as a heritage site. The Trust engages with local communities, government stakeholders and private parties in the protection, promotion and presentation of Levuka and its heritage.

LEVUKA TOWN COUNCIL

The Levuka Town Council has been mandated as the municipal authority on Levuka Town and Council staffs carry out maintenance of the Town through rubbish collection, clearing drains, collection of rates, and other general maintenance activities.

DEPARTMENT OF NATIONAL HERITAGE, CULTURE AND ARTS

The Department provides technical advice for the conservation and management of built architecture and landscape architecture. The Department undertakes community consultations, workshops and training in the revival and development of traditional skills. The Department dispenses legal advice and opinions on heritage in Levuka and the application of the relevant laws. The Department’s Levuka Office has a volunteer program whereby it tries to engage youths on a voluntary basis for the management of the World Heritage site in various aspects from site management, village visit and monitoring of projects.

MINISTRY OF ITAUKEI AFFAIRS

The Ministry of iTaukei Affairs has expertise in the research, collation and interpretation of the histories, skills, cultures, knowledge and traditions of Levuka and the island of Ovalau and the rest of Fiji.
**ITAUKEI AFFAIRS BOARD**

The TAB has expertise in the facilitation of any national programmes or projects for the indigenous population residing in villages. The TAB works with Government Ministries and Departments, non-government organizations and private bodies in organizing activities such as trainings, consultations, workshops and community engagements to benefit indigenous communities.

**DEPARTMENT OF TOURISM**

The Department of Tourism is able to provide training in packaging and promoting tourist-oriented products for Levuka as a heritage place.

**PUBLIC WORKS DEPARTMENT**

The PWD provides technical expertise in the development and repair of roads, drains, and other access to ease transportation on Ovalau.

**FIJI ARCHITECT’S ASSOCIATION**

The Association is the legally mandated body of architects registered in Fiji. It provides technical advice for the buildings in Levuka through the Department of National Heritage, Culture and Arts who engages the Association for advice on the maintenance and repair of Levuka’s built heritage and all other significant building in Fiji.

**NATIONAL FIRE AUTHORITY**

The NFA is responsible for providing fire prevention and fire extinguishing services. In Ovalau, NFA conducts awareness programs in villages and schools to educate the people of the importance of fire prevention. Levuka has a fire station and a fully functional fire truck.

**LEVUKA RESIDENTS**

Levuka Town has a number of residents who are skilled craftspeople in wood technology, sign-writing, painting which are pertinent to the maintenance and repair of Levuka’s buildings.
CHAPTER 6

Monitoring
CHAPTER 6 MONITORING

6A. KEY INDICATORS FOR MEASURING STATE OF CONSERVATION

The nominated property and the buffer zone are monitored periodically and systematically to measure the conservation of the entire nominated area and its buffer. The objective of the monitoring system is to measure the conservation, identify relevant remedial actions, and ensure the implementation of authorized activities while at the same time keeping the system simple and relevant.

The effectiveness of the monitoring regime will be substantially enhanced following full survey of the tangible heritage of the town and its state of conservation planned for 2012.

<table>
<thead>
<tr>
<th>KEY INDICATOR</th>
<th>INDEX</th>
<th>TARGET</th>
<th>PERIODICITY</th>
<th>LOCATION OF RECORDS.</th>
</tr>
</thead>
<tbody>
<tr>
<td>STATE OF CONSERVATION AND MAINTENANCE OF OUV</td>
<td>BUILT HERITAGE Control of Development works – all applications for developments works are approved by the National Heritage Council; Building Materials - similar to that previously used; Building Skills - local residents engaged in repair and maintenance works; Training - training programmes or internships to train younger people in skills to maintain built heritage; Design and Form - overall look and form of the building is maintained;</td>
<td>Integrity and authenticity is maintained</td>
<td>2 yearly</td>
<td>Levuka Town Council (LTC)</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>Department of National Heritage (DNH)</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>National Trust of Fiji (NTF)</td>
</tr>
<tr>
<td></td>
<td>MARITIME HERITAGE Diving activities in the Harbour in particular where the wrecks are located is controlled; Developments in the harbour approved by the National Heritage Committee;</td>
<td>Maritime heritage remains intact</td>
<td>2 yearly</td>
<td>Fiji Museum Department of Fisheries LTC DNH</td>
</tr>
<tr>
<td>Category</td>
<td>Details</td>
<td>Frequency</td>
<td>Responsible Authority</td>
<td></td>
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<tr>
<td>-----------------------------------</td>
<td>-------------------------------------------------------------------------</td>
<td>----------------</td>
<td>--------------------------------------------</td>
<td></td>
</tr>
<tr>
<td><strong>ARCHAEOLOGICAL HERITAGE</strong></td>
<td>Archaeologically significant sites are reported and investigated by the Fiji Museum; Collaboration between foreign researchers and local agents including local residents for archaeological research;</td>
<td>2 yearly</td>
<td>Fiji Museum Department of Immigration.</td>
<td></td>
</tr>
<tr>
<td><strong>FACILITIES AND LANDSCAPE FEATURES</strong></td>
<td>Public facilities - lights, drinking fountains, seats and shaded areas along the public places; Regular cleanup of public accesses including roads, steps, bridges and all waterways; Regular rubbish-collection service;</td>
<td>2 yearly</td>
<td>Public Works Department LTC</td>
<td></td>
</tr>
<tr>
<td><strong>RISK CONTROL AND DISASTER PREPAREDNESS</strong></td>
<td>Minimal or zero fire destruction to heritage buildings in the nominated area; Fire Preparedness - serviceable fire hydrants, smoke detectors, serviceable fire truck; Programme to train and use volunteer fire fighters;</td>
<td>Annual</td>
<td>Fire Authority of Fiji.</td>
<td></td>
</tr>
<tr>
<td><strong>CONTROL OF FIRE HAZARD</strong></td>
<td>Pressures are minimized or at best eliminated</td>
<td>Annual</td>
<td>Fire Authority of Fiji.</td>
<td></td>
</tr>
<tr>
<td><strong>NATURAL DISASTERS</strong></td>
<td>No. of buildings destroyed or affected by natural disaster is minimized; Strategy for risk preparedness is followed;</td>
<td>Annual</td>
<td>Disaster Management Department; NTF</td>
<td></td>
</tr>
<tr>
<td><strong>VISITOR/TOURISM PRESSURES</strong></td>
<td>Adequate visitor facilities and services; Tourist behaviour – Acceptable behaviours by visitors with regards to the Cultural Tourism Guidelines;</td>
<td>Annual</td>
<td>Bureau of Statistics Tourism Association Heritage Committee Ministry of Tourism</td>
<td></td>
</tr>
<tr>
<td>LEGAL PROTECTION</td>
<td>Offences against the Heritage Decree 2010, the POAPI Act of the Fiji Museum and the National Trust Act of the National Trust of Fiji are minimized or resolved as soon as practicable;</td>
<td>The nominated area is protected</td>
<td>2 yearly</td>
<td>Court Registry of Fiji DNH NTF Fiji Museum</td>
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<tr>
<td>SITE MANAGEMENT</td>
<td>The Levuka Management Plan (MP) remains effective with its Action Plan to be developed and reviewed every 2 years; Challenges to the implementation of the MP by site managers are addressed; Support is provided to the site managers by the relevant stakeholders;</td>
<td>The MP is appropriate to manage the nominated area</td>
<td>2 yearly</td>
<td>NTF LTC DNH</td>
</tr>
<tr>
<td>PRESENTATION, PROMOTION AND TRANSMISSION</td>
<td>AUTHENTICITY OF PRESENTATION Services provided in the nominated area are authentic according to the history of the place</td>
<td>Authenticity is maintained</td>
<td>2 yearly</td>
<td>NTF LTC DNH</td>
</tr>
<tr>
<td></td>
<td>PRESENTATION AND TRANSMISSION Regular festivals and activities to tell the story about the nominated area; Training and volunteer programmes for young children and youth on Fiji’s heritage; Heritage Subjects inculcating a specialized syllabus on nominated area inserted in the national education curriculum implemented; Publications and publicity including media on the nominated area;</td>
<td>The heritage of Fiji is recognized locally and internationally and passed on to future generations</td>
<td>2 yearly</td>
<td>DNH Fiji Arts Council Ministry of Education NTF</td>
</tr>
<tr>
<td>SOCIO-ECONOMIC FACTORS</td>
<td>DEMOGRAPHICS Number of visitors to the nominated area; Resident population in the nominated area;</td>
<td>The nominated area can sustain its resident population as well as visitors</td>
<td>Annual</td>
<td>NTF Bureau of Statistics</td>
</tr>
</tbody>
</table>
6B. ADMINISTRATIVE ARRANGEMENTS FOR MONITORING LEVUKA

The Annual Report will be prepared by the National Trust of Fiji to be tabled to the National Heritage Council.

The National Heritage Council will be responsible for appointing a party to undertake the 2-yearly monitoring exercise and the final report is tabled to Cabinet. The National Heritage Council will also be responsible to appoint a monitoring party to undertake the 6-yearly Periodic Reporting to the World heritage Committee under Cabinet’s approval.

6C. RESULTS OF PREVIOUS REPORTING EXERCISES

1. 2000 CASE STUDY ON LEVUKA

An inventory was done to document the state and conservation of heritage features in Levuka in 1994 when an attempt was made to list all heritage buildings and sites (A Case Study on Levuka Fiji Islands, 2000). Table 30 shows the name and type of buildings of national and heritage significance and its condition.

The management of the cultural heritage of the historic town of Levuka and elsewhere on Ovalau has been the focus of attention since at least the 1970s (Belt Collins and Associates, Tourism Development Programme for Fiji, 1973). Following the recommendations of a PATA (Pacific Asia
Travel Association) Task Force Study of Levuka in 1984/85, in 1989 a new town planning scheme for Levuka was approved and Levuka was declared to be a historic town.

Other initiatives proposed in the PATA report were followed through by the National Trust of Fiji, the Fiji Museum and the Levuka Historical and Preservation Society, working with national and municipal government and the local community.

<table>
<thead>
<tr>
<th>TYPE OF BUILDING</th>
<th>NAME OF BUILDING, CONDITION AND ZONE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial Buildings</td>
<td>Anniversary Bure – good [Buffer]</td>
</tr>
<tr>
<td></td>
<td>Post Office/Customs Authority Building – excellent (Core)</td>
</tr>
<tr>
<td></td>
<td>Former MH Building – excellent [Core]</td>
</tr>
<tr>
<td></td>
<td>Former MH Bond Store – good [Core]</td>
</tr>
<tr>
<td></td>
<td>Former MH Copra Shed – excellent [Core]</td>
</tr>
<tr>
<td></td>
<td>Insert additional commercial buildings</td>
</tr>
<tr>
<td></td>
<td>Ovalau Club – good [Buffer]</td>
</tr>
<tr>
<td></td>
<td>Levuka Town Hall – good [Buffer]</td>
</tr>
<tr>
<td></td>
<td>Levuka Bowling Club – good [Buffer]</td>
</tr>
<tr>
<td>Monument</td>
<td>Deed of Cession Site – good [Buffer]</td>
</tr>
<tr>
<td></td>
<td>Fiji Labour Corp Memoriam – good [Core]</td>
</tr>
<tr>
<td>Public Administration Buildings</td>
<td>First Government House &amp; Former Governor’s Residence, Nasova – good [Buffer]</td>
</tr>
<tr>
<td></td>
<td>Former Lomaiviti Provincial Office – good [Core]</td>
</tr>
<tr>
<td></td>
<td>Old (Levuka) Hospital</td>
</tr>
<tr>
<td>Schools</td>
<td>Levuka Public School Hostel – excellent [Buffer]</td>
</tr>
<tr>
<td></td>
<td>Delana Methodist Mission School – good [Buffer]</td>
</tr>
<tr>
<td></td>
<td>Levuka Public School Complex – excellent [Buffer]</td>
</tr>
<tr>
<td>Churches</td>
<td>Methodist Church on Mission Hill – good [Buffer]</td>
</tr>
<tr>
<td></td>
<td>Levuka Vakaviti Church – good [Buffer]</td>
</tr>
<tr>
<td></td>
<td>– Anglican Church (Church of the Holy Redeemer) – good [Buffer]</td>
</tr>
<tr>
<td></td>
<td>Sacred Heart Church – excellent [Core]</td>
</tr>
<tr>
<td>Accommodation</td>
<td>Captain Robbie’s House – good [Core]</td>
</tr>
<tr>
<td></td>
<td>Royal Hotel – good [Core]</td>
</tr>
<tr>
<td>Private Residences</td>
<td>Former F. Hennings Residence – poor [Core]</td>
</tr>
<tr>
<td></td>
<td>D. Garner Jones’ Residence – good [Buffer]</td>
</tr>
</tbody>
</table>
2. JAMES AND HUBBARD REPORT, 1993 AND 1994

A major step forward occurred with a two part study of Levuka’s heritage undertaken by Peter James and Timothy Hubbard in 1993 and 1994 (otherwise known as the James and Hubbard Report). This study has provided guidance now for over 15 years and many of the recommendations of Volume I of the Conservation Plan & Conservation Guidelines, has either been implemented or is still relevant today. Volume II of Hubbard and James is a place-by-place systematic site inventory and analysis of significance of over 100 buildings of Levuka and related sites on Ovalau.

Since 1994 there have been many studies and papers produced and while much of this work contributes to better knowledge and planning for Levuka, there has been frustration, especially within the local community, at a relative ‘lack of action’ on the ground. A characteristic of the history of the management of heritage over the last, almost, 30 years in Levuka has been the enthusiastic involvement of local townspeople, working with the Levuka Town Council, National Trust, Fiji Museum and more recently the Department of National Heritage, Culture and Arts. Despite frustrations about progress, when reviewed in summary there have been many heritage projects undertaken (Levuka, Where it all Began, 2000).

3. HERITAGE STUDIES UNDERTAKEN IN LEVUKA AND OVALAU

<table>
<thead>
<tr>
<th>TITLE</th>
<th>SUMMARY</th>
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</thead>
<tbody>
<tr>
<td>Belt, Collins Report; Belt, Collins and Associates. <em>Historic Levuka in Tourism Development Programme for Fiji</em>. 1973. Suva: United Nations Development Programme, International Bank for Reconstruction and Development, and Government of Fiji.</td>
<td>Although the report was difficult to acquire, its importance is apparent in that the status of Levuka as a historic town was elevated and this also led to subsequent PATA studies later and support for Levuka.</td>
</tr>
<tr>
<td>PATA Report;</td>
<td>Similar to the above, the report was not found however its</td>
</tr>
<tr>
<td>Pacific Area Travel Association (PATA) Levuka and Ovalau: Tourism Development through Community Restoration. 1985. Sydney: PATA.</td>
<td></td>
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<td>comprehensiveness provided the impetus for further work by the Department of Town and Country Planning and Levuka Town Council and resulted in the declaration of Levuka as a Historic Town by government in 1989 and the development of a Levuka Town Planning Scheme. All recommendations in this PATA Report have been reviewed and those =relevant were used by the James and Hubbard Study (discussed later) partly sponsored by PATA.</td>
<td></td>
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<td>Levuka Town Planning Scheme 1987 (In its second year of three year review commencing in 2011)</td>
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<tr>
<td>There are three parts to this Scheme: (i) A (draft) Report of Survey of the amenities, infrastructure, population and industry needs; (ii) General Provisions of the Zoning Plan; and (iii) the actual Levuka Scheme Statement. A review of current scheme statement is ongoing. The Survey has comprehensive information on social and physical character setting of Levuka in the context of Ovalau and the rest of Lomaiviti. Although out-dated, some of the Survey information is still relevant and much is of considerable historic value now. The Scheme Statement adopted many recommendations of the PATA Report 1984 with the intention that these be adopted by the Municipal Council (or in some cases other Government Departments).</td>
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<td>The two volume James and Hubbard report have proved to be the best foundation documents for preparation of the Levuka Management Plan (LMP). In particular, Volume 1 had had some sections used updated as required, for the LMP. The adoption of aspects of the report transpired after an agreement between Peter James, Timothy Hubbard and the Fijian Government was reached. Since 1994, many of the Vol. 1 recommendations have been implemented by the Fijian Government and Levuka Town Council and most are still relevant today. The original 1994 Vol II Data Sheets of the report could not be found however, an updated e-copy (in 2005) by the Fiji Museum was ascertained. It details some 100 heritage places in and around Levuka and appears to be close to the likely original text but with updated photographs. The most useful section of the sheets provided short histories of each building.</td>
<td></td>
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<tr>
<td>This is a remarkable 150(+) page report that best describe the entire island of Ovalau. The research and consultative process used during its development was designed to serve as a basis for promoting sustainable economic development, environmental conservation, heritage protection and community well-being. This report is virtually inaccessible and little known on Ovalau. The copy used for reference in the LMP preparation had to be repatriated from New Zealand. The report provides a summary of cultural heritage</td>
<td></td>
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<tr>
<td>Reference</td>
<td>Description</td>
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<tr>
<td>Maritime Archaeology Report; Hosty, Kieran &amp; Hundley, Paul.</td>
<td>This report on the investigation of three wreck sites in Levuka Harbour and recommended management measures for the sites and any other sites that may be found in future. These findings have been reviewed and largely adopted in the LMP.</td>
</tr>
<tr>
<td>Culture Heritage Management and Tourism – Case Study on Levuka Report;</td>
<td>While prepared as a presentation for a workshop this report is a substantial review report for Levuka designed to “provide a step in the direction towards a carefully researched and planned management strategy for the effective management of culture, heritage and tourism in Levuka”. Much of its information and many of its proposals are still relevant and the report has been drawn on for the Levuka Management Plan. The Case Study has more detail in some areas, particularly tourism, than the Management Plan, and it is a pivotal source for future planning of Levuka.</td>
</tr>
<tr>
<td>Local Case Study Team, <strong>Culture Heritage Management and Tourism: Models for Co-operation among stakeholders</strong>, 2000, National Trust of Fiji [UNESCO LEAP Project].</td>
<td></td>
</tr>
<tr>
<td>A comparative analysis of Levuka in comparison to other historical port towns around the world; Smith, Dr. Anita. <strong>A Comparative Analysis of Levuka, Fiji Islands.</strong> 2004. Cultural Heritage Centre for Asia and the Pacific, Deakin University, Australia.</td>
<td>This is a formal comparative analysis that goes a long way to establishing the case for Levuka being of Outstanding Universal Value, provides a draft Statement of OUV and establishes appropriate criterions for the World Heritage nomination. It also recommended further data synthesizing and other works that needed to be undertaken before nomination. Some of these recommendations have been implemented between 2004 and 2009; with future project work specified in the LMP. The Comparative Analysis also dwells on a systematic analysis of the history of Levuka set in the context of other international colonial port towns.</td>
</tr>
<tr>
<td>Contributions from Kyushu University, A sampling of the work of the Kyushu Team can be found in the following workshop report: Asia/Pacific Cultural Centre for UNESCO (ACCU). <strong>The Workshop</strong></td>
<td>Professor Noriaki Nishiyama and a team of and students from Kyushu University undertook research on Levuka’s heritage and its management from late 2003 until the present. The result was presented in summary form in a variety of reports and workshops. A substantial amount of information on heritage management, an updated inventory of Levuka’s heritage places and landscape features has yet to be translated. These contain illustrations and</td>
</tr>
</tbody>
</table>
interpretation of historic buildings. However, requests have been made to the Kyushu University Team to provide an updated report on previous and current research.

Table 32: Significant studies on Levuka and Ovalau
## CHAPTER 7 DOCUMENTATION

### 7A. PHOTOGRAPHS, SLIDES, IMAGE INVENTORY AND AUTHORIZATION TABLE AND OTHER AUDIOVISUAL MATERIALS

<table>
<thead>
<tr>
<th>ID NUMBER</th>
<th>FORMAT</th>
<th>CAPTION</th>
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<td>COVER</td>
<td>DIGITAL IMAGE</td>
<td>LEVUKA STREET SCENE</td>
<td>UNKNOWN</td>
<td>UNKNOWN</td>
<td>CAINES JANNIF</td>
<td>CAINES JANNIF LTD, GPO BOX 8, SUVA 1 VICTORIA PARADE SUVA, REPUBLIC OF FIJI TEL: (679) 3313211</td>
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<td>FIGURE 1</td>
<td>DIGITAL IMAGE</td>
<td>MAP OF LEVUKA HISTORICAL PORT TOWN (BUFFER AND NOMINATED PROPERTY)</td>
<td>2012</td>
<td>KASAQA TORA</td>
<td>DEPARTMENT OF NATIONAL HERITAGE, CULTURE &amp; ARTS</td>
<td>4TH FLOOR, TAKAYAWA BUILDING, 280 TOORAK RD, SUVA, FIJI P. O. BOX 2550, GOVERNMENT BUILDINGS SUVA, REPUBLIC OF FIJI TEL: (679)3316955</td>
<td>YES</td>
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<td>FIGURE 2</td>
<td>DIGITAL IMAGE</td>
<td>OVAL-SHAPED OVALAU ISLAND WITH MOTURIKI AT BOTTOM LEFT</td>
<td>2010</td>
<td>UNKNOWN</td>
<td>UNKNOWN</td>
<td><a href="http://www.hbs.bishopmuseum.org/fiji/images.html">http://www.hbs.bishopmuseum.org/fiji/images.html</a></td>
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<td>FIGURE 3</td>
<td>DIGITAL IMAGE</td>
<td>LEVUKA BEACH STREET FROM HARBOUR</td>
<td>2010</td>
<td>UNKNOWN</td>
<td>UNKNOWN</td>
<td><a href="http://www.levukafiji.com/aboutlevuka.htm">http://www.levukafiji.com/aboutlevuka.htm</a></td>
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<td>FIGURE 4</td>
<td>DIGITAL IMAGE</td>
<td>LEVUKA BEACH STREET ARCHITECTURE ON THE SOUTH SIDE OF LEVUKA TOWN</td>
<td>2011</td>
<td>STEVE REID</td>
<td>DEPARTMENT OF NATIONAL HERITAGE, CULTURE &amp; ARTS</td>
<td>4TH FLOOR, TAKAYAWA BUILDING, 280 TOORAK RD, SUVA, FIJI P. O. BOX 2550, GOVERNMENT BUILDINGS SUVA, REPUBLIC OF FIJI TEL: (679)3316955</td>
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<td>FIGURE 5</td>
<td>DIGITAL IMAGE</td>
<td>LEVUKA BEACH STREET ARCHITECTURE ON THE NORTH SIDE OF LEVUKA TOWN</td>
<td>2011</td>
<td>STEVE REID</td>
<td>DEPARTMENT OF NATIONAL HERITAGE, CULTURE &amp; ARTS</td>
<td>4TH FLOOR, TAKAYAWA BUILDING, 280 TOORAK RD, SUVA, FIJI P. O. BOX 2550, GOVERNMENT BUILDINGS SUVA, REPUBLIC OF FIJI TEL: (679)3316955</td>
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<td>FIGURE 6</td>
<td>DIGITAL IMAGE</td>
<td>CONCEPTUALISATION OF THE 3 LANDSCAPE LAYERS OF LEVUKA</td>
<td>2012</td>
<td>SEVULONI TORA</td>
<td>DEPARTMENT OF NATIONAL HERITAGE, CULTURE &amp; ARTS</td>
<td>4TH FLOOR, TAKAYAWA BUILDING, 280 TOORAK RD, SUVA, FIJI P. O. BOX 2550, GOVERNMENT BUILDINGS</td>
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<td>FIGURE 7</td>
<td>DIGITAL IMAGE</td>
<td>OLD POLYNESIAN HOTEL ALONG BEACH STREET</td>
<td>UNKNOWN</td>
<td>UNKNOWN</td>
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<td>SUVA, REPUBLIC OF FIJI TEL: (679)3316955</td>
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<td>FIGURE 8</td>
<td>DIGITAL IMAGE</td>
<td>EARLY ARTIST IMPRESSION OF LEVUKA</td>
<td>UNKNOWN</td>
<td>UNKNOWN</td>
<td>FIJI MUSEUM</td>
<td>THURSTON GARDENS, P. O. BOX 2023, GOVERNMENT BUILDINGS SUVA, REPUBLIC OF FIJI TEL: (679)3315944/3315043 FAX: (679)3305143</td>
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<td>FIGURE 9</td>
<td>SCANNED IMAGE</td>
<td>SHIPS DOCKED AT LEVUKA HARBOUR IN 1874</td>
<td>UNKNOWN</td>
<td>UNKNOWN</td>
<td>BARON VON HUGEL &amp; FIJI MUSEUM</td>
<td>THURSTON GARDENS, P. O. BOX 2023, GOVERNMENT BUILDINGS SUVA, REPUBLIC OF FIJI TEL: (679)3315944/3315043 FAX: (679)3305143</td>
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<td>FIGURE 10</td>
<td>SCANNED PAINTING</td>
<td>RETREATING TO HILL FORT</td>
<td>2011</td>
<td>VILJAME DUNABUNA</td>
<td>DEPARTMENT OF NATIONAL HERITAGE, CULTURE &amp; ARTS</td>
<td>4TH FLOOR, TAKAYAWA BUILDING, 280 TOORAK RD, SUVA, FIJI P. O. BOX 2550, GOVERNMENT BUILDINGS SUVA, REPUBLIC OF FIJI TEL: (679)3316955 FAX: (679)33010357</td>
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<td>FIGURE 11</td>
<td>DIGITAL IMAGE</td>
<td>LEVUKA TOWN, VIEW FROM MISSION HILL</td>
<td>2011</td>
<td>UNKNOWN</td>
<td>FIJI MUSEUM</td>
<td>THURSTON GARDENS, P. O. BOX 2023, GOVERNMENT BUILDINGS SUVA, REPUBLIC OF FIJI TEL: (679)3315944/3315043 FAX: (679)3305143</td>
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<td>FIGURE 12</td>
<td>SCANNED IMAGE</td>
<td>LEVUKA VILLAGE 1842</td>
<td>1842 &amp; 2011</td>
<td>UNKNOWN</td>
<td>FIJI MUSEUM</td>
<td>THURSTON GARDENS, P. O. BOX 2023, GOVERNMENT BUILDINGS SUVA, REPUBLIC OF FIJI TEL: (679)3315944/3315043 FAX: (679)3305143</td>
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<td>FIGURE 13</td>
<td>DIGITAL IMAGE</td>
<td>TRADITIONAL MEKE AT LEVUKA VILLAGE</td>
<td>UNKNOWN</td>
<td>UNKNWON</td>
<td>CANNES JANNIF</td>
<td>CAINES JANNIF LTD, GPO BOX 8, SUVA 1 VICTORIA PARADE SUVA, REPUBLIC OF FIJI TEL: (679)3313211</td>
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<td>FIGURE 14</td>
<td>SCANNED IMAGE</td>
<td>ARMED NATIVE CONSTABULARY PARADE AT NASOVA</td>
<td>1876</td>
<td>UNKNOWN</td>
<td>FIJI MUSEUM (BARON VON HUGEL)</td>
<td>THURSTON GARDENS, P. O. BOX 2023, GOVERNMENT BUILDINGS SUVA, REPUBLIC OF FIJI TEL: (679)3315944/3315043 FAX: (679)3305143</td>
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<td>FIGURE 15</td>
<td>DIGITAL IMAGE</td>
<td>INDIAN LABOURERS BROUGHT TO WORK IN FIJI</td>
<td>UNKNOWN</td>
<td>UNKNOWN</td>
<td>NATIONAL ARCHIVES OF FIJI</td>
<td>25 CARNAVON ST. SUVA, P.O. BOX 2125 GOVT. BUILDINGS, SUVA, REPUBLIC OF FIJI TEL: (679) 3304144 FAX: (679) 3307006</td>
<td>YES</td>
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<td>FIGURE 16</td>
<td>DIGITAL IMAGE</td>
<td>INDIAN LABOURERS HAVING A MEAL ABOARD ONE OF THE RECRUITING SHIPS</td>
<td>UNKNOWN</td>
<td>UNKNOWN</td>
<td>NATIONAL ARCHIVES OF FIJI</td>
<td>25 CARNAVON ST. SUVA, P.O. BOX 2125 GOVT. BUILDINGS, SUVA, REPUBLIC OF FIJI TEL: (679) 3304144 FAX: (679) 3307006</td>
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<td>FIGURE 17</td>
<td>DIGITAL IMAGE</td>
<td>TUI LEVUKA AND HIS SUBJECTS</td>
<td>UNKNOWN</td>
<td>UNKNOWN</td>
<td>FIJI MUSEUM</td>
<td>THURSTON GARDENS, P. O. BOX 2023, GOVERNMENT BUILDINGS SUVA, REPUBLIC OF FIJI TEL: (679)3315944/3315043 FAX: (679)3305143</td>
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<td>FIGURE 18</td>
<td>DIGITAL IMAGE</td>
<td>INDIGENOUS FIJIAN SETTLEMENT OF LEVUKA</td>
<td>2012</td>
<td>SEVULONI TORA</td>
<td>DEPARTMENT OF NATIONAL HERITAGE CULTURE &amp; ARTS</td>
<td>4TH FLOOR, TAKAYAWA BUILDING, 280 TOORAK RD, SUVA, FIJI P. O. BOX 2550, GOVERNMENT BUILDINGS SUVA, REPUBLIC OF FIJI TEL: (679)3316955 FAX: (679)3310357</td>
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<td>FIGURE 19</td>
<td>DIGITAL IMAGE</td>
<td>VIEW OF LEVUKA TOWN FROM SEA</td>
<td>1860s</td>
<td>UNKNOWN</td>
<td>FIJI MUSEUM</td>
<td>THURSTON GARDENS, P. O. BOX 2023, GOVERNMENT BUILDINGS SUVA, REPUBLIC OF FIJI TEL: (679)3315944/3315043 FAX: (679)3305143</td>
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<td>FIGURE 20</td>
<td>SCANNED IMAGE</td>
<td>RATU SERU CAKOBAU, SELF-PROCLAIMED TUI VITI</td>
<td>UNKNOWN</td>
<td>UNKNOWN</td>
<td>FIJI MUSEUM</td>
<td>THURSTON GARDENS, P. O. BOX 2023, GOVERNMENT BUILDINGS SUVA, REPUBLIC OF FIJI TEL: (679)3315944/3315043 FAX: (679)3305143</td>
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<td>FIGURE 21</td>
<td>DIGITAL IMAGE</td>
<td>LEVUKA WHARF LOADING AND UNLOADING OF CARGO</td>
<td>UNKNOWN</td>
<td>UNKNOWN</td>
<td>FIJI MUSEUM</td>
<td>THURSTON GARDENS, P. O. BOX 2023, GOVERNMENT BUILDINGS SUVA, REPUBLIC OF FIJI TEL: (679)3315944/3315043 FAX: (679)3305143</td>
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<td>FIGURE 22</td>
<td>DIGITAL IMAGE</td>
<td>LEVUKA TOWN AFTER CYCLONE IN 1895</td>
<td>1895</td>
<td>UNKNOWN</td>
<td>FIJI MUSEUM</td>
<td>THURSTON GARDENS, P. O. BOX 2023, GOVERNMENT BUILDINGS SUVA, REPUBLIC OF FIJI TEL: (679)3315944/3315043 FAX: (679)3305143</td>
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<td>FIGURE 23</td>
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<td>LEVUKA TOWN IN 1874 – VIEW FROM NORTHERN SIDE OF TOWN</td>
<td>1874</td>
<td>UNKNOWN</td>
<td>FIJI MUSEUM</td>
<td>THURSTON GARDENS, P. O. BOX 2023, GOVERNMENT BUILDINGS SUVA, REPUBLIC OF FIJI TEL: (679)3315944/3315043 FAX: (679)3305143</td>
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<td>FIGURE 24</td>
<td>DIGITAL IMAGE</td>
<td>LEVUKA VAKAVITI METHODIST CHURCH</td>
<td>2010</td>
<td>MARGARET COCHRAN</td>
<td>DEPARTMENT OF NATIONAL HERITAGE, CULTURE AND ARTS</td>
<td>4TH FLOOR, TAKAYAWA BUILDING, 280 TOORAK RD, SUVA, FIJI P. O. BOX 2550, GOVERNMENT BUILDINGS SUVA, REPUBLIC OF FIJI TEL: (679)3316955 FAX: (679)3310357</td>
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<td>FIGURE 25</td>
<td>DIGITAL IMAGE</td>
<td>NAVOKA CHURCH STILL STANDING AFTER THE 1895 CYCLONE</td>
<td>1895</td>
<td>UNKNOWN</td>
<td>FIJI MUSEUM</td>
<td>THURSTON GARDENS, P. O. BOX 2023, GOVERNMENT BUILDINGS SUVA, REPUBLIC OF FIJI TEL: (679)3315944/3315043 FAX: (679)3305143</td>
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<td>FIGURE 26</td>
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<td>2010</td>
<td>VANE SERUVAKULA</td>
<td>DEPARTMENT OF NATIONAL HERITAGE, CULTURE AND ARTS</td>
<td>4TH FLOOR, TAKAYAWA BUILDING, 280 TOORAK RD, SUVA, FIJI P. O. BOX 2550, GOVERNMENT BUILDINGS SUVA, REPUBLIC OF FIJI TEL: (679)3316955 FAX: (679)3310357</td>
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<td>FIGURE 27</td>
<td>DIGITAL IMAGE</td>
<td>THE 100TH ANNIVERSARY MEMORIAL AT DELANA MISSIN SCHOOL</td>
<td>2010</td>
<td>RAHKEL MERCY</td>
<td>DEPARTMENT OF NATIONAL HERITAGE, CULTURE AND ARTS</td>
<td>4TH FLOOR, TAKAYAWA BUILDING, 280 TOORAK RD, SUVA, FIJI P. O. BOX 2550, GOVERNMENT BUILDINGS</td>
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</table>
|           | DIGITAL IMAGE| SACRED HEART CATHEDRAL SACRISTY (BACK VIEW)    | 2010  | MARGARET COCHRAN       | DEPARTMENT OF NATIONAL HERITAGE, CULTURE AND ARTS | SUVA, REPUBLIC OF FIJI  
TEL: (679)3316955  
FAX: (679)3310357  
4TH FLOOR, TAKAYAWA BUILDING, 280 TOORAK RD, SUVA, FIJI  
P. O. BOX 2550, GOVERNMENT BUILDINGS  
SUVA, REPUBLIC OF FIJI  
TEL: (679)3316955  
FAX: (679)3310357 | YES |
| FIGURE 29 | DIGITAL IMAGE| MARIST CONVENT SCHOOL, LEVUKA TOWN             | 2010  | MARGARET COCHRAN       | DEPARTMENT OF NATIONAL HERITAGE, CULTURE AND ARTS | SUVA, REPUBLIC OF FIJI  
TEL: (679)3316955  
FAX: (679)3310357  
4TH FLOOR, TAKAYAWA BUILDING, 280 TOORAK RD, SUVA, FIJI  
P. O. BOX 2550, GOVERNMENT BUILDINGS  
SUVA, REPUBLIC OF FIJI  
TEL: (679)3316955  
FAX: (679)3310357 | YES |
| FIGURE 30 | DIGITAL IMAGE| CURRENT WORLD WAR 1 MONUMENT SITE OF CAKOBAU'S FORMER PARLIAMENT | 2010  | MARGARET COCHRAN       | DEPARTMENT OF NATIONAL HERITAGE, CULTURE AND ARTS | SUVA, REPUBLIC OF FIJI  
TEL: (679)3316955  
FAX: (679)3310357  
4TH FLOOR, TAKAYAWA BUILDING, 280 TOORAK RD, SUVA, FIJI  
P. O. BOX 2550, GOVERNMENT BUILDINGS  
SUVA, REPUBLIC OF FIJI  
TEL: (679)3316955  
FAX: (679)3310357 | YES |
| FIGURE 31 | DIGITAL IMAGE| ROYAL HOTEL                                     | 1895  | UNKNOWN               | FIJI MUSEUM     | THURSTON GARDENS, P. O. BOX 2023, GOVERNMENT BUILDINGS  
SUVA, REPUBLIC OF FIJI  
TEL: (679)3315944/3315043  
FAX: (679)3305143 | NO |
| FIGURE 32 | DIGITAL IMAGE| ROYAL HOTEL                                     | 2010  | RAHKEL MERCY          | DEPARTMENT OF NATIONAL HERITAGE, CULTURE & ARTS | SUVA, REPUBLIC OF FIJI  
TEL: (679)3316955  
FAX: (679)3310357  
4TH FLOOR, TAKAYAWA BUILDING, 280 TOORAK RD, SUVA, FIJI  
P. O. BOX 2550, GOVERNMENT BUILDINGS  
SUVA, REPUBLIC OF FIJI  
TEL: (679)3316955  
FAX: (679)3310357 | YES |
| FIGURE 33 | DIGITAL IMAGE| LEVUKA WHARF FROM SOUTHERN END OF TOWN          | UNKNOWN | UNKNOWN               | FIJI MUSEUM     | THURSTON GARDENS, P. O. BOX 2023, GOVERNMENT BUILDINGS  
SUVA, REPUBLIC OF FIJI | NO |
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<td>FIGURE 34</td>
<td>DIGITAL</td>
<td>GOVERNMENT ADMINISTRATIVE CENTRE</td>
<td>1876/7</td>
<td>UNKNOWN</td>
<td>FIJI MUSEUM</td>
<td>THURSTON GARDENS, P. O. BOX 203, GOVERNMENT BUILDINGS</td>
<td>NO</td>
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<td></td>
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<td>FIGURE 35</td>
<td>DIGITAL</td>
<td>NASOVA HOUSE 2010</td>
<td>2010</td>
<td>VANE SERUVAKULA</td>
<td>DEPARTMENT OF NATIONAL HERITAGE, CULTURE AND ARTS</td>
<td>4TH FLOOR, TAKAYAWA BUILDING, 280 TOORAK RD, SUVA, FIJI</td>
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<td>IMAGE</td>
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<td>P. O. BOX 2550, GOVERNMENT BUILDINGS</td>
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<td>FIGURE 36</td>
<td>DIGITAL</td>
<td>SITE OF DEED OF CESSION AT NASOVA, LEVUKA</td>
<td>2010</td>
<td>VANE SERUVAKULA</td>
<td>DEPARTMENT OF NATIONAL HERITAGE, CULTURE AND ARTS</td>
<td>4TH FLOOR, TAKAYAWA BUILDING, 280 TOORAK RD, SUVA, FIJI</td>
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<td>IMAGE</td>
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<td>P. O. BOX 2550, GOVERNMENT BUILDINGS</td>
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<td>FIGURE 37</td>
<td>DIGITAL</td>
<td>DETAIL STEPS AND BRIDGE LEADING UP TO BABA SETTLEMENT</td>
<td>2010</td>
<td>MARGARET COCHRAN</td>
<td>DEPARTMENT OF NATIONAL HERITAGE, CULTURE AND ARTS</td>
<td>4TH FLOOR, TAKAYAWA BUILDING, 280 TOORAK RD, SUVA, FIJI</td>
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<td>IMAGE</td>
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<td>FIGURE 38</td>
<td>DIGITAL</td>
<td>LEVUKA TOWN WHARF SEEN FROM PEAKS</td>
<td>2010</td>
<td>RAHKEL MERCY</td>
<td>DEPARTMENT OF NATIONAL HERITAGE, CULTURE AND ARTS</td>
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<td>FIGURE 39</td>
<td>DIGITAL</td>
<td>POST OFFICE AND CUSTOMS BUILDING</td>
<td>1994</td>
<td>TIMOTHY HUBBARD</td>
<td>HERITAGE MATTERS PTY. LTD.</td>
<td>P. O. BOX 261 PORT FAIR VICTORIA 3284 AUSTRALIA</td>
<td>YES</td>
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<td></td>
<td>IMAGE</td>
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<td>FIGURE 40</td>
<td>DIGITAL</td>
<td>LOMAIVITI PROVINCIAL OFFICE</td>
<td>2010</td>
<td>MARGARET COCHRAN</td>
<td>DEPARTMENT OF NATIONAL HERITAGE, CULTURE AND ARTS</td>
<td>4TH FLOOR, TAKAYAWA BUILDING, 280 TOORAK RD, SUVA, FIJI</td>
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<td>CAPTAIN ROBBIE’S BUNGALOW AT THE ROYAL HOTEL</td>
<td>2010</td>
<td>RAHKEL MERCY</td>
<td>DEPARTMENT OF NATIONAL HERITAGE, CULTURE AND ARTS</td>
<td>4TH FLOOR, TAKAYAWA BUILDING, 280 TOORAK RD, SUVA, FIJI</td>
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<td>DIGITAL</td>
<td>FORMER MH BOND STORE CURRENTLY SUPREME SUPERCHEAP</td>
<td>2010</td>
<td>VANE SERUVAKULA</td>
<td>DEPARTMENT OF NATIONAL HERITAGE, CULTURE AND ARTS</td>
<td>4TH FLOOR, TAKAYAWA BUILDING, 280 TOORAK RD, SUVA, FIJI</td>
<td>YES</td>
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<td></td>
<td>IMAGE</td>
<td>COMMUNITY CENTRE, FORMER MH STORE</td>
<td>2010</td>
<td>VANE SERUVAKULA</td>
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<td>HENNINGS’S RESIDENCE</td>
<td>1994</td>
<td>TIMOTHY HUBBARD</td>
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<td>P. O. BOX 261 PORT FAIRY VICTORIA 3284 AUSTRALIA</td>
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<td>DIGITAL</td>
<td>LEVUKA PUBLIC SCHOOL</td>
<td>2010</td>
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<td>DEPARTMENT OF NATIONAL HERITAGE, CULTURE AND ARTS</td>
<td>4TH FLOOR, TAKAYAWA BUILDING, 280 TOORAK RD, SUVA, FIJI</td>
<td>YES</td>
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<tr>
<td></td>
<td>IMAGE</td>
<td>REMAINDER OF THE LODGE POLYNESIA NASONIC HALL BURNT</td>
<td>2010</td>
<td>RAHKEL MERCY</td>
<td>DEPARTMENT OF NATIONAL HERITAGE, CULTURE AND ARTS</td>
<td>4TH FLOOR, TAKAYAWA BUILDING, 280 TOORAK RD, SUVA, FIJI</td>
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<td>FIGURE 47</td>
<td>DIGITAL IMAGE</td>
<td>THREE (3) COTTAGES OPPOSITE THE ROYAL HOTEL</td>
<td>2010</td>
<td>VANE SERUVAKULA</td>
<td>DEPARTMENT OF NATIONAL HERITAGE, CULTURE AND ARTS</td>
<td>4TH FLOOR, TAKAYAWA BUILDING, 280 TOORAK RD, SUVA, FIJI</td>
<td>YES</td>
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<td>FIGURE 48</td>
<td>DIGITAL IMAGE</td>
<td>WORKER'S BARRACKS IN 1876</td>
<td>1876</td>
<td>UNKNOWN</td>
<td>FIJI MUSEUM</td>
<td>THURSTON GARDENS, P. O. BOX 2023, GOVERNMENT BUILDINGS SUVA, REPUBLIC OF FIJI</td>
<td>NO</td>
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<td>FIGURE 49</td>
<td>DIGITAL IMAGE</td>
<td>QUEEN VICTORIA MEMORIAL HALL (LEVUKA TOWN HALL)</td>
<td>1994</td>
<td>TIMOTHY HUBBARD</td>
<td>HERITAGE MATTERS PTY. LTD.</td>
<td>P. O. BOX 261 PORT FAIRY VICTORIA 3284 AUSTRALIA</td>
<td>YES</td>
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<td>FIGURE 50</td>
<td>DIGITAL IMAGE</td>
<td>PORTS AUTHORITY BUILDING</td>
<td>2010</td>
<td>MARGARET COCHRAN</td>
<td>DEPARTMENT OF NATIONAL HERITAGE, CULTURE AND ARTS</td>
<td>4TH FLOOR, TAKAYAWA BUILDING, 280 TOORAK RD, SUVA, FIJI</td>
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<td>FIGURE 51</td>
<td>DIGITAL IMAGE</td>
<td>OVALAU CLUB</td>
<td>1994</td>
<td>TIMOTHY HUBBARD</td>
<td>HERITAGE MATTERS PTY. LTD.</td>
<td>P. O. BOX 261 PORT FAIRY VICTORIA 3284 AUSTRALIA</td>
<td>YES</td>
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<td>FIGURE 52</td>
<td>DIGITAL IMAGE</td>
<td>LEVUKA BOWLING CLUB, LEVUKA TOWN</td>
<td>2010</td>
<td>RAHKEL MERCY</td>
<td>DEPARTMENT OF NATIONAL HERITAGE, CULTURE AND ARTS</td>
<td>4TH FLOOR, TAKAYAWA BUILDING, 280 TOORAK RD, SUVA, FIJI</td>
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<td>FIGURE 53</td>
<td>DIGITAL IMAGE</td>
<td>PATERSON BROTHERS OFFICE</td>
<td>2010</td>
<td>RAHKEL MERCY</td>
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<td>FIGURE 54</td>
<td>DIGITAL IMAGE</td>
<td>GULABDAS AND SONS STORE</td>
<td>2010</td>
<td>VANE SERUVAKULA</td>
<td>DEPARTMENT OF NATIONAL HERITAGE, CULTURE AND ARTS</td>
<td>4TH FLOOR, TAKAYAWA BUILDING, 280 TOORAK RD, SUVA, FIJI P. O. BOX 2550, GOVERNMENT BUILDINGS SUVA, REPUBLIC OF FIJI TEL: (679)3316955 FAX: (679)3310357</td>
<td>YES</td>
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<td>FIGURE 55</td>
<td>DIGITAL IMAGE</td>
<td>CLUB DANCE AT LEVUKA VILLAGE</td>
<td>1840</td>
<td>BARON VON HUGEL</td>
<td>FIJI MUSEUM</td>
<td>THURSTON GARDENS, P. O. BOX 2023, GOVERNMENT BUILDINGS SUVA, REPUBLIC OF FIJI TEL: (679)3315944/3315043 FAX: (679)3305143</td>
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<td>FIGURE 56</td>
<td>DIGITAL IMAGE</td>
<td>BEACH STREET IN THE 1960s AND CURRENT VIEW</td>
<td>1960 &amp; 2011</td>
<td>NATIONAL ARCHIVES &amp; STEVE REID</td>
<td>NATIONAL ARCHIVES OF FIJI</td>
<td>25 CARNAVON ST. SUVA, P.O.BOX 2125 GOVT. BUILDINGS, SUVA, REPUBLIC OF FIJI TEL: (679) 3304144 FAX: (679) 3307006</td>
<td>YES</td>
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<td>FIGURE 57</td>
<td>DIGITAL IMAGE</td>
<td>ROYAL HOTEL</td>
<td>1960</td>
<td>NATIONAL ARCHIVES</td>
<td>NATIONAL ARCHIVES OF FIJI</td>
<td>25 CARNAVON ST. SUVA, P.O.BOX 2125 GOVT. BUILDINGS, SUVA, REPUBLIC OF FIJI TEL: (679) 3304144 FAX: (679) 3307006</td>
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<td>FIGURE 58</td>
<td>DIGITAL IMAGE</td>
<td>ROYAL HOTEL</td>
<td>2011</td>
<td>STEVE REID</td>
<td>DEPARTMENT OF NATIONAL HERITAGE, CULTURE &amp; ARTS</td>
<td>4TH FLOOR, TAKAYAWA BUILDING, 280 TOORAK RD, SUVA, FIJI P. O. BOX 2550, GOVERNMENT BUILDINGS SUVA, REPUBLIC OF FIJI TEL: (679)3316955 FAX: (679)3310357</td>
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<td>FIGURE 59</td>
<td>DIGITAL IMAGE</td>
<td>STAFF OF FIJI MUSEUM NATIONAL TRUST AND DEPARTMENT AT GIS MAPPING TRAINING</td>
<td>2011</td>
<td>VACISEVA KULI</td>
<td>DEPARTMENT OF NATIONAL HERITAGE, CULTURE &amp; ARTS</td>
<td>4TH FLOOR, TAKAYAWA BUILDING, 280 TOORAK RD, SUVA, FIJI P. O. BOX 2550, GOVERNMENT BUILDINGS</td>
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<td>DIGITAL IMAGE</td>
<td>HERITAGE PANELS IN LEVUKA, AN INITIATIVE OF THE TOWN COUNCIL</td>
<td>2010</td>
<td>ANASEINI KALOUGATA</td>
<td>DEPARTMENT OF NATIONAL HERITAGE, CULTURE &amp; ARTS</td>
<td>SUVA, REPUBLIC OF FIJI TEL: (679)3316955 FAX: (679)3310357</td>
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<td>FIGURE 61</td>
<td>DIGITAL IMAGE</td>
<td>20TH CENTURY COLONIAL PORT TOWN OF LEVUKA</td>
<td>UNKNOWN</td>
<td>UNKNOWN</td>
<td>FIJI MUSEUM</td>
<td>THURSTON GARDENS, P. O. BOX 2023, GOVERNMENT BUILDINGS SUVA, REPUBLIC OF FIJI TEL: (679)3315944/3315043 FAX: (679)3305143</td>
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<td>DIGITAL IMAGE</td>
<td>SOLOMON ISLAND AND NI-VANUATU MIGRANT COMMUNITIES IN LEVUKA</td>
<td>UNKNOWN</td>
<td>UNKNOWN</td>
<td>FIJI MUSEUM (MARGARET PURSER)</td>
<td>THURSTON GARDENS, P. O. BOX 2023, GOVERNMENT BUILDINGS SUVA, REPUBLIC OF FIJI TEL: (679)3315944/3315043 FAX: (679)3305143</td>
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<td>DIGITAL IMAGE</td>
<td>MARITIME EXPANSION IN THE PACIFIC</td>
<td>UNKNOWN</td>
<td>UNKNOWN</td>
<td>FIJI MUSEUM (MARGARET PURSER)</td>
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<td>DIGITAL IMAGE</td>
<td>AN ASSEMBLAGE OF ARTIFACTS FROM ARCHAEOLOGICAL EXCAVATIONS IN LEVUKA</td>
<td>2010</td>
<td>ANASEINI KALOUGATA</td>
<td>DEPARTMENT OF NATIONAL HERITAGE, CULTURE &amp; ARTS</td>
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<td>DIGITAL IMAGE</td>
<td>KIM PAK KUM LOONG WINE AND DINE RESTAURANT</td>
<td>2011</td>
<td>STEVE REID</td>
<td>DEPARTMENT OF NATIONAL HERITAGE, CULTURE &amp; ARTS</td>
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<td>WHALES TALE RESTAURANT ALONG BEACH STREET</td>
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<td>FIGURE 67</td>
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<td>FIGURE 68</td>
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<td>FIGURE 69</td>
<td>DIGITAL IMAGE</td>
<td>FORMER BURNS PHILIP COPRA SHED, NOW CARPENTERS HARDWARE</td>
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<td>4TH FLOOR, TAKAYAWA BUILDING, 280 TOORAK RD, SUVA, FIJI P. O. BOX 2550, GOVERNMENT BUILDINGS SUVA, REPUBLIC OF FIJI TEL: (679)3316955 FAX: (679)3310357</td>
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<td>FIGURE 72</td>
<td>DIGITAL IMAGE</td>
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<td>FIGURE 76</td>
<td>DIGITAL IMAGE</td>
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<td>FIGURE 80</td>
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<td>FIGURE 84</td>
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<td>STEVE REID</td>
<td>DEPARTMENT OF NATIONAL HERITAGE, CULTURE &amp; ARTS</td>
<td>4TH FLOOR, TAKAYAWA BUILDING, 280 TOORAK RD, SUVA, FIJI</td>
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<td>FIGURE 85</td>
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<td>FIGURE 86</td>
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<td>FIGURE 87</td>
<td>DIGITAL IMAGE</td>
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<td>FIGURE 88</td>
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<td>MASONIC LODGE – BURNT IN 2000</td>
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<td>FIGURE 89</td>
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<td>THREE BUNGALOWS LOCATED ADJACENT TO</td>
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<td>DEPARTMENT OF NATIONAL HERITAGE, CULTURE &amp; ARTS</td>
<td>4TH FLOOR, TAKAYAWA BUILDING, 280 TOORAK RD, SUVA, FIJI</td>
<td>P. O. Box 2550, Government Buildings SUVA, Republic of Fiji TEL: (679)3316955 FAX: (679)3310357</td>
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<td>FIJI P. O. BOX 2550, GOVERNMENT BUILDINGS SUVA, REPUBLIC OF FIJI TEL: (679)3316955 FAX: (679)3310357</td>
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<td>FIGURE 90</td>
<td>DIGITAL IMAGE</td>
<td>ONE OF FEW WORKERS HOUSES LOCATED ALONG TOTOGO CREEK</td>
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<td>FIGURE 91</td>
<td>DIGITAL IMAGE</td>
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<td>FIGURE 92</td>
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<td>FIGURE 93</td>
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<td>FIGURE 94</td>
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<td>FIGURE 96</td>
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Table 33: Inventory of Images
### 7B. TEXTS RELATING TO PROTECTIVE DESIGNATION, COPIES OF MANAGEMENT PLANS AND OTHER RELEVANT PLANS

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<td>Ovalau in relation to Lomaiviti Province</td>
<td>Rolled Attachment D</td>
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<td>Levuka Town in relation to Ovalau Island</td>
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<td>Levuka Town in relation to Ovalau Island overlay with topographic layer.</td>
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<td>Preservation of Objects of Archaeological and Palaeontological Interest Act [Cap. 264]</td>
<td>4 Vol/2/2</td>
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<td>Town and Country Planning Act [Cap 139]</td>
<td>5 Vol/2/2</td>
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<td>Protective Designation</td>
<td>Environment Management Act 2005</td>
<td>6 Vol/2/2</td>
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<td>Levuka Town Council Strategic Plan 2010 – 2015</td>
<td>7 Vol/2/2</td>
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<td>National Trust of Fiji Strategic Plan 2008 - 2012</td>
<td>9 Vol/2/2</td>
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<td>Existing Plans Related To Municipality And Region Where Levuka Is Located</td>
<td>National Trust of Fiji – Development Guidelines for Heritage Places, November 2008</td>
<td>10 Vol/2/2</td>
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<td>Existing Plans Related To Municipality And Region Where Levuka Is Located</td>
<td>Fiji Tourism Development Plan 2007 - 2016</td>
<td>11 Vol/2/2</td>
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**Table 34: Attachments to the Levuka Nomination**
7C. FORM AND DATE OF MOST RECENT INVENTORY OF LEVUKA

The 1994 James and Hubbard Report\textsuperscript{55} contain individual assessments (Volume II) of Levuka Town’s built heritage. At the time of this Nomination, this is the latest inventory of the town’s built heritage. However, there are plans to update this inventory by the Government of Fiji through the Department of National Heritage, Culture and Arts in 2012 - 13.

Also a draft inventory of structures and landscape features in the town is provided in the 2006 ACCU Report by Kyushu University. The 2006 ACCU Report contains an inventory of Levuka buildings, steps, drains, trees, and other landscape elements contained within the Historical Port Town; this complements, and is more recent than the 1994 James and Hubbard Report.

7D. ADDRESS WHERE INVENTORY, RECORDS AND ARCHIVES ARE HELD

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Level 4 Takayawa Building, 280 Toorak Rd, Suva, Republic of Fiji
P. O. Box 2550, Government Buildings, Suva, Republic of Fiji
Telephone: (679) 3316955/3316956/3316957
Fax: (679) 3310357

\textsuperscript{55} Volume I and II - James, Peter (HJM Consultants) and Hubbard, Timothy. \textit{Levuka: Heritage Conservation Study}, 1994. Canberra, Hobart and Melbourne: Department of Town and Country Planning and the Pacific Area Travel Association (Fiji Chapter) through the PATA Foundation.
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Charleston history - [http://www.cr.nps.gov/nr/travel/charleston/community.htm](http://www.cr.nps.gov/nr/travel/charleston/community.htm)

Chennai (Madras) history - [http://www.geographia.com/malaysia/pehistory.html](http://www.geographia.com/malaysia/pehistory.html)


Colonial Virginia - [http://www.usahistory.info/southern/Virginia.html](http://www.usahistory.info/southern/Virginia.html)


Goa history - [http://www.gotourism.org/About_Goa/goa_intro.htm](http://www.gotourism.org/About_Goa/goa_intro.htm)

Halifax history - [http://www.halifaxinfo.com/](http://www.halifaxinfo.com/)


History of Dunedin - [http://www.cityofdunedin.com/city/?page=about_history](http://www.cityofdunedin.com/city/?page=about_history)

History of Gambia - [http://gambiainformation.tripod.com/gambia-history.html](http://gambiainformation.tripod.com/gambia-history.html)


Malacca history - [http://www.geographia.com/malaysia/malhistory.html](http://www.geographia.com/malaysia/malhistory.html)


Penang history - [http://www.geographia.com/malaysia/pehistory.html](http://www.geographia.com/malaysia/pehistory.html)


Port Fairy history - [http://www.port-fairy.com/history.htm](http://www.port-fairy.com/history.htm)


Port Royal - [http://www.portroyal.org/](http://www.portroyal.org/)

Ports of Auckland history - [http://www.poal.co.nz/about/historyauckland.htm](http://www.poal.co.nz/about/historyauckland.htm)


Savannah history - [http://www.nationalmathtrail.org/Math%20Trail%20Site%20folder%2066/alittlebitofsavannahhistory.html](http://www.nationalmathtrail.org/Math%20Trail%20Site%20folder%2066/alittlebitofsavannahhistory.html)

Sierra Leone - [http://us-africa.tripod.com/sierra.html](http://us-africa.tripod.com/sierra.html)


Valparaiso Chile - [http://www.rutavalparaiso.cl/web/index_en.htm](http://www.rutavalparaiso.cl/web/index_en.htm)
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<table>
<thead>
<tr>
<th>INSTITUTION</th>
<th>ADDRESS</th>
</tr>
</thead>
</table>
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P. O. Box 2023, Government Buildings, Suva, Republic of Fiji  
Telephone: (679)3315944/3315043  
Fax: (679)3305143 |
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P.O.Box 2089, Suva, Republic of Fiji  
Telephone: (679) 3314593/ 3301807  
Fax: 3305092 |
<p>| Department of Town  | The Director |</p>
<table>
<thead>
<tr>
<th>Institution</th>
<th>Contact Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>and Country Planning</td>
<td>1st Floor, FFA House, Gladstone Street, Suva, Republic of Fiji P. O. Box 2350, Government Buildings, Suva, Republic of Fiji Telephone: (679)3305336 Fax: (679)3304840</td>
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<tr>
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<td>The Special Administrator Levuka Town Council Levuka, Republic of Fiji Telephone: (679)3440014 Fax: (679)3440288</td>
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</tr>
<tr>
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</tr>
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</tr>
<tr>
<td>iTaukei Land Trust Board</td>
<td>The General Manger 431 Victoria Parade, Suva, Republic of Fiji G.P.O Box 116, Suva, Republic of Fiji Telephone: (679)3312733 Fax: (679)3312014</td>
</tr>
</tbody>
</table>

Table 35: Local Institution partners and involved in the preparation of nomination
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Contact Name: Peni Cavuilagi

Email (enquiries): culture_heritage@connect.com.fj
CHAPTER 9 SIGNATURE ON BEHALF OF THE STATE PARTY

[AMBASSADOR FILIPE N. BOLE]
[MINISTER FOR EDUCATION, NATIONAL HERITAGE, CULTURE & ARTS, YOUTH AND SPORTS]
[MINISTER FOR LABOUR, INDUSTRIAL RELATIONS AND EMPLOYMENT]

For the REPUBLIC OF FIJI

[DATE]
The Republic of Fiji

LEVUKA HERITAGE MANAGEMENT PLAN

Beach Street, Levuka Town, Ovalau, The Republic of Fiji
Levuka Heritage Management Plan
Prepared by the Department of National Heritage, Culture and Arts,
Ministry of Education, National Heritage, Culture and Arts, Youth and Sports
The Republic of Fiji.

This Plan was prepared during November 2009 to July 2010 as one of the requirements for the nomination of Levuka as a World Heritage Site. The Plan is prepared in accordance with the Draft Fiji World Heritage Decree 2011 and the 2008 Operational Guidelines for the implementation of the World Heritage Convention 1972.
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Levuka Historical Port Town
SUMMARY

The Levuka Heritage Management Plan has been prepared for the historic town of Levuka and the island of Ovalau, to meet both Fiji's and the UNESCO World Heritage Committee's requirements for the management of heritage places of national significance and with outstanding universal value. It sets out how this will be done under ten objectives.

The Management Plan is approved by the Cabinet of the Government of Fiji Islands. It represents not just Government's commitment to cultural heritage management to achieve sustainable social and economic benefits, but has been prepared in consultation with the many stakeholders involved.

The Plan is written to conform to the draft Fiji World Heritage Decree 2011. It draws on the experience of more than fifteen years active management of Levuka's heritage, and brings together best practice management from Fiji, and elsewhere, especially New Zealand and Australia, where there are similar challenges.

Levuka's most tangible expression of cultural heritage are the European buildings of the colonial port era but Levuka and the rest of Ovalau are also rich cultural landscapes with traditions and archaeological sites dating back many hundreds of years.

Levuka as Fiji's first major trading port, site of cession to Great Britain, old Capital, and the site of many national and Pacific island 'firsts' is still a living historic town with most of its heritage places still actively used. The Plan shows how these uses can continue while cultural heritage is protected and conserved.

The Plan identifies the character and significance of the heritage of Levuka and the way in which it can be managed with that of the rest of Ovalau to benefit the whole island. It focuses management of the nominated property of Levuka Town and Port and Levuka and three related outliers and protected by the inner buffer (Levuka Catchment Buffer) and an outer buffer (Ovalau Island Buffer).

The many stakeholders with an interest in cultural heritage are identified, from property owners and Fijian villagers to townspeople and businesses, to Local, Provincial and National Government agencies. To coordinate efforts in heritage management between stakeholders, a Levuka and Ovalau Management Forum has been (will be) established. A Core Group of this Forum will be established, comprising representatives of the National Trust of Fiji; Department of National Heritage, Culture and Arts; Fiji Museum; Levuka Town Council; Lomaiviti Provincial Council; Levuka Heritage Society; Levuka and Ovalau Tourism Association; and other groups as required. The role of the Core Group is to implement the Management Plan with the support of a Senior Heritage adviser (to be appointed) and staff of the National Trust of Fiji.
The Core Group, working with the National Trust staff and the Levuka Town Council will keep the Plan under review and report on and monitor developments as required by the Fiji Government, and in the event of a successful World Heritage nomination, according to the requirements of the World Heritage Operational Guidelines.

A Levuka and Ovalau Heritage Register, (to be) available in hard copy and on the internet, will be established to provide a central information point for the otherwise widely dispersed information on heritage places. It is expected that most of the places on this local register will also be on the new Fiji Register kept by the Fiji World Heritage Council under the Fiji World Heritage Decree. These steps, together with the revision of the Levuka Town Scheme, will provide the legal framework for heritage protection.

The Plan proposes a priority project to update descriptions of the most important heritage places, including their condition so that decisions can be made about their best management. This information will provide the base information for the registers. In addition, to avoid the outright loss or lack of access to the wealth of information and research on heritage places, a hard copy and web accessible database has been (will be) established at the National Trust in Levuka, Suva and on the internet.

Fiji does not have much experience in managing the types of heritage places that characterize Levuka. The Plan therefore provides very practical management guidance in the form of the Levuka Code, in conformity with the universal standards of ICOMOS charters, adapted for Fiji. Good maintenance is identified as the highest priority work for most owners in looking after heritage places. The Plan provides general maintenance guidelines suitable for the various types of heritage places of Levuka, together with guidelines for developing maintenance plans and conservation plans for the most important buildings and more complex projects.

The Plan identifies some major threats to heritage in Levuka that cannot be fixed solely by attention to individual places. The Government will make a special effort to make progress on these issues such as the risk of fire to heritage buildings, which in the worst case could take out a significant portion of the town in one event. These issues are relatively easy to solve with good will and imagination.

The Management Plan sets out how the benefits and responsibilities of conservation of heritage of Levuka and Ovalau will be presented and promoted to the communities of the island and to visitors both Fijian and international. It sets the scene for tourism planning to build the present low levels of visitors to a level that makes a significant sustainable contribution to the island's income and becomes an important segment for Tourism Fiji to market internationally. The key projects at the heart of this are support for a new content rich web-site to provide information on the cultural and natural heritage attractions, and visitor services of Levuka and Ovalau; and for an upgrade for the visitor facilities in the Community Centre.
The Plan emphasises the opportunity computers and the internet provide for efficient and economical information management, presentation, promotion and marketing, alongside building capacity in the people of Ovalau to manage heritage places. While older conventional methods using signs, publications and displays, still have a place, they will be replaced by modern technology where possible. But there will also be a greater emphasis on building the capacity of local people to manage heritage places and visitor businesses, and to guide visitors. To minimise issues that might be caused by misunderstanding of cultural protocols and to help ensure an authentic experience for visitors the Plan includes a Levuka and Ovalau Cultural Care Code.

The Plan addresses the urgent need to build capacity within Fiji and on Ovalau across the wide range of skills required for sound heritage management. A variety of techniques is proposed, but of these the most effective will be mentoring with work on real life projects. A key job for the Heritage Adviser is to build a network of mentors to bring world best practice and adapt it to the needs of the people and heritage of Ovalau. A range of mentored priority projects will be worked on, to build skills and experience, while achieving conservation gains.

The Plan also sets out how funding and other resources will be obtained for heritage management projects. It is anticipated some ongoing work will become self-funding, especially the regular maintenance of heritage buildings, but major conservation work will require additional assistance over ten years, to be facilitated and leveraged by Government. A long-term and ongoing commitment from Government will be provided, justified by the overall social and economic benefits to Ovalau and Fiji. There will always be more work required than can be funded. The aim is to achieve a strong heritage programme on a slim budget.

In the chapters on each objective the Management Plan progressively identifies the most important work required for cultural heritage management of the town and island. These key projects are then brought together in a summarised Action Plan towards the end of the document. The Action Plan provides a framework for prioritising work between and within projects. This chapter emphasises that the most important work in Levuka is maintenance of heritage places to prolong their lives.

The Levuka Heritage Management Plan is a tool for efficient and effective management of the cultural heritage places of Levuka and Ovalau. Like any tool it needs to be kept fit for its purpose. To help achieve this, the last chapter of the Plan provides for monitoring, reporting and review. The administrative load of this work must be balanced against spending that prolongs the life of heritage places.
1.0 INTRODUCTION

1.1 CULTURAL HERITAGE OF LEVUKA AND OVALAU IN BRIEF

1.1.1 OVERVIEW

Levuka is located on the island of Ovalau, part of the Lomaiviti Province – one of the three provinces of the Eastern Division of Fiji. Levuka is the administrative centre for the Eastern Division, as well as the only commercial centre for the Lomaiviti group of islands and a transportation mode for many inter-island services.

The non-indigenous settlement of Levuka began with a small aggregation of beachcombers in the 1830s. Because of Levuka’s deep and protected harbour and exposure to the trade winds, by the 1850s it had developed into a principal port of call for European, Australian and American traders in the South Pacific. Levuka developed in the 1860s into an entrepot and commercial centre for Fiji. Trade in copra, bêche-de-mer, cotton and other commodities began to attract a stable population interested in long-term settlement in Levuka.

Yet in the 1860s, Fiji was a country in political turmoil. The migrant population in Levuka was pushing for stability in the country. Levuka played a critical role in the emergence of Fiji as a nation and a colony of Great Britain. On 10th of October 1874, Fiji was ceded to Great Britain and Levuka became the capital of Fiji.

Levuka thrived economically in its role as the colonial capital. The Royal Engineers constructed sea walls, roads and various other public amenities. The topography of Levuka exercised a strong influence in the development of the town. Development strictly limited by the topography started adjacent to Levuka Creek and spread southwards along the coast.

Newspapers, public schools, shops, churches, a bank and a municipal town council were rapidly established in 19th century Levuka, most of which are still in existence. Simultaneously, private residences were rapidly being built, particularly, in the upper surrounds of the town. Levuka’s resources, nevertheless, proved too limited for long-term visions of a national capital. Government administration was shifted to Suva on the island of Viti Levu in 1881 and Levuka’s importance waned.

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1This sub-section was extracted from the Levuka Case Study, 2000 and lightly edited. In turn the case study drew this material from James and Hubbard. Vol 1. 1994 and Burley 1999. This later reference was not rediscovered during preparation of this Plan.
As a heritage site, Levuka incorporates a remnant colonial architecture, numerous archaeological remains and a townscape without extensive modern disturbances. It is a unique resource, which illustrates the development of a community from initial settlement to colonial capital and present day, an old town struggling to survive. Levuka has retained its pattern of inter-cultural relationships, urban forms and layers of successive development until present day.

The shift of the capital from Levuka to Suva brought an abrupt halt to most economic activities in Levuka. As a result, development in Levuka since 1881 was slow and at most times stagnant and hence Levuka retains to this date, its pattern of inter-cultural relationships and a unique collection of late 19th century buildings with their architectural styles and high integrity.

Levuka is one of the best remaining examples of a town or settlement, which is reflective of the effect of European exploitation and colonisation in the South Pacific. Levuka developed along the coastline on an ad hoc basis, typical of many towns in the South Pacific, but Levuka is unique in that it has managed to retain a high degree of authenticity and a wealth of old buildings.

The cultural or intangible history of Levuka is also multi layered and it is still reflected in the cultural diversity of Levuka today. The indigenous people moved to occupy Levuka approximately 3500 years ago, followed by the rapid in migration by the Europeans in the 1800s and the later settlement by the indentured Indian labourers who at the expiry of their contracts settled in Levuka where they took up commercial interests.

Over the years, Levuka has experienced a gradual increase in tourism but this is slow and in its current state incapable of providing for the long-term conservation of Levuka. Levuka lacks the scenic beaches typical of many other places in Fiji and the primary attraction for Levuka is its colonial heritage.

In 1987, the Government of Fiji declared Levuka a Historic Town of both regional and national significance. However, it must be noted that the attraction to Levuka is not limited to the historic town only. There is a rich and diverse cultural record of the prehistory of Fiji (before the colonisation of Fiji by the Europeans) in areas adjacent to the town.

The interior of Levuka town has substantial physical evidence of prehistoric settlement and hill fortification. The most famous and best preserved of these (to date) is the Korolevu Hill Fort.

The later history of Levuka complements the prehistory of Ovalau in that it lends another cultural resource of potential benefit to tourism in Levuka. And not just on land - a maritime archaeological investigation of the Levuka harbour has revealed the presence of a number of 19th century shipwrecks.

Levuka is a site with a rich cultural history that is prominently reflected in its tangible (the townscape) and to a lesser extent in its intangible (i.e. cultural and social) heritage. The evidence of the physical and cultural history of Levuka gives it a very unique and special place in Fiji’s and the Pacific’s history.
1.1.2 AUTHENTICITY AND INTEGRITY

Levuka has a long history of commerce and trade, and its prosperity has ebbed and flowed with the international demand for bêche-de-mer, sandalwood, sugar, copra and tinned fish. The layered history of the town, when peeled back, reveals sites, buildings and structures that reflect this history over nearly two centuries.

Each facet of the history of the place has left its mark, from the archaeological remains of indigenous settlements, to the churches of early Christian missions, to the prosperity represented by the Town Hall of 1898, the business premises on Beach Street, the copra sheds of the 1920s and the fish canning factory of recent times. There is no fixed time in this continuum, and no physical form for the town, that can be settled on as the iconic town of Levuka.

If the history of the place is seen as coming through to the present day, then the authentic town is the one that exists today, and its authenticity is therefore high. It is certainly a place where its attributes are ‘truthfully and credibly expressed through … form and design; materials and substance; use and function; traditions, techniques and management systems; location and setting; language, and other forms of intangible heritage; spirit and feeling’. If these things have been lost or disguised in any way, then it has been on a small scale.

The integrity of a place is a measure of the wholeness and intactness of the natural and/or cultural heritage and its attributes. The character of Levuka is determined by the 19th century layout and much of the infrastructure and architecture of the place, and by its natural setting. Anything built later (with exceptions noted in the next paragraph) has been quietly subsumed into the fabric of the town, so that today it meets the general test of integrity as a reasonably prosperous historic town.

The town does, however, suffer to some extent from adverse effects of development and/or neglect. The adverse affects of development, in a townscape sense, are concentrated at the south end of the town, where the PAFCO factory and the FEA generator building (and the smells and noise they generate) contrast with the ambience of the rest of the town. These are dealt with separately in later sections. The adverse affects of neglect can be seen in some empty buildings and in deferred or inappropriate maintenance in others. These matters too are dealt with in later sections.

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2 Quoted from the Operational Guidelines, clause 81.
3 Quoted from the Operational Guidelines, clause 88.
1.1.3 PRESENT STATE OF CONSERVATION

The infrastructure and buildings of Levuka, as in most towns, vary in their condition from excellent to poor. Some buildings are very well maintained and are functioning smoothly, while others lie neglected and unused; of the neglected ones, none appear to be threatened with collapse.

The state of the town as a whole is that most buildings are in reasonable condition, and are functioning in their intended use; many need small-scale repairs and maintenance carried out; and some that are presently unused would benefit from upgrading and a new use being found.

As part of the registration process recommended for the main heritage buildings in the Plan at Section 2.5 an updated condition assessment for each will be included.

1.1.4 FACTORS AFFECTING HERITAGE

The main risk factors for heritage in Levuka and Ovalau are introduced here but dealt with in more detail in other sections of the Management Plan as noted.

The single biggest factor adversely affecting heritage places in Levuka is lack of good maintenance and basic repairs. This is exacerbated by the moist and salty tropical environment creating ideal conditions for decay of wood and corrosion of metals. And sometimes when repairs have been undertaken they have not been effective, or have diminished heritage values. A section of the Management Plan provides advice on building and other structure maintenance, according to internationally recognised conservation principles.

Next to poor maintenance, fire is the biggest risk for heritage buildings and in the early years of the town years there were some catastrophic fires. Even now, with a modern fire service there are still losses from fire, although the brigade is good at preventing spread to adjacent buildings. The Plan proposes further work on fire risk and prevention to detail a programme of reducing fire risk to a minimum. All buildings will benefit from improved fire protection and life safety would be enhanced.

There have also been losses due to careless demolition and adaptation. Again the Plan sets up a system of advice to help prevent this, backed by the legal framework of the draft Fiji World Heritage Decree 2011 and a proposed revision of the Levuka Town Scheme. In most cases careful repair and adaptation of existing buildings will be more economic for owners than demolition and building new.

Where new building or major new work is proposed the Plan assists by setting out Development Guidelines, which if followed will ensure the heritage character of Levuka is maintained.

Nature disasters such as tropical cyclones, flooding, and landslides have severely damaged or destroyed buildings in Levuka and on Ovalau many times in the past. Fortunately many of the remaining heritage buildings are well built and if kept maintained can withstand severe events with sometimes only minor damage. Keeping the catchments
behind Levuka in good condition, the sea wall well maintained and the drains and creek channels clear of debris will each help alleviate risks. The sea wall has been upgraded adjacent to the main business area of Levuka but this work needs to be extended north and south of town. A good sea wall will reduce the risk of damage from moderate tsunamis. For heritage buildings that do require minor or major repairs after natural disasters the Management Plan provides very practical advice.

Earthquakes are a relatively low level of risk for Levuka's largely single story heritage buildings. Some buildings however may require seismic strengthening as discussed in Section 4.6.4.

One often talked about pressure on heritage that of tourism is unlikely to be a real problem in Levuka. While tourism development can provide an additional source of employment and income on the island, the lack of good beaches and remoteness means that most visitors will come because of heritage. Tourism handled well, will improve services and amenities not just for visitors, but also for locals. These sorts of visitors will not come if heritage is not well managed. The biggest adverse impact of tourism could be cultural and to guard against this the Plan includes a Levuka and Ovalau Cultural Code.

There are two major problems in Levuka; these are the odour from the PAFCO fish factory and the noise from the FEA electricity plant. These problems are reducing property values and preventing full use of the neighboring heritage buildings. There are technical solutions to both these problems and Government is committed to working with the managers to achieve them. These matters are dealt with in the Plan at Section 4.6.5.

1.2 PAST MANAGEMENT AND STUDY OF CULTURAL HERITAGE

The management of the cultural heritage of the historic town of Levuka and elsewhere on Ovalau has been the focus of attention since at least the 1970s (Tourism Development Programme for Fiji, 1973, Belt Collins and Associates). Following the recommendations of a PATA (Pacific Asia Travel Association) Task Force Study of Levuka in 1984/85, a new town planning scheme taking account of heritage was prepared for the town. In 1987 the scheme was approved, along with the Government declaring Levuka was to be a Historic Town.

Other initiatives proposed in the PATA report were followed through by the National Trust for Fiji, the Fiji Museum and the Levuka Historical and Preservation Society, working with national and local government and the local community.

A major step forward then occurred with the undertaking of a two part study of Levuka's heritage by Peter James and Timothy Hubbard in 1993 and 1994 (otherwise known as the James and Hubbard Report). This study has provided guidance now for over 15 years and many of the recommendations of Vol I, Conservation Plan & Conservation Guidelines, has either been implemented or is still relevant today.
Vol. II of James and Hubbard was a place-by-place systematic site inventory and analysis of significance of over 100 buildings of Levuka and related sites on Ovalau: Draft, Volume Two, Data-sheets. This was partially updated by the Fiji Museum in 2006.

Virtually all subsequent heritage studies and work at Levuka and elsewhere on Ovalau has drawn on the work of James and Hubbard. (The source has not always been acknowledged in later reports).

Since 1994 there have been many studies and much paper produced and while much of this work contributes to better knowledge and planning for Levuka, there has been frustration, especially within the local community, at a relative 'lack of action' on the ground, especially since the last full time Levuka Town Council Heritage Adviser finished in 2000.

A characteristic of the history of the management of heritage over the last almost 30 years in Levuka has been the enthusiastic involvement of local town's people, working with the Levuka Town Council, National Trust, Fiji Museum and more recently the Department of National Heritage, Culture and Arts.

Despite frustrations about progress, when reviewed in summary there have been many heritage projects undertaken. The fine book, Levuka, Where it all Began, 2000 with contributions from many local people is the best single source of information on the history of Levuka from the pre-European Fijian story to the date of publication, and the story of heritage management.

The following section details the most significant past studies and plans for Levuka and Ovalau. The Management Plan has benefited immensely from these past efforts and rather than 'reinventing the wheel' has drawn freely on this past work where it is still applicable.

In order to make sure this past work is acknowledged, because much of it is still relevant for the future, and because the Management Plan team often had considerable trouble locating material, the Plan summarises its relevance below and specifies a key project to create an accessible database for future users.

### 1.2.1 SIGNIFICANT PREVIOUS WORK

This section lists past significant reports and publications, contributions by community, staff and researchers, in chronological order.

**BELT, COLLINS REPORT 1973**

BELT, COLLINS AND ASSOCIATES, HISTORIC LEVUKA, IN: TOURISM DEVELOPMENT PROGRAMME FOR FIJI. 1973. SUVA: UNITED NATIONS DEVELOPMENT PROGRAMME, INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPMENT, AND GOVERNMENT OF FIJI.

This report has not been found, but it was apparently important in bringing attention to Levuka and leading to subsequent PATA studies and support for Levuka.

**PATA REPORT 1985**
This report has not been able to be found, but was apparently comprehensive and led to work by the Department of Town and Country Planning and Levuka Town Council resulting in 1987 Government declaring Levuka a Historic Town and to a new, and still current though dated, town planning scheme for Levuka. All its recommendations would have been reviewed and those still relevant picked up by the later James and Hubbard work, partly sponsored by PATA.

**Levuka Town Planning Scheme 1987**

JADURAM, R. LEVUKA TOWN PLANNING SCHEME. 1987. DIRECTORATE OF TOWN AND COUNTRY PLANNING, SUVA.

There are three parts to this Scheme: A (draft) Report of Survey; a volume of General Provisions with a Zoning Plan; and a Scheme Statement with Zoning Plan. The scheme is still current though dated.

The Survey has comprehensive information on the social and physical character setting of Levuka in the context of Ovalau and the rest of Lomaiviti. While dated, some of the Survey information is still relevant and much is of now of considerable historic value.

The Scheme Statement adopted many recommendations of the PATA Report 1984 with the intention they be adopted by Council (or in some cases by Departments).

The link between these recommendations, and planning and other decisions made by Council is somewhat unclear and a review of the Town Scheme to follow the provisions of this Management Plan is now required.

**Vol. I. and Vol. II. James and Hubbard 1994:**


The two James and Hubbard reports have proved to be the best foundation documents for preparation of the Management Plan. In particular, Vol I has been drawn on freely and some sections have been copied, with updating as required and adopted for this Plan. This copying has been undertaken with the agreement of Peter James, Timothy Hubbard and the Fiji Government. Since 1994, many of the Vol I recommendations have been followed through by the Fiji Government and Levuka Town Council. Most recommendations are still relevant today and have been incorporated in the provisions of this Plan as required.

The original 1994 Vol II Data sheets report has not been found but an e-copy has been found of the 2005 update by the Fiji Museum. This details some 100 heritage places in and
around Levuka and appears to be close to the likely original text but with updated photographs. The most useful section of the sheets now is the short histories of each building. This inventory does need to be brought up to date and the Plan proposes how this should be done.

THE INTEGRATED RESOURCE MANAGEMENT PLAN 1996

CABANIUK, STEFAN, PREPARED BY. AN INTEGRATED RESOURCE MANAGEMENT PLAN FOR OVALAU ISLAND. LOMAIVITI PROVINCE FIJI ISLANDS. DRAFT REPORT. 1996. DEPARTMENT OF ENVIRONMENT AND NATIVE LAND TRUST BOARD, FOR OVALAU INTEGRATED RESOURCE MANAGEMENT COMMITTEE AND THE PEOPLE OF OVALAU ISLAND, SUVA.

This is a remarkable over-150 page report that is the best single source of written information on Ovalau. The report and the research and consultative process that were used during its development were designed to serve as a basis for "promoting sustainable economic development, environmental conservation, heritage protection and community well-being".

This report is virtually inaccessible and little known on Ovalau. The copy used for reference in the Management Plan preparation had to be repatriated from a copy fortunately discovered in New Zealand.

The report gives the best summary of cultural heritage conservation issues and heritage tourism for the island outside Levuka itself.

For example, the information on archaeological sites outside Levuka is not readily available elsewhere. For Levuka the UNESCO report supersedes this report but the historical information is still very useful.

MARITIME ARCHAEOLOGY REPORT 1998

HOSTY, KIERAN & HUNDLEY, PAUL. MARITIME ARCHAEOLOGICAL INVESTIGATION OFF THE PORT OF LEVUKA, ISLAND OF OVALAU, FIJI. 1998. AUSTRALIAN NATIONAL MARITIME MUSEUM FOR FIJI MUSEUM, SYDNEY.

This reports on the investigation of three wreck sites in Levuka Harbour and recommends management measures for these sites and any other sites that may be found in future. These findings have been reviewed and largely adopted in the Management Plan.

THE HERITAGE MASTER PLAN 1999


This valuable document records the culmination of the phase of work assisted by the Council's Heritage Advisers. It includes a useful chronology of events leading to Levuka's recognition as a place of national historic importance from the 1960's to 1999. The Plan establishes goals and short term (1-2 years), medium term (3-5 years), and long-term (5 years plus) objectives with associated heritage projects. Much of this material was picked up in the Levuka Case Study described below. However the Master Plan should continue to be consulted in developing detailed heritage plans for Levuka.
BOOK: LEVUKA. LIVING HERITAGE - PEOPLE OF LEVUKA 2000


This history captures the very essence of Levuka, both its history and the stories of a wide range of people in the community at the turn of the century. It is the best place to go to get an understanding of the multicultural and multiracial basis of the town’s society and dreams for the future. For people who have time to read only one book on Levuka, this should be it.

The Levuka Case Study: Culture Heritage Management and Tourism 2000

LEVUKA CASE STUDY TEAM. A CASE STUDY ON LEVUKA, FIJI ISLANDS. SECOND UNESCO LEAP WORKSHOP, CULTURE HERITAGE MANAGEMENT AND TOURISM: MODELS FOR CO-OPERATION AMONG STAKEHOLDERS, BHAKTAPUR. 2000. NATIONAL TRUST FOR FIJI, SUVA.

While prepared as a presentation for a workshop this report is a substantial review report for Levuka designed to “provide a step in the direction towards a carefully researched and planned management strategy for the effective management of culture, heritage and tourism in Levuka”. Much of its information and many of its proposals are still relevant and the report has been drawn on for this Management Plan. The Case Study has more detail in some areas, particularly tourism, than the Management Plan is able to provide and it should be used as a source when any further planning is done for Levuka. The Levuka Case Study should continue to be consulted in developing detailed heritage plans for Levuka.
THE COMPARATIVE ANALYSIS 2004

SMITH, DR. ANITA. A COMPARATIVE ANALYSIS OF LEVUKA, FIJI ISLANDS. 2004. CULTURAL HERITAGE CENTRE FOR ASIA AND THE PACIFIC, DEAKIN UNIVERSITY, AUSTRALIA. FOR THE NATIONAL TRUST OF FIJI, SUVA.

This is the formal comparative analysis that goes a long way to establishing the case for Levuka being of Outstanding Universal Value, provides a draft Statement of OUV and establishes the appropriate criteria for the World Heritage nomination. It also recommends further work that needed to be done before nomination. Some of this work has been undertaken between 2004 and 2009 and this Management Plan and the projects specified within it cover more of this ground.

As well as its formal function, the Comparative Analysis is a very useful systematic analysis of the history of Levuka set in the context of other colonial port towns. While this history has not been directly used for the summarised thematic history of Levuka, set out in this Plan, it is a highly relevant reference for any further work on Levuka.

MARGARET PURSER AND SONOMA UNIVERSITY 2003


This earlier work by Margaret Purser, along with the paper of Chatan, reported below, shows how the integration of western and Pacific architecture contributes to the special character of Levuka.

ROBBIN CHATAN 2003


This paper demonstrates the value of in-depth research on individual heritage buildings in Levuka, in this case Nasova House. Also, importantly it shows the integration of western and Pacific architecture, part of the special character of Levuka.

DAVID BURLEY 2003


This paper shows the benefits of detailed archaeological investigation of Levuka, in this case revealing a European era story, but the techniques in future will be even more important in revealing the pre-European indigenous stories.

DAVID HARRISON 2004

David Harrison's paper is a very useful summary and perspective on the Levuka World Heritage project and poses challenging questions about how to best handle the World Heritage nomination.

**WORLD HERITAGE POLICY OF FIJI 2008**

MINISTRY OF EDUCATION, NATIONAL HERITAGE, CULTURE AND ARTS, YOUTH AND SPORTS, WORLD HERITAGE POLICY OF FIJI. OCTOBER, 2008. DEPARTMENT OF NATIONAL HERITAGE, CULTURE AND ARTS, SUVA.

This document gives an overview of the Government position on World Heritage Convention and how conservation in Fiji will be supported by engaging in the system. It establishes ten policy components to support the nomination, establishment and management of World Heritage sites. Levuka is the first priority for nomination.

While ready for review and updating, this is still the best document for a detailed understanding of how the actions of Government could support a Levuka World Heritage site.

The Department is presently working on a new overarching National Heritage, Arts and Culture Policy, expected to be approved and implemented by government in 2011. Of direct relevance to Levuka and Ovalau, it will include policy for World Heritage in Fiji and Traditional Knowledge and Expressions of Culture.

**MARGARET PURSER AND SONOMA UNIVERSITY 2008**

PURSER, MARGARET. EMPTYING THE MAGICIAN’S HAT: GIS TECHNOLOGY, COMMUNITY-BASED RESEARCH, AND NEW CHALLENGES FOR GENUINE REPRESENTATION. 2008. IN PREPARATION FOR THE OXFORD HANDBOOK OF PUBLIC ARCHAEOLOGY. OXFORD UNIVERSITY PRESS.

This paper reports on cultural landscape participatory research in Levuka between 2000 and the present, using GIS technology. A power point presentation of the 2009 season of this work, Levuka Cultural Landscape Program June June-July 2009 Workshop Results, demonstrates its huge value in combining tangible and intangible information from a variety of sources, including local community members.

This work takes the records of Levuka a big step forward in revealing multi-layered stories of the cultural landscape. It provides a basis for involving community members in understanding, protecting and interpreting their own heritage.

**COMMUNITY WORKSHOP REPORT 2008**

DEPARTMENT OF CULTURE AND HERITAGE. OVALAU WORLD HERITAGE COMMUNITY WORKSHOP REPORT. NOV 2008. DEPARTMENT OF CULTURE AND HERITAGE, SUVA.

This document records the results of the most comprehensive views of people in Levuka and Ovalau on the World Heritage proposal, including a number of management issues, and was useful in preparing for further stakeholder participation in the development of the draft Management Plan.
THE LEVUKA TOWN COUNCIL STRATEGIC PLAN 2009

LEVUKA TOWN COUNCIL. LEVUKA TOWN COUNCIL 5 YEAR STRATEGIC PLAN 2009-2014. 2009. LEVUKA TOWN COUNCIL, LEVUKA.

This document covers more than World Heritage but does illustrate how the protection of heritage and deriving of livelihoods from heritage is critical to the economic and social future of Levuka and Ovalau. It is also important in recording views of people from a Levuka perspective.

This strategic plan was prepared to cover all the activities of the Council, but much of it deals with the Council's role in heritage management. As such it is an excellent overview of requirements and highlights that only a certain amount can be achieved by a base of some 217 ratepayers and that partnership between national government and local government is essential. The Council Strategic Plan, together with this Levuka Heritage Management Plan will be the key documents for future management of cultural heritage in Levuka and Ovalau.

CONTRIBUTIONS BY HERITAGE ADVISERS

A major recommendation of James and Hubbard was for the appointment of a Levuka Heritage Adviser with skills in heritage management for at least twelve months, to provide free architectural and planning advice to the Levuka Town Council and to local residents and business people. Three Heritage Advisers have been employed over the years (with short gaps between appointments): Gerald (Gerry) Takano (1995-1996), John Bennett (1997-1998) and David Kirton (1998-1999). Gerry Takano's paper: Learning from Levuka, Fiji-Preservation in the First Colonial Capital. 1996, provides a useful early overview of the Levuka project and why techniques of cultural heritage management from elsewhere need to be specially adapted to the requirements of Fiji and Levuka. These lessons are incorporated in the draft Heritage Master Plan, 2000 and The Levuka Case Study, 2000. The latter records many forward steps in the conservation of Levuka's heritage (see Appendix 12.3). Many of the accomplished projects would not have occurred without the help of the Heritage Advisers.

CONTRIBUTIONS FROM KYUSHU UNIVERSITY

Professor Noriaki Nishiyama, other staff, and students from Kyushu University have undertaken research on Levuka's heritage and its management from late 2003 until the present. The results have been presented in summary form in a variety of reports and workshops.

The most useful potential contribution of the Japanese team towards heritage management, an updated inventory of Levuka's heritage places and landscape features, has not been translated and is not yet available. It is understood this contains photographs, measured drawings, and interpretations of historic changes to buildings. Kyushu University has been asked to supply translated versions of these reports to add to other inventory material.
A sampling of the work of the Kyushu Team can be found in the following workshop report: Asia/Pacific Cultural Centre for UNESCO (ACCU). The Workshop for Cultural Heritage Management in Republic of the Fiji Islands. 11-25 September 2006. 2006. Kyushu University.

**CONTRIBUTIONS BY NATIONAL TRUST OF FIJI AND DEPARTMENT OF NATIONAL HERITAGE CULTURE AND ARTS STAFF (ON-ISLAND)**

The Levuka Community Centre, in a heritage building (former Morris Hedstrom store) was donated to the Levuka Historical and Cultural Society in 1986. The Society and community raised funds for its repair, and its management was taken over by the National Trust in mid 2000.

The National Trust of Fiji appointed its first ranger in Levuka in 2000 and there has been at least one and up to the present three staff based at the Community Centre since then: Metuisela Tabaki (1986-present), Moana Eshley (2000-2003), Elizabeth Niumataiwalu (2004-2007), then posted to the Suva office in 2008, Lydia Bower (2004-present), and Karalaini Uluibau (2009-present). They have looked after the Community Centre including providing visitor information, giving talks and town tours, running the island library, caring for the Fiji Museum displays, making conservation and other improvements to the building, supporting visiting researchers, and giving some heritage conservation advice.

The Department of National Heritage, Culture and Arts, has had an officer, Anaseini Kalougata, supported by local volunteers, based in Levuka from 2007 to the present. She has been working to build awareness of World Heritage in Levuka and the villages of Ovalau.

**1.3 WORLD HERITAGE NOMINATION**

The work on the nomination of Levuka has been progressed by a variety of agencies acting as lead agencies for Government since the town was placed on the Tentative List in 1994. The Fiji Museum was involved in drafting the first nomination and then much of the preparation work was carried out by the National Trust of Fiji. Assistance was provided at stages by the Levuka Town Council Heritage Advisers and several overseas academics and consultants, working in areas where Fiji did not have the experience; for example, the preparation of the 2004 Comparative Analysis of Levuka by Dr Anita Smith.

In 2003, the Government established the National Committee for World Heritage, to oversee the work in preparing for the nomination of Levuka, and World Heritage activities in Fiji in general. The Committee is made up of Government and non-Government representatives, and is chaired by the Permanent Secretary for National Heritage and serviced by the Department.

In 2007, the Department of National Heritage, Culture and Arts became the lead agency responsible for overseeing the completion of the process. In July 2007, the then Director of the UNESCO World Heritage Centre, Dr. Francesco Bandarin and Mme Anne Lemaistre visited Fiji, including Levuka. They advised on the proposal and helped negotiate technical and financial assistance from the World Heritage Centre for the preparation of the Nomination Dossier.
The Department designed an awareness programme, which began in September 2007, intended to provide the people of Levuka and Ovalau with a better understanding and appreciation of their own local heritage and the implications of World Heritage. The community engagement was an avenue to provide World Heritage progress updates to the people of Ovalau, to raise and get answers to their questions and concerns.

In 2008, the Fiji Government provided enabling funding to further progress work on the listing of Levuka. The Department began to carry out community workshops in the four Districts (Tikina) in Ovalau, in the revival and development of traditional skills and knowledge. In December 2008 the people of Levuka and the island came together in a workshop, which resulted in endorsement of the Statement of Levuka's Outstanding Universal Value and a high level of agreement on the Nominated Property and Buffer Zones for the nominated property.

The Institute of Fijian Language of the Ministry of Indigenous Affairs also assisted in the awareness raising in all villages for the whole of Ovalau. A Cultural Mapping team involved the whole community of Ovalau to identify and document their own local cultural and natural assets. See Section 2.5.5

In 2009, the Nomination document was reviewed and development of the World Heritage Policy of Fiji framework was endorsed by Cabinet. The Department progressed work by engaging experienced international consultants to work with Fijian counterparts on the development of new Heritage legislation, including provision for World Heritage, and a Levuka Heritage Management Plan. The Management Plan process is described further in Section 1.4.

In 2010, the Department completed work on the Heritage legislation and the Management Plan to a stage where they are ready to be considered for approval by Cabinet. The Nomination Document has been prepared by the Department's own staff.

Assuming the normal nomination process is followed a decision is expected by the World Heritage Committee in 2012.

The Management Plan has been written so it has effect from the date the draft Fiji World Heritage Decree 2011 is promulgated and can be easily reviewed and updated should Levuka be inscribed on the World Heritage List.

1.4 THE LEVUKA HERITAGE MANAGEMENT PLAN

1.4.1 THE MANAGEMENT PLAN PROCESS

The Management Plan has been prepared for the Department of National Heritage, Culture, and Arts, by a small team of national staff and adviser, and international consultants working to Terms of Reference developed from the terms of an activity financing contract from UNESCO.
Key sections of the TOR are included as Appendix 12.2.

The primary driver for the Management Plan was to improve the likelihood of Levuka successfully being placed on the World Heritage List, by:

- meeting all the requirements for World Heritage Listing as specified in the Operational Guidelines;
- being clearly linked to the Statement of Outstanding Universal Value;
- being built upon a multidisciplinary approach to site analysis which balances heritage and other values;
- being built in a consensual way with the full range of stakeholders; and
- having a long-term vision and objectives that will be a long lasting framework for delivering site conservation, enhancement and developmental change.

THE MANAGEMENT PLAN TEAM

The Management Plan team comprised Fijian members and consultants brought together by Tourism Resource Consultants of New Zealand, a firm specialising in protected natural and cultural heritage (including World Heritage), and ecotourism for community development, with many years experience in Fiji, and elsewhere in the Pacific.

Team members were:

- Bruce Watson: a New Zealand natural and historic heritage manager and specialist with forty years experience in hands-on management and heritage planning in the public, private and voluntary sectors in New Zealand and the Pacific, including Fiji. For ten years in-charge of New Zealand’s largest conservation region, including the West Coast sector of Te Wahi Pounamu - South West New Zealand World Heritage Site.
- Chris Cochran: one of New Zealand’s top conservation architects, with 35 years experience in conservation advice and project management of both European and Maori heritage buildings. Has worked on virtually all building types including those found in Levuka.
- Assisted by Margaret Cochran: photographer
- Advised by the Late Sevanaia Tabua: formerly Manager, Research and Development at the Native Lands Trust Board, a long time Council member of the National Trust of Fiji, and with many years experience in planning and managing heritage projects, including the Levuka World Heritage proposal.
- Vane Seruvakula: World Heritage Project Officer with the Department of National Heritage, Culture and Arts, with qualifications as a Landscape Architect and Diploma
in Architecture, and with fifteen years previous experience in the Fiji Government Architect's office as a Landscape Technician and Draftsperson.

- Anaseini Kalougata: Senior Project Officer, based in Levuka who has been assisting in the current management of the site and awareness raising programmes for the local communities in Levuka and Ovalau.

- Peter James: a cultural heritage specialist has over forty years experience including leading the 1994 work of the James and Hubbard team in Levuka.

- Rahkel Mercy: Senior Legal Officer at the Department of National Heritage, Culture and Arts, a lawyer and assisting in the compilation of the World Heritage nomination dossier as well as working on the new legislation.

**STEPS IN THE PROCESS**

Preparation of the Management Plan involved a number of steps with some activities 'overlapping' others at times:

1. Review of World Heritage Centre requirements and relevant experience with World Heritage Site Management Plans elsewhere.

2. Review of relevant best practice cultural heritage management in Fiji, New Zealand, Australia and elsewhere in the Pacific.

3. Review of all available documentation on Levuka and Ovalau relevant to cultural heritage management.

4. An inception visit (by Bruce Watson) to Suva and Levuka in October 2009. Field study and meetings with a wide range of stakeholders. A study and planning tour by Vane Seruvakula to New Zealand in February, 2010 to work with Bruce Watson and Chris Cochran, and to study relevant examples of heritage places.

5. Drafting of outline for Management Plan.

6. A field study visit to Suva, Levuka and Ovalau by Bruce Watson, Vane Seruvakula, Chris and Margaret Cochran in April, 2010. Meetings with the National World Heritage Committee and Government Departments and agencies in Suva. Inspections, workshops and meetings with a wide range of stakeholders on Ovalau with presentation of Management Plan outline.

7. Many meetings in Suva and trips to Levuka and Ovalau by Vane Seruvakula to research and follow-up Management Plan issues.


The process for future reviews of the Plan is set out in Section 11.4.

ACKNOWLEDGEMENT OF SOURCES

The Management Plan draws freely on the experience and ideas developed in earlier planning and management of cultural heritage for Levuka and Ovalau. A review of these sources is at 1.2.2.

The landmark study in this respect was Peter James' and Timothy Hubbard's 1994 two volume Levuka: Heritage Conservation Study, which itself benefited from previous PATA work. Most subsequent work, including this Plan, has followed the recommendations of James and Hubbard. The current Management Plan has copied freely and updated their work on the description of Levuka, their thematic history and their development guidelines.

Major developments in this Management Plan have been to treat Levuka and the rest of Ovalau as an integrated unit for cultural heritage management purposes, and to acknowledge and include indigenous Fijian history, back to the date of first settlement of the island, as a fundamental and crucial part of the story.

Another significant step forward taken in this Plan has been the development and adoption of the Levuka Conservation Code (Section 5.2) – a set of principles to guide decisions in the conservation management of heritage places. The Levuka Code is a Fiji adaptation and distillation of the ICOMOS New Zealand Charter and the Australian Burra Charter. In particular, it builds on a set of simplified principles of the New Zealand Charter developed by Chris Cochran that have proved extremely useful in decision making on heritage projects.

1.4.2 PURPOSES OF THE MANAGEMENT PLAN

This Management Plan has been prepared to meet both Fiji’s and the World Heritage Committee’s requirements for the management of heritage places.4

Fiji's requirements follow the provisions of the draft Fiji World Heritage Decree 2011. This purpose can be expressed closely following the words of the legislation:

- The purpose of the Plan is to achieve the retention of heritage significance of Levuka and Ovalau and the greatest sustainable benefit to the community, consistent with the conservation of this heritage significance.

- This Management Plan has been prepared to provide for the recognition and management of Levuka's heritage for the benefit of the present community and for future generations.

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4 The relevant portions of the terms of reference for preparing the Management Plan are at Appendix 12.2.
For the World Heritage nomination the purpose of the Management Plan is to specify how the outstanding universal value of a property should be preserved, preferably through participatory means; and that the conditions of integrity and authenticity are maintained or enhanced in the future. The Plan has also been prepared as one of the requirements for nominating Levuka for the World Heritage List. It follows the provisions of the World Heritage Operational Guidelines on what a Management Plan should contain.

These two purposes are entirely complementary. The Plan can be used to coordinate and guide heritage management in Levuka and on Ovalau both before and after the World Heritage nomination is decided. When that decision is made, whatever the result, the Plan can be reviewed and updated as required.

1.4.3 VISION FOR HERITAGE MANAGEMENT IN LEVUKA AND ON OVALAU

There are many stakeholders who share a common interest in what happens with cultural heritage in Levuka and on Ovalau. While a Management Plan needs to deal with technical requirements as expressed in the section above, it is also desirable that the purpose of management can be expressed in a vision that is capable of being shared by all the island community. Community is used here in the widest sense of all who feel a sense of belonging on Ovalau. This statement has been aired at meetings in Levuka and has wide support.

5 Drawn from the Operational Guidelines, clauses 96 & 108.
The vision statement has a heading, introductory phrases, and the vision itself.

**LEVUKA & OVALAU OUR HERITAGE**

Our heritage is: our stories, our customs, our places, our relics, and our buildings. Caring for our heritage means passing things of value to our future generations. Future generations are here now, our children and our grandchildren. Our vision is that all the people of Levuka and Ovalau benefit from caring for our heritage.

"LEVUKA KEI OVALAU, NODA I YAU VAKAMAREQETI"


**Figure 3 Vision for Levuka and Ovalau’s Heritage**
1.4.4 BENEFITS OF CONSERVING HERITAGE

Heritage management is about passing on things of value to the next generation. The next generation - our children and grandchildren - are here now, so they can start benefiting immediately.

Well managed heritage can increase the social and economic well-being of individuals and their families, of communities and of the nation.

The wise management of cultural heritage is important to the social and economic life of Levuka and Ovalau, their communities, families and individuals. Cultural heritage is not just about the past. It’s about having a vision for the future and about creating a future for the past.

There is growing recognition, nationally and globally, that protection, conservation, and promotion of cultural heritage contributes hugely to the social well-being of regions, communities, families and individuals. It provides a sense of place, instills understanding and pride in who we are, where we have come from and how we can shape the future. In this sense, cultural heritage on the island is everyone’s business. It is an important resource for education purposes. Cultural heritage is an important part of the identity of the island and the people who live there. It is also important for the identity of people elsewhere in Fiji or the world who have personal links with Ovalau.

The wise management of cultural heritage can also contribute hugely to the economic well-being of the island, communities, families and individuals, through “tourism”, the business generated by both domestic and international visitors to whom experiencing the stories of cultural heritage is an integral part of visiting the island.

It is a general truth that what is good for local communities is also good for the conservation of heritage and for visitors. For example: clean water, fire safety, protection from pollution and storms, good signage, well cared for heritage buildings, reliable and safe transport, good information and the telling of local stories.

Caring for heritage buildings and maintaining them in viable current uses will generally be the best way of looking after property values. Good maintenance and repair is usually more economical than building new buildings.
A well designed new building that fits sympathetically with its heritage neighbours will usually be more valuable than one that is dominant and clashing. Currently the major employer on Ovalau is the tuna canning company, PAFCO.

Tourism, elsewhere Fiji’s most important industry, is seen as having economic promise, with the heritage attraction of Levuka seen as the primary draw-card and the point of difference from the rest of Fiji.

In order to develop this potential the heritage of Levuka needs to be conserved, well presented and promoted to potential markets. It is beyond the resources of Levuka itself to do what is required. Like projects everywhere in the world outside help, from national and international sources, is needed in addition to local efforts.
If the World Heritage nomination for Levuka is successful the additional profile this will give Levuka and Ovalau will be significant. The listing will bring:

- international recognition and attention;
- technical assistance for conservation;
- financial assistance for conservation; and
- exclusive branding in the international tourism market.

The development of successful heritage tourism in Levuka can benefit not only Levuka but also the rest of Ovalau. Most visitors, even if drawn to Ovalau directly by the heritage of Levuka Town, will spend some time elsewhere around the island on village tours or diving on the reef. There will thus be increased business and employment opportunities both in town and rural. There will be increased opportunities to sell food and craft, and to give cultural performances to visitors.

A more vibrant business sector, and increased economic well-being in the community, will in turn enable more investment in the care of heritage places, sustaining heritage values of Levuka in the long-term.

There is a shortage of skills in many aspects of heritage management in Fiji. The capacity that will be built up in Levuka over time will be able to provide case studies and the employment of new skills elsewhere in Fiji.

Levuka and Ovalau people are proud of their past and the role this has played in the development of Fiji. This contributes to their sense of identity and is expressed in ways such as the annual “Back to Levuka” festival and in the fine book on the stories of the people of Levuka, “Levuka: Living Heritage, 2001.”

### 1.4.5 OBJECTIVES OF THE MANAGEMENT PLAN

As well as the general purposes and vision for the Management Plan, it is designed as a tool to meet a number of specific objectives. These objectives are drawn from the terms of reference for the Plan, the Operational Guidelines, and from major issues identified during the Plan's preparation.

The meeting of these objectives together will ensure the outstanding universal values of Levuka will be preserved.

The objectives are listed in bold below. Each subsequent chapter of the Plan then deals with an objective. Each is introduced with a brief summary of issues and solutions and then as required each is broken down into manageable components. Key projects to achieve each objective are listed in each section and then summarised in the Action Plan section.

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6 From the Operational Guidelines.
OBJECTIVES OF THE LEVUKA HERITAGE MANAGEMENT PLAN

1. To ensure the heritage of Levuka and Ovalau is identified, recorded and this information is made accessible to its owners.
2. To provide coordinated management of heritage in Levuka and on Ovalau.
3. To ensure the heritage of Levuka and Ovalau is protected.
4. To provide for conservation of the heritage of Levuka and Ovalau.
5. To provide for the presentation and promotion of the heritage of Levuka and Ovalau.
6. To provide a sustainable base for heritage based tourism in Levuka and on Ovalau.
7. To build capacity for managing the heritage of Levuka and Ovalau.
8. To identify funding and other resources required for the care of heritage in Levuka and on Ovalau.
9. To schedule an action plan for priority projects.
10. To prescribe processes for monitoring, reporting and review.

FIGURE 5 OBJECTIVES OF THE LEVUKA HERITAGE MANAGEMENT PLAN
LOCAL VILLAGERS TRADING ON BEACH STREET, LEVUKA TOWN
2.0 IDENTIFICATION OF CULTURAL HERITAGE

2.1 INTRODUCTION

OBJECTIVE: TO ENSURE THE HERITAGE OF LEVUKA AND OVALAU IS IDENTIFIED, RECORDED AND THIS INFORMATION IS MADE ACCESSIBLE TO ITS OWNERS.

Over the last 30 years a great deal of work has been carried out by individuals and organisations, identifying and recording the heritage of the town and island. One of the best overall descriptions and analyses of this heritage that undertaken in 1994 by James and Hubbard, is freely used and updated here. In addition, the Statement of Outstanding Universal Value, Criteria assessment, and the nominated property and buffer zone boundaries, prepared for the World Heritage nomination are repeated here.

In the process of preparing the Management Plan, it was discovered some previous work has been 'lost' or is at best hard to find. There are too few examples of the results of the work being available to those whose heritage it describes. An exception is the Cultural Mapping Programme undertaken by the Ministry of Indigenous Affairs. Much earlier work is now out of date. The Plan provides for a programme of preparing an accessible and safely kept heritage register for owners, managers and the general public, with privacy protections where required.

In addition to the 'official' inventory of heritage the Plan gives encouragement to furthering research by staff and students from universities in Fiji and overseas, and making better use of this work.

2.2 LEVUKA

Levuka is on the Island of Ovalau, part of Lomaiviti Province, one of the three provinces of the Eastern Division of Fiji. Levuka is the administrative centre for the Eastern Division as well as the only commercial centre for the Lomaiviti group of islands and a transportation node for many inter-island services.

For physical and commercial reasons all air traffic must come through Bureta Airport (a half hour's drive from Levuka via the south of the island). A large amount of the freight and vehicular traffic comes through from Natovi Landing on Viti Levu to Patterson Brothers' Buresala Jetty (a further 15 minute drive from the airport) from where there is a passenger /freight/vehicular ferry to Viti Levu. The ferry does come into Levuka directly in northerly conditions but this is irregular and cannot be relied on. There is an additional smaller, passenger and light freight ferry (Turtle Is), running from Natovi Landing to Viro Village, and
occasional small boats direct onto beaches at Rukuruku and elsewhere. It is a pity, from the point of view of tourism and from the point of Levuka as a trans-shipment point, that there is not a regular seaborne facility directly to Levuka from Viti Levu.

The present ferry services are adequate for local traffic and intrepid travelers, and with some improvements could deal with a wider tourism market. Similarly the present air traffic service from Suva is inconvenient from both locals’ and overseas tourists’ points of view, being notoriously irregular, and with no option to fly directly from Fiji’s international airport at Nadi.

Levuka is a town of firsts for Fiji and this adds much to the historical, social and cultural attraction of the Town. As well as being Fiji’s first capital, it had Fiji’s first local Government (1887), Fiji’s first bank – the Bank of New Zealand, 1876 – which stood on Beach Street on the South side of Totogo Creek; it was the site of the beginning of public education in Fiji with the Levuka Public School (1879) – still operating – and the first Masonic Lodge, the Lodge of Polynesia, in the Pacific (1871) – its remains still prominent in the town. Although not the first hotel in Fiji, the Royal Hotel in Levuka is now the oldest in the country.

Whilst the town has changed much over the years, losing its status as the capital in 1887 and having been subjected to several severe cyclones, including one in 1886 which destroyed much of the old town, there is still a remarkable number of old buildings still standing. This physical evidence of the social, spiritual and cultural history of Levuka gives it a very special and important place in Fiji’s, and the Pacific’s, history. It is an importance recognised by many and requires proper protection and conservation.

2.2.1 TOPOGRAPHY

The topography of Levuka has very strongly influenced the character of the town. From the beginning the crater of the volcano, the hills, the creeks, the beach and the reefs have precipitated and directed the pattern of settlement both for village and town. The ridge line along the crater’s edge creates a sense of ultimate edge. The foothills with their rich soil, good drainage and cooling ventilation, provide ideal ground for subsistence gardens and some commercial plantings. The coast has always been the busiest area. For the most part the approaches to Levuka are still along the water’s edge. Most buildings still face eastwards and address the sea.

The village of Levuka, marked by Gun Rock, a massif of stone which is a critical landmark, was the natural northern end of the flat area which was to become the town of Levuka. The village was the initial focus for administration and inter-cultural relations. Levuka Creek still divides two cultural landscapes. Development, strictly limited by the topography, spread south. Certain key elevated sites were used for public and other institutions, most notably King Cakobau’s Parliament. This headland is another landmark and pivot in the cultural landscape. The port, the most dominating factor in Levuka’s development, was the focus for commercial development. Here are the shops, stores and warehouses, the hotels (now all but gone) and the European churches. The elevated areas generally have been adopted for better (and later) housing and the flat areas behind Beach Street for cheaper housing. Pressure for further development was so strong that land was reclaimed from the sea despite its vulnerability to cyclones.
The hill beyond the wharf area and what is now the fish factory closes the southward view. Past this hill there is yet another cultural landscape which has critical sites for Cession and post – Cession administration. Beyond this again is the Cemetery site, a succession of traditional villages and the Loreto Convent site.

These are each associated with topographical features on land and in the water. A similar pattern of traditional and European development extends along the coast northwards to the St John’s School site.

2.2.2 URBAN DEVELOPMENT

The organic growth of Levuka along the coastal track which became Beach Street was typical of the ad hoc development of towns in the South Pacific. There are towns in the Pacific Region such as Lihue on Kauai, Lahine on Maui (both in Hawaii), Russell in New Zealand, and Apia in Western Samoa which demonstrate a similar pattern of development but none retain such a degree of historical authenticity and such a wealth of old buildings. The high ground was not developed for very practical reasons and only later became a place to escape the oppressive micro-climate of the water’s edge.

For the most part the work of George Moore, a civil engineer by profession, and subsequent surveyors, accepted what must have been existing native title, the inevitable pattern of development and its likely extension. There seems to have been no deliberate attempt to direct development but rather an effort to provide for it. The streets and lanes follow the curves of the foreshore and the meanderings of the creeks, avoid obstacles and take you where you want to go in the easiest way given the conditions. No deliberately aesthetic planning was used except perhaps for some sitings such as the Town Hall; the Church of the Sacred Heart, the Convent and these may have been more expedient than aesthetic.

There is an increasing anticipation as one drives into Levuka from the airport or Buresala Jetty. The road meanders with the coast, the few buildings increase in size and frequency until the very formal Cession site and former government house site are reached. They are sited in a landscaped garden with a sense of solemnity. The low scale of the buildings opposite emphasise this grandeur. The main commercial centre is beyond the hill and the corner buildings create a sense of entrance.

Still the most important town planning characteristic of Levuka is the curve of the main street. The kink in Beach Street is emphasised by landmark buildings which close the view. This effect is enhanced especially from the south-eastern approach, by the sense of enclosure created by the fish factory. Once past the former Morris Hedstrom building, the view is open again and intact street-scape is fully revealed.
2.2.3 LAND TENURE

The following extract is taken from Levuka town planning Scheme Draft Report of Survey, Directorate of Town and Country Planning, May 1985, and illustrates the distribution of present land tenure within the town of Levuka.\(^7\)

The total area of land covered under the present Levuka town boundary comprises approximately 68 hectares. Of this about 59 hectares is further divided into the following tenures: freehold, state land and native land. The distribution of these different categories is shown in the following table.

<table>
<thead>
<tr>
<th>TYPE OF TENURE</th>
<th>AREA (HA.)</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Freehold</td>
<td>42.6</td>
<td>72.0</td>
</tr>
<tr>
<td>State Land</td>
<td>16.2</td>
<td>27.5</td>
</tr>
<tr>
<td>Native Land</td>
<td>0.3</td>
<td>0.5</td>
</tr>
</tbody>
</table>

**Table 1 Land Tenure of Levuka Town**

**FREEHOLD LAND**

Approximately 42.6 hectares (72%) of the total land area in Levuka town is freehold. Out of this, about 35% is owned by the Methodist Mission, 10% by the Roman Catholic, 8% by Luis and Clara Riley and the remainder by individual owners. Most of the Methodist Mission land (approximately 10.8 ha 63%) is still undeveloped.

The Roman Catholic land is almost fully developed and subdivided lots mostly leased out for commercial uses. The other freehold property (about 3.5 ha) owned by the Riley’s is also not developed. Other than the commercial and are few industrial uses almost all the residential development is on freehold land.

**STATE LAND**

The total of state land (i.e. 16.2 ha.) is only 27.5% of the total land tenure. This consists of the following:

- State Land – 4.8 ha.
- State Freehold – 6.4 ha.
- State Land Without Title – 2.3 ha.

\(^7\) The 1985 figures are still closely applicable.
Apart from 0.6 ha of state land develop for industrial uses, most of the state land is developed for civic and community uses, namely the hospital, Levuka Public School, Government offices and quarters. The only area in state land tenure, developed for residential purposes is Baba settlement which is located south-west of Levuka Public School. This contains an area of approximately 7 acres of un-subdivided land on a tenancy at will basis.

**NATIVE LAND**

Only 0.5% of the total land tenure in Levuka is native land and this is developed for civic use (Government quarters). This land tenure breakdown illustrates the need for both the crown (which controls 27%) and the churches, Methodist and Roman Catholic (almost 25%) to feel part of, and to co-operate in, any major planning and conservation activity in the town of Levuka.

**2.2.4 LANDSCAPING**

There is very little formal landscaping in Levuka. The few examples include the trees along the Beach Street (some now removed or severely pruned) which match those in garden of Royal Hotel, the tall palms at the Convent, some private gardens, such as that formerly owned by Mrs. Dora Patterson’s, now owned by Rowena Cavanagh, which are maintained to a very high standard, and a few once grand but now overgrown gardens. However, Levuka is, in fact, highly cultivated. Most homes, and some business yards, have productive trees such as mangoes and breadfruit. Some have bananas growing. On the outskirts of town there are examples of subsistence farming. The soil, climate and social structure of Levuka combine to produce a very beautiful tropical landscape which deserves to be conserved.

Most of the landscaping within town of Levuka is domestic. It is dominated by tall trees, especially the breadfruit, a plant with great historical associations, and coconut palms, that sign of life throughout the South Pacific. A tropical lushness pervades all with the dark green acting as a foil for the brightly coloured flowers and sometimes the red and gold leaves of the croton, commonly used for hedges. It would be inappropriate to match gardening in Levuka to any particular European style or discipline but certainly some European devices are to be found. These are the use of hedges, specimen plantings and lawns for example the important thing to notice are that the gardens, whether decorative or productive, provide and enhance the setting of the houses.

The cultural landscape of Levuka has international associations. The very significant Australian horticulturist, William Guilfoyle, visited Fiji on a tour of the South Pacific in 1868 and Levuka was his base. It was a turning point in his career. He disseminated Fijian botanical information through colleagues in Australia to the rest of the world. He collected
plants some of which could now be held as specimens, dried or living, in major botanical
gardens in Australia and Europe.

Areas of particular interest to the Town Council will be the streets and lands, the surrounds
of the Town Hall and other public buildings and Nasau Park. Some thought might be given
to improving the landscaping in these places. The hospital has an appropriate and well
cultivated garden in a style which is both derivative of European models and express a
sense of hygiene and convalescence. But the influence went both ways. Early nineteenth
century visitors remarked on the natural beauty of the South Pacific and reproduce it for
“home” consumption. For this the backdrop of the escarpment is critical. While the
development of housing rising up the slope adds enchantment to the view of Levuka from
the sea the balance is critical. For the most part tradition is working well in Levuka’s
landscape and should be fostered.

2.2.5 LEVUKA AS A SEAPORT

Since the time of the arrival of the first Europeans, Levuka owed much of its importance
and prominence in the Pacific to its quality as a port and safe anchorage for shipping within
the reef. Levuka retains this quality today and is still an active seaport, although the volume
of shipping today is much reduced. It is one of the three Fijian ports of entry.

Its main business street, Beach Street, still runs along the water’s edge for much of its
length and only in one or two places, for historical reasons (and adjacent to the wharf area
for commercial reasons associated with the port) do buildings occupy land between Beach
Street and the water.

The business houses of Levuka, the most coherent, cohesive and important individual area
of the town from a conservation point of view, face the water.

A number of the old titles to land along Beach Street extend to the low water mark rather
than the high water mark, despite the construction of Beach Street since those titles were
granted.

Effectively, with the exception of small areas to allow for the entrance to Totogo Creek and
other creeks and drainage channels, all the area from the Power Station north to the
Levuka Club could be reclaimed and built upon. To allow all or any of this reclamation to
occur would, from a conservation viewpoint, be disastrous, whether it was reclaimed for
public open space or for future construction of buildings. The essentially maritime character
of Beach Street would be lost and the clear understanding of the present business houses,
their alignment and positioning would be gone.

For the residents of Levuka and from a tourism point of view, as well as the conservation
viewpoint, it would spell ruin for Levuka. This area is included in the nominated property
and will be on the National Heritage Register. The development controls in the Heritage
Decree can be used to manage activity in this area.
2.3 HISTORY OF LEVUKA

The following history, other than Section 2.3.2, Pre-European History is drawn directly from James and Hubbard and updated where necessary. It is based on certain key themes, dealt with as individual sections, which summarize the evolution of Levuka. James and Hubbard drew their history from a variety of sources, both primary and secondary. Their work was limited by time and money but their text provided a structure on which the short histories of each place of individual significance in their Vol II were hung; it is not authoritative. The history covers the earliest times of European contact on Ovalau in the 1820s when “a small settlement of Europeans established themselves at Levuka, which from this time until 1882 practically became the centre of European life and civilisation in Fiji” through to the immediate post World War II period when the copra industry shifted to Suva.

The short Pre-European History section has been directly taken from Anita Smith’s Comparative Analysis, 2004. For further understanding of the history of Levuka and Ovalau the reader is directed to: Levuka: Living History; and A Comparative Analysis of Levuka, Fiji Islands. Also, the cultural landscape work led by Margaret Purser, when fully developed, will provide a useful multi-layered history of the development of Levuka from pre-European to current times.

2.3.1 PRE-EUROPEAN FIJIAN HISTORY

The present site of Levuka on the island of Ovalau in the Lomaiviti Province of Eastern Fiji was occupied long before Europeans first explored the Pacific Islands. People have lived in the Fiji Islands (Viti) for the last 3000 years. An archaeological site containing Lapita ceramics has been located on Moturiki, adjacent to Ovalau and although undated on radiocarbon evidence, the presence of Lapita style ceramics suggests a date of c.3000 and the initial colonisation of the islands. When European explorers arrived in the late 18th century there were two villages along the beach on the present site of Levuka Town and Levuka village. These were Vitoga (Totoga) and Levuka. These were expressions of hierarchical chiefly societies and traditional authority in the villages was (and continues to be) the Tui Levuka. Ovalau and the authority of the Tui Levuka were subject to the authority of the Chief of Bau. The power struggles between the chiefs often saw violent conflict giving rise to a landscape dotted with fortifications – hill forts to which villages would retreat in times of war. How long this pattern of warfare had existed in Fiji is unclear but may be a phenomenon of only the preceding century or two.

Archaeological sites from the pre-European era are located in current Levuka Town (example Totoga Village) and elsewhere on Ovalau (example Korolevu ring fort).

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9 The most recent Tui Levuka died in June 2008 and has not yet been replaced.
2.3.2 INDUSTRY

European opportunism created and developed the Town of Levuka. The earliest exploitation of Fiji’s natural resources, sandalwood and whaling, have left no trace on Ovalau. Fiji’s sandalwood was soon exhausted. The legacy of that trade however was enduring – the establishment of contact between the native population throughout the islands and the Europeans who were, in fact, mostly Americans and Australians, and the arming of the natives. Levuka, or at least a beach near the village, may have been used as a whaling station from as early as 1830. No local whaling station has been identified in this study. Whaling ships probably stopped at Levuka throughout the nineteenth century on their way to and from the main fishing grounds.

What really established the town was the boom of the early 1860s triggered by the American Civil War. The effect was two-fold. The war not only stopped the production of cotton in the Southern states but created a demand for cotton which could not be matched by other traditional markets. The South Pacific appeared to be a potential alternative. The cotton boom did not last. A difficult climate, inexperience, friction between Fijians and settlers all combined to frustrate permanent prosperity and the end of the American Civil War destabilised the production of cotton in the American South. Nor was there much land around Levuka which was suitable for cotton production in large plantations anyway.

This was a boisterous and unstable time in Levuka with the emergence of two factions, in favour of Fijian native rule largely backed by the British and Australian settlers, and the other demanding a state of laissez faire close to anarchy which was backed by the Americans.

Sugar and copra were the other two major crops which brought prosperity to Levuka. Again the land around the town was not suitable, because of the topography and the climate, for large scale production and this was concentrated on the eastern half of the island of Viti Levu. The Colonial Sugar Refining Company (CSR), an Australian enterprise, dominated the industry. It was responsible for importing very large numbers of Indians as indentured labourers to work the plantations around Nadi, Sigatoka, Nausori, Labasa and Lautoka. The first recruitment of 450 Indians arrived in 1879 and by 1907 the Cyclopaedia of Fiji estimated that there were between 26,000 and 30,000. The practice ceased in 1915 with all indentures cancelled by 1920. They were mostly young, independent males with little natural association of social links amongst them. They were free to settle after five years and, inevitably, many settled in Levuka where they took up commercial interests.

Nonetheless, Levuka benefited from sugar and copra as a port and as the focus of national administration. As a central collection point, it was Fiji’s most important copra port until 1957 when the industry moved to Suva. An early and important copra shed directly opposite the wharf was demolished in 1992 but much other physical evidence remains. The sheds and wharf were linked by series of tramways, the remnants of which is still to be seen in the pavement of Beach Street.

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Saw milling was important in Fiji but apparently not a major influence in the development on Ovalau. Perhaps, as a port, it was easier to import timber from the mills on Viti Levu. One other local industry deserves mention – button making. The mother-of-pearl shells collected locally, and perhaps brought in from other islands, were cut into buttons. The natural product has long since been superseded by synthetic substitutes. The foundation slab of a button factory survives just to the south of the Levuka village, and a button making machine is in the Levuka Museum.

Commercial fishing assumed an important role in the twentieth century and, in a sense, is now Levuka’s only primary industry. It dominates the port area with the PAFCO factory being the biggest building in the town. The factory is also the largest employer.

Tourism is growing as a tertiary or service industry. This is reflected in the increasing number of accommodation places, cafes and restaurants. Tourism is not new. In 1905 T.B. Dineen of Sydney published his first Commercial Directory and Tourist’s Guide to the South Pacific Islands with helpful hints on where to go, what to expect and how to survive. Describing Levuka as a destination Dineen says “The visitor cannot go wrong here, for you can hardly turn a corner but some fresh thing of beauty will attract the eye; wander where you will, you will not be molested.”

**AN IMPORTANT REPRESENTATIVE BUILDING: BURNS PHILIP COPRA SHED, NOW HOMEMAKERS, B EACH STREET**

![Figure 7 Former Burns Philip Copra Shed](image)

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This is a large warehouse building, rectangular in plan, with a high gable roof and main entrance door facing Beach Street. It has timber-framed walls, clad in plain lapped weatherboards, while the roof structure, which is clad in corrugated iron, is made up of trusses spanning the full width of the building, approximately 12 meters. Steel ties hold the roof trusses and the top plate down to the stud framing, which is fully exposed since there is no internal lining. All of the timber is imported Oregon. The foundation is a continuous concrete wall, and the floor is also concrete. There are rail tracks that provide evidence of the shifting of copra and freight into and around the building, the seaward end of which opened straight onto the wharf.

The building was constructed after the First World War by Burns Philip and Co, a major trading company in the South Pacific from its founding in 1883, and it serviced the copra trade until its decline in the 1960s. The shed was then used by the Fiji Ports Corporation, and today it houses a building materials supply store.

The shed is important historically as a major structure of the copra trade, which was of great economic and social importance to Levuka. It is a good example of industrial architecture, straight-forward and robust in its design, with a strong presence in the townscape at the southern end of the town. It is at the heart of the industrial area surrounding the wharf, closely associated with other wharf and industrial buildings. The building is in good condition, with a compatible use, and a high level of authenticity.

<table>
<thead>
<tr>
<th>OTHER REPRESENTATIVE BUILDINGS</th>
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</thead>
<tbody>
<tr>
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<td>014</td>
</tr>
<tr>
<td>Former Morris Hedstrom bond store, Beach Street, now Supreme</td>
<td>016</td>
</tr>
<tr>
<td>Former Morris Hedstrom copra shed, Beach Street, now empty</td>
<td>018</td>
</tr>
<tr>
<td>PAFCO Factory, Port Area</td>
<td>007</td>
</tr>
<tr>
<td>Former Burns Philp copra shed, Hennings Street</td>
<td>057</td>
</tr>
<tr>
<td>Len Wong Bakery, North Levuka</td>
<td>098</td>
</tr>
<tr>
<td>Ministry of Primary Industries Building, cnr. Beach and Hennings Streets</td>
<td>056</td>
</tr>
</tbody>
</table>

Table 2 Industry - Representative Buildings
2.3.3 ADMINISTRATION AND CESSION

Levuka emerged as the key point of contact between two cultures and subsequently became the centre for Fijian and British administration. The Cyclopedia of Fiji states that it was because of Levuka’s central location “and the unvarying friendliness shown towards the white man by the leading chief of the district, Tui Levuka.”¹² Tui Levuka, the “king” of the territory was emerging as a chief amongst chiefs. It is beyond the scope of this history to relate the intricacies of the inter-relationships between the various native factions. They were in fact, complicated and fluid. The Europeans, in their own way, were as divided by nationality, attitude and purpose. The critical point is that the village of Levuka was seminal for the town and the formal relationship between the cultures, as much as between the old ways and the new, is still evident in the division created by the Levuka Creek. It was just across the creek that the Europeans started their town which then stretched southwards towards the area centered on the port facilities, the true focus of their economic interests.

Saru Cakobau, the chief of the small but politically important island of Bau, just off the Viti Levu mainland to the south of Ovalau, established a government in his own name at Levuka with the support of key local Europeans. He built a Parliament House on a small promontory half way between the village and the port. It was the scene of much politicking.

Unhappily perhaps, he was unable to withstand tremendous political (and economic) pressure brought to bear by American interests. Again, the machinations of the Americans are beyond the scope of this history but suffice it to say that the British interests were supportive of Cakobau and, having failed to confirm the authority of his own Government he finally ceded the Fiji Islands to the British Crown.

For most of the second half of the nineteenth century the Post Office and other

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¹² The Cyclopedic Co of Fiji. The Cyclopedic of Fiji. 1931.
administrative buildings were located immediately to the south of the Levuka Creek. The British Consul, first appointed as early as 1857, lived in a house nearby. After Cession in 1874, the Governor resided at Nausori, an area well to the south of the town, along with his administration. With the increasing importance of the port facilities the Post office and Customs Office were eventually moved to their present position in the heart of the commercial area and importantly, facing the sea.

A series of well known photographs, taken from the Turret Rock above the village, show the difference over the decades. That taken in 1880 shows much development between the village and the promontory where Cakobau built his parliament House and on both sides of Beach Street. There is a wharf, the Mechanics Institute and the Parliament House, but all are now gone. A photograph taken in 1906 shows fewer buildings in the immediate vicinity with the major change being the newly completed Anglican Church. One of the main surviving elements from the earliest period of administration is the North Levuka Cemetery.

The Town of Levuka was created in 1877 and it remains the oldest municipality in Fiji. The all-important town council played other roles such as acting as the Education Board for the Levuka Public School. The town hall, the focus of municipal administration, was built in 1898. Opposite the town hall is the police station complex and adjacent to these, behind the Lomaiviti Provincial office, are ruins which are probably those of the original lock-up.

In further „support” of the Town Council is the Levuka Club and the Masonic Hall, flanking it on either side.

The strict limitations for development at Levuka and the increasing importance of other areas, especially the Rewa River district, meant that, for the sake of better administration, the capital had to shift to Suva. The shift occurred in 1882.

**AN IMPORTANT REPRESENTATIVE BUILDING: TOWN HALL, HENNINGS STREET**

![Figure 13 Levuka Town Hall, exterior and interior](image)

The Levuka Town Hall is a concrete building, with timber floor and corrugated iron roof. Its main space is a very impressive hall, rectangular in plan, with a stage and proscenium arch at the western end. It is entered from across the Hennings Street Bridge through a porch.
and double doors. The concrete walls are some 630mm thick, with French doors opening along both sides onto deep verandahs; the doors and fanlights above provide very efficient cross ventilation. The verandah roofs are supported on cast iron columns with cast iron decorative brackets, these having been imported from the Globe Foundry in Sydney. The ceiling of the hall is vaulted, and lined with timber tongue and groove boarding.

There are single-storey offices on either side of the entrance, and several ancillary spaces have been added on the sides and rear; these contain kitchen and toilet facilities.

The Town Hall was built in 1898 as a memorial to Queen Victoria, and her portrait hangs to this day above the stage. Given its substantial nature, and the Spanish Mission style of its architecture, it is most likely that it was architect-designed, although no name is yet associated with its design. The Town of Levuka was created in 1877 and it remains the oldest municipality in Fiji; the town hall served as the Levuka Town Council offices from the time of its construction, and the main gathering place for the townspeople. Today the building is in active use, with the Department of Culture and Heritage a new tenant in one of the offices.

This building is an extremely important place in the administrative and social history of the town; for over 110 years it has witnessed performances and meetings of the townspeople and of those from all over Ovalau. It is a significant and ambitious work of civic architecture, representative of the prosperity of the town in the late 19th century. It is at the heart of a very important group of heritage buildings that includes the Masonic Lodge, Ovalau Club and buildings of the Government precinct on the other bank of the Totoga Creek. The views up Hennings Street and across the creek and bridge towards the building are amongst the most interesting in the town, and its townscape value is very high because of this. It is in good condition, and has a high level of authenticity.

<table>
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<tr>
<th>OTHER REPRESENTATIVE BUILDINGS</th>
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<td>Nasova House, Beach Street</td>
<td>002</td>
</tr>
<tr>
<td>Cession Site, Beach Street, Nasova</td>
<td>003</td>
</tr>
<tr>
<td>Post Office and Customs Authority, Levuka Port</td>
<td>011</td>
</tr>
<tr>
<td>Courthouse, Government precinct, Totoga Lane</td>
<td>Fig 16</td>
</tr>
</tbody>
</table>

Table 3 Administration and Cession – Representative Buildings
Levuka prospered as a port because of the quality of its deep water access, the protection of its reef and its central position in the archipelago. This was confirmed not just because it was the centre for administration but also the focus for communication. The Fiji Times was published in Levuka for the first time in 1869 and is the great survivor, but so too were several other papers published intermittently. They included the Fiji Argus, the Fiji Colonist and Levuka Gazette, the Fiji Gazette and the Polynesian Gazette. The earliest seems to have been the Fijian Weekly News first published in 1868. The significance of the newspapers with their shipping intelligence, advertisements for trade in all directions and advertisements for supporting services from hotels to sail makers should not be underestimated.

Until the 1920s the only access to Ovalau was from the sea by ship and even then, when air traffic started again, it was by sea plane. There was a wharf at North Levuka, possibly destroyed in the 1886 cyclone as well as two short wharfs, one being directly opposite the main wharf was always at the southern end of the town. The strategic importance of the port is clearly demonstrated by the fact that the British Admiralty took soundings and

13 These titles are taken from holdings, mostly incomplete, which survive in Australian libraries.
prepared detailed charts from as early as the 1860s. These also plotted buildings on the shore and noted certain landmarks.

At one stage there were said to be fifty pubs in Levuka. Only one survives today, the oldest hotel in Fiji and one of the oldest in the South Pacific, The Royal Hotel. It had as its neighbour the important Bank of New Zealand. Its rival was the Polynesian Hotel in Beach Street, closer to the wharf area. These hotels were the only ones recommended by T. B. Dineen in his tourist guide published in 1905. It is likely that the first pubs were not much more than sly grog shops and rooming houses. There were also boarding houses and other accommodation.

The early directories of Levuka include all the services to support a thriving port with shipwrights and ships' chandlers listed. There was a smithy in Vulcan Lane where ruins of a workshop survive.

**AN IMPORTANT REPRESENTATIVE STRUCTURE: KINGS WHARF / QUEENS WHARF**

The wharf that stands today, variously known as Kings Wharf and Queens Wharf, is a largely modern structure, opened by Tomasi Vakatora, Minister for Tourism, Transport and Civil Aviation, on 17 May 1980. It has a single arm, cranked in shape, and is of conventional concrete construction. It is in active use, servicing the fishing vessels that unload catch to the PAFCO canning factory and local ferry services. The landward end of the wharf remains an area of large industrial and warehouse buildings, evocative of the days when the port was busy servicing the copra trade.

Its significance derives from the fact that there have been wharf facilities on the site from at least the 1880s. Small jetties and wharves had been built further north during the 19th century, the best known being Father's Wharf opposite Sacred Heart Church; little remains of any of these, although the embankment to

Father’s Wharf is still clearly visible today. The representative value of Kings Wharf is therefore very high, being indicative of the fact that Levuka owes its very existence to nation and international trade by sea.
2.3.5 EDUCATION AND RELIGION

Religion has been the most pervasive influence on the native Fijian population. Two denominations have dominated as missionaries - the Roman Catholic Church and the Methodists. It has been said that the Anglicans, never a strong missionary force, abrogated their interests to the Methodists, the first Christians to arrive in Fiji. The Anglicans were present from 1870, building a series of three churches. It may have acted as something of a de facto establishment Church. Certainly the second Anglican Church, and the first permanent building, was in a commanding position looking over Nasau Park with the homes of the well-to-do around it. The third and present church, the Church of the Redeemer, was built early in the 20th century in North Levuka. Built of concrete, it speaks with some force through its Gothic architecture and is one of the more important ecclesiastical buildings in the South Pacific because of it. The church is associated with a small timber school and has a rare street light in the grounds. It is not known if any of the Anglican churches were reserved for whites. Rather, they may have specially catered to the Melanesians.
The first Methodist missionaries had arrived in Fiji in 1835 and baptised their first convert on 20 May, 1836. By 1905 they were said to be the most numerous, “Having 88,165 adherents in Fiji and Rotuma, 36,174 actual members, 6,056 on trial for membership and 9,468 catechumens.” The Methodist Church had two buildings, one closely associated with Levuka village but still to the south of the Levuka Creek and another in the centre of the town. The former, one of the oldest church buildings in the South Pacific, was for native Fijians while the latter was for whites. The degree of architectural interpretation makes an interesting comparison. The former is simpler, not much more than a hall and, having taken account of modifications for the climate; it is probably closer to the rigorous criteria for chapels of John Wesley. The latter has some pretence to be Gothic and is of interest for being a relatively early use of the Gothic style by Methodists (presumably Wesleyan Methodists) in such a remote place. The latter is closely associated with the Methodist School, a large establishment which draws on the whole of Fiji for its pupils and also trains lay-preachers.

The Methodists also supported Cakobau, acting as his close advisers. Two missionaries, John Horsley and Sam Brooks witnessed, in 1868, the deal struck between Cakobau and Melbourne businessmen wanting to set up the Polynesian Company.

The Catholic Church, in Fiji from 1844, has been represented on Ovalau by five establishments. The earliest was the Sacred Heart Church in the centre of town and is one of Levuka’s most important landmarks. The masonry tower is used as a navigation aid. The presbytery, much altered, is adjacent. Behind the church is the Brigidine Convent complex for boys and girls. It was founded over a century ago and is the earliest attempt at Catholic education in Fiji. It was also run as a girl’s orphanage. About three miles south of the town, outside the municipal boundaries and beyond the cemetery, was the Loreto Convent. The chapel associated with the Convent was damaged by Cyclone Kina in 1993 and was subsequently demolished. As far to the north is another Convent and the St John’s Boarding School run by the Marists, a French order.

The St John’s complex with its massive chapel and grand axial planning could be said to be one of the last great examples of the Counter-Reformation missions. By 1905 there were about 11,000 Catholics in Fiji.

Secular education was very well served by the Levuka Public School, the first and most highly regarded secondary school in Fiji, “the seed from which Fiji’s national education system has grown.” It was started as the Levuka Common School by Mr Bonyne and his wife, teachers from Australia, in the Oddfellows Hall in August 1879 with remarkable aspirations. The Fiji Times, announcing the start, hoped that the students would soon be sitting beside the university students of New South Wales and Victoria. It also hoped that the school would be egalitarian but that aspiration included whites only.

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17 Len Usher. Levuka School Century, p 5. This booklet provides a good general history of the school and its role in Fijian life.
18 Fiji Times. 20 August 1879.
Fijians were to be educated beyond the religious primary schools at technical colleges. After sometime in the Mechanics Institute and an attempt to consolidate its position there on reclaimed land, the school moved in 1881 into a new building on the hillside site south of Totogo Creek where it remains.

In 1890 legislative changes brought a change of name to the Levuka Public School. There had been several head teachers, good and bad, but one was to become the best remembered and loved, D. Garner Jones, a New Zealander of English parents, arrived in 1894.19 By this time the school taught “Children of manifold diversities as regards race, standard of life, attainments, ideals and abilities, the great majority of who need assistance of a very special kind to enable them to meet the demands made by our present civilisation”20. The syllabus was meant to be that of the state of Victoria, Australia. D Garner Jones introduced a progressive and practical curriculum which educated many students who went on to build the nation. Jones was supported for his quarter century by Mrs. Hathaway, nee Kate Ridings, and the infant teacher. They produced excellent results according to the Victorian inspectors who supervised the school. Jones, who was not necessarily a good administrator and seems to have had other personal problems, stopped teaching in 1921 under a cloud and died in 1930. Mrs Hathaway retired in 1922. One of its more important European past pupils, Sir Len Usher, wrote the school’s history.

The school because of its academic reputation drew from the whole of Fiji with students from several generations returning as boarders. A hostel was built early in the twentieth century to accommodate them. It was divided into separate wings for boys and girls. In a sense it is the thousands of good, ordinary children who have passed through the school and the hostel, as much as the outstanding past pupils, who have spread the benefit of their good education throughout Fiji and the South Pacific.

AN IMPORTANT REPRESENTATIVE BUILDING: NAVOKA METHODIST CHURCH


The Navoka Methodist Church is one of the oldest buildings standing in Levuka, even in Fiji, being built in 1862. It is striking for its simplicity, a plain rectangular building with a gable roof, and a small entrance porch of similar form at its eastern end. The walls are very thick (630mm) and built of coral concrete, the great depth of them showing in the Gothic shaped reveals of the windows, three on each side of the nave. The nave of the church is simple too, whitewashed walls and a curved ceiling lined with painted tongue and groove boards. It has a timber floor, timber casement windows, and a corrugated iron roof. The roof has been rebuilt at least once, as a photo of it after a hurricane in the 1890s shows it without any roof. The first Methodist missionaries had arrived in Fiji in 1835, establishing a strong following of the faith and exerting some influence in political affairs. They had two Churches in Levuka, the other one closely associated with Levuka Village at the northern end of the town. The Navoka Church, apparently the second on the site, was initially used by a European congregation, and it remains in active use today. This church has very great historical significance for its long and continuous association with the Methodist Church; for its age of nearly 150 years, and for the stark simplicity of its architecture. It has high technical value because it has survived from the early period of European settlement with much of its fabric intact, a rare example of coral concrete construction. Its sitting, set back from the foreshore at the foot of the flight of 199 steps, gives it a key location in the townscape.

<table>
<thead>
<tr>
<th>OTHER REPRESENTATIVE BUILDINGS</th>
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<td>Levuka Public School, Garner Jones Street</td>
<td>074</td>
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<tr>
<td>Levuka Public School Hostel</td>
<td>075</td>
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<tr>
<td>Marist Convent School, Convent Road</td>
<td>034</td>
</tr>
<tr>
<td>St James Anglican Church and Presbytery, Beach Street</td>
<td>092</td>
</tr>
<tr>
<td>Sacred Heart Church and Presbytery, Beach Street</td>
<td>047, 048</td>
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<tr>
<td>Levuka Vakaviti Methodist Church</td>
<td>097</td>
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<td>Loreto Mission Complex, Tokou Village</td>
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<td>St John’s Church and Presbytery, Cawaci</td>
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**Table 4 Education and Religion – Representative Buildings**

**Figure 24 Levuka Public School, Garner Jones St**

**Figure 25 Levuka Public School Hostel**
Figure 26 Marist Convent Sch, Convent St

Figure 27 Levuka Village Church

Figure 28 St James Anglican Church, Beach Street

Figure 29 Interior of St James Anglican Church

Figure 30 Sacred Heart Cathedral, Beach St

Figure 31 Sacred Heart Presbytery
Levuka thrived on commerce and trade until after the Second World War. That is not to say there were not several downturns and Levuka’s boom and bust economy, so sensitive to outside forces, is typical of frontier towns. The weakness of the economy lay in the exhaustion of natural resources, a limited number of primary products, the distance and difficulty of getting produce to markets and finally the fickle nature those markets might have. The climate, especially the destruction and dislocation caused by cyclones, was also a problem. A depression from 1880 to 1886, at a time when the Australian colonies and especially Melbourne, were booming, was worsened by two hurricanes. The end of indentured Indian labour in 1920 brought an end to some sugar plantations. The worldwide Great Depression of the 1930s did not spare Levuka.

There was a close and beneficial relationship between Australia, especially mercantile Melbourne, and Levuka. It is quite likely many ex-convicts and other rogues from Australia, with the decline in easy pickings on the gold fields, contributed to the liveliness of the town in the early days. One of the first attempts at more systematic exploitation was the founding of the ‘shady’ Polynesian Company by Melbourne interests. Messrs W. H. Brewer and L. J. Evans put pressure on a besieged Cakobau. They were to pay Cakobau’s debt to the Americans in return for total control over certain lands. The British Consul, Mr. John B. Thurston, would have none of it and in turn put pressure on the Commanding Officer of the Australian Squadron. It seems that they still succeeded in getting their own land however.

The main trading companies of the South Pacific were represented in Levuka. The widest ranging was the Australian trader, the Burns Philip Company. The other, of special significance to Fiji, the Morris Hedstrom Company started in Levuka: The workers of these companies lived in what appear to have been company built houses on the hillside immediately above the wharf area. The owners lived beyond Totogo Creek on the hillside near the second Anglican Church.
**AN IMPORTANT REPRESENTATIVE BUILDING: KIM’S PAAK KUM LOONG, BEACH STREET**

Kim’s Paak Kum Loong, commonly known as Kim’s, is a structure that is very typical of the buildings at the heart of the commercial area of Levuka. It is two storey’s high, the ground floor with a retail shop opening to Beach Street with living quarters and garden extending out behind, while on the first floor (with access via an external stair) there is now a restaurant and kitchen. The dining area opens onto a verandah, now fully enclosed and glazed with louvres, which commands wide views out over the main street and the foreshore. It is very evocative of the town in the 19th century as depicted in early photographs.

<table>
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<td>Gulabdas and Sons, Beach Street</td>
<td>030</td>
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<tr>
<td>Vallabh and Sons, Beach Street</td>
<td>035</td>
</tr>
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<td>Whale’s Tale Restaurant, Beach Street</td>
<td>037</td>
</tr>
<tr>
<td>Narsey and Sons, Beach Street</td>
<td>038</td>
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<tr>
<td>Ambalal &amp; Co General Store, Beach Street</td>
<td>051, 052</td>
</tr>
<tr>
<td>Levuka Market Building, Beach Street</td>
<td>076</td>
</tr>
<tr>
<td>Royal Hotel, Robbie’s Lane</td>
<td>066</td>
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</table>

Table 5 Trade and Commerce – Representative Buildings
The history of the building is not well documented, but it is known to have its origins as the local Bank of New South Wales. It was built in reinforced concrete, probably in the first decade of the 20th century, while the residential additions at the back are framed in timber and may date (at least in part) from as recently as the 1970s. Floors are timber, the verandah at first floor level is clad in vertical tongue and groove boards, and the roof is corrugated iron.

This building has strong historical value as an early commercial building, typical of many but standing out for its early history as a bank and for its strong presence in the main street. It is an important component of the continuous row of buildings that is such a strong determinant of the character of the town. The extensive changes that the building has undergone, again typical of the commercial buildings, adds to its historical interest.
2.3.7 SOCIAL AND RECREATION

Levuka was the meeting place of two major cultures. On the one hand, there was the indigenous Fijian culture with its intricate weaving of rights and responsibilities, based on subsistence agriculture, promoting aggression to others and other practices abhorrent to the Europeans. The Europeans, on the other hand, must have confused the Fijians with their civilisation. It is not appropriate to explore the ethnological reactions here except to comment on how this initial meeting, subsequent developments and the introduction of new cultures have left their mark on the town of Levuka.

It has already been noted that the town started at the village and spread south to its business centre. Cakobau built, with some European pretension, a Parliament House on a promontory dominating the town.

The various Christian denominations dealt in different ways with the native population and this social contact was the most pervasive. The Indian community celebrates its festivals such as Diwali with the enthusiastic support of all the children of Levuka. The Chinese, and to a lesser extent, the Japanese have also contributed to the development of Levuka.

Other social contacts were through the Levuka Public School and the two clubs, the Ovalau Club and, much later, the Levuka Club. These, it seems, catered for different classes within the community. The Masonic Lodge, Lodge Polynesia, was the first in the South Pacific and would have been critical for the interaction of the various cultural groups when men from all races could be members. Similarly, and for both genders, the Levuka Bowling Club provided facilities for social interaction.
### Table 6 Social and Recreation – Representative Buildings

<table>
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<td>Lodge Polynesia Masonic Hall, Hennings Street</td>
<td>063</td>
</tr>
<tr>
<td>Levuka Bowling Club, Nasau Park</td>
<td>064</td>
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<tr>
<td>Grandstand, Nasau Park</td>
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</table>

**Figure 41 Ovalau Club from across Totoga Creek**
The Ovalau Club was founded in 1904 and has been occupying this building ever since; it is thought to have been built as a Public Works Department residence. The club was formed along traditional British colonial lines, with membership restricted to Europeans and Fijian chiefs until after the First World War. It is now open to all ethnic groups. The building is single storey, fully timber framed, and domestic in scale and appearance. It has a central section with a gable roof, ornamented with finials, and this is surrounded by a wide verandah which has been enclosed with top-hung timber shutters. Concrete piles have been poured in large steel drums. The main space functions as a bar, with service rooms towards the rear. The building is nicely sited between the Town Hall and Totoga Creek, with a picket fence following the curve of the creek, and access is from the Hennings Street Bridge. The Ovalau Club is important as the first private club in Fiji. Though modest in its architecture, it has been an important place for socialising and discussion for over 100 years. It makes a contribution to the townscape, especially as part of a group that includes the Town Hall and the Government precinct buildings on the other side of the creek. The building is in reasonable condition, and although altered over time, the changes have not detracted from its architecture.

2.3.8 Housing

The houses of Levuka represent a long building tradition from the early days of European settlement, through to the present. They are extremely important not just for the architecture of the special ones, or for the historic importance of those built for well-known people, but also for their simplicity and variety, their patterning, their townscape value, and the context they give of how people lived - and live today - in the town.
An archetypical 19th century Levuka house is timber-framed, and clad in timber weatherboards or vertical tongue and groove boards. Many of them started out as simple rectangular-shaped buildings, with a gable roof, and a surrounding verandah to provide shade and outdoor living. The verandahs are now generally enclosed, with top-hung timber shutters providing shade and allowing ventilation. Windows that are not shaded by a verandah may have a simple hood, in timber or galvanised iron.

Timber piles have often been replaced with concrete, while all roofs were of corrugated iron, painted red oxide. This pattern has not greatly changed, although there are of course exceptions - the main one is that concrete block is now a commonly used material for the main structure.

Almost all houses are single storey, although the slope of the land can often mean a high basement space gives the building added prominence. They are sited in the lanes and streets behind Beach Street on relatively flat land, on the foothills, on prominent ridges, and in the deep valleys well up behind the town, especially that of Totoga Creek. These houses in the Settlements are accessible only by narrow walking tracks. Here one finds more basic houses that use corrugated iron more commonly than timber cladding, and arranged amongst the lush gardens and growth as the steep topography allows.
2.3.9 INFRASTRUCTURE

The infrastructure of Levuka has grown and evolved slowly over a long period of time, and this is partly why the place has an air of informality, casualness and surprise. The pattern of roads is a good example of this – they follow the curve of the beach, the sinuous shapes of the several creeks that run through the town, the foot of the steep slopes, so that there is barely a single straight road in the town. Where the topography is quite unsuited to roading, then steep paths and flights of steps serve the purpose of access. This contrasts strongly with “designed” towns where roads are laid out in ordered geometric patterns and public amenities arranged in logical places.

Roads, footpaths, steps, bridges and seawalls today constitute a very important component of the heritage values of the town. They have been developed slowly,
responding to local and environmental needs, and have been well-designed for their purpose; they thus provide a strong framework for illustrating the history and growth of the town.

2.3.10 CEMETERIES AND MEMORIALS

Figure 48 Draiba Cemetery

Figure 49 Plaque at Fong Kong Fountain

Figure 50 European World War II Memorial
All cities and towns have memorials which commemorate important events in the life of the place, or people who have played a significant role in local or national affairs. Levuka is no exception. The main memorials are those commemorating local people who served in World War I – the men of the Fijian Labour Corp in the obelisk memorial on the foreshore and the Classical column of the European monument on the headland at the northern end of the town. Both are prominent structures, important in the townscape for their landmark value, as well as a constant reminder of sacrifice of the people of the town and Ovalau.

Memorials can range down to something as modest as the cast iron drinking fountain at Nasau Park with a brass plaque „Presented by Fong Kong 1926” set in its base – an important local history story is waiting to be uncovered here.

History abounds too in the cemeteries of any town. That at Draiba is not only a place of natural beauty, set in an amphitheatre of hills and lush growth and looking out to sea, but the inscriptions on its gravestones encapsulate the multi-cultural origins of the town.

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<tr>
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<tr>
<td>Fong Kong drinking fountain</td>
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Table 7 Cemeteries and Memorials – Representations
2.4 CULTURAL SIGNIFICANCE OF LEVUKA

This section outlines how the heritage of Levuka has national, regional and outstanding universal cultural values. The arguments are developed for national and regional significance principally from the work of James and Hubbard and for outstanding universal value from the Comparative Analysis by Anita Smith. In addition the cultural landscape work of Margaret Purser reveals a multi-layered landscape story that goes back many hundreds of years before European contact. While not so obvious as the legacy of European era buildings, this long tangible and intangible indigenous Fijian heritage is fundamental to the significance of Levuka and the whole island of Ovalau.

The Plan shows how significant cultural heritage will be managed using a nominated property of the town of Levuka, and three outliers, together with a two part buffer system, one surrounding the town and the other the remainder of the island.

2.4.1 STATEMENT OF CULTURAL SIGNIFICANCE

The Town of Levuka stems from the earliest exploitation of the Fiji Islands by Europeans and the subsequent consolidation of commercial interests there. It was ceded from the native village of Levuka, the home of the chief, Cakobau, who at that time was endeavouring to rule the whole of the island group as king. While at first it was a suitable place for the two cultures to meet and develop their mutual interests, the limitations of Levuka as a capital became apparent with shifting commercial interests, crop diversification and the rise of the Rewa River and other districts, and because of its steep topography. Levuka was critical in the political machinations behind the emergence of Fiji as a nation and a colony of Great Britain. It was the site of Cession in 1872. However, notwithstanding the removal of the central administration to Suva in 1884, Levuka continued to prosper on a limited scale until the rapid decline and re-organisation of the copra market in the 1960s.

Levuka is of cultural significance at a regional level for the South Pacific and nationally for the Republic of Fiji because it:

- Was the seat of Fiji’s first capital from the early 1860s.
- Was the focus for most British, Australian and German and much American commercial activity in the South Pacific, until the early 1880s.
- Was the site of the Cession of Fiji to the British Crown in 1872.
- Is one of the best remaining examples of a town or settlement which reflects the effect of European exploitation and colonisation in the South Pacific.
- Retains its pattern of inter-cultural relationships, urban forms and layers of successive development until the post World War 2 period.
- Retains key buildings which reflect the introduction of European education and religion including some of the first sites in the region, e.g. Levuka Public School,
St John’s, Sacred Heart, two early Wesleyan chapels, Masonic Hall, and Town Hall.

- Retains key buildings which reflect the introduction of European administration and social development including some of the first such sites in the region.

- Is important for the range of its building types, their architectural styles and very high level of integrity.

However, any decision on the necessity for the conservation of Levuka need not go further than consideration of the national interest within Fiji. It is undoubtedly of national significance for a number of reasons; it continues to play and, with proper conservation work, can continue to play in the future, a crucial role in demonstrating to all Fijians a vital turning point in the evolution of the Fijian nation.

2.4.2 STATEMENT OF OUTSTANDING UNIVERSAL VALUE

The OUV statement for Levuka is as follows:

Levuka Historical Port Town is a densely concentrated assemblage of archaeological, built and maritime heritage and landscape features of outstanding universal value as a representative and intact example of colonial port towns established in the initial stages of European colonisation of the Pacific Islands in the late 18th and early 19th centuries. It reflects the early stages in the development of European port towns that were essential components of European global expansion beginning in the 15th century.

European colonisation is universally agreed to be a significant stage in human history and one which gave rise to unique forms of architecture and settlement pattern. Initial European colonisation of the major archipelagos of the Pacific islands was possible only through late 18th century advances in seafaring and navigational technologies and the establishment of beach communities such as Levuka that provided essential supplies and safe harbour. Levuka was the first capital of the British colony of Fiji and the town’s built heritage reflects the characteristics and institutions of the British maritime empire in the 19th century but in a unique form in response to the geography of the Pacific Islands.

Levuka bears testimony to the early stages of the cultural contact that took place across the globe as part of the process of European maritime expansion that was characterised by the negotiation of social and cultural differences between Indigenous and European systems of authority. European colonisation brought many different cultures into contact, creating ongoing social, cultural and political forms that reflect this contact. Levuka is a very rare example of a site of initial European colonisation in a region that continues to reflect this negotiation in the town’s tangible heritage.

Levuka is one of a handful of small beach communities of Europeans that developed in the various island groups of the Pacific that played a vital role in servicing ships and assisting their commercial endeavours. In many cases these early ports of call became centres of colonial authority in each island group and subsequently European colonial
capitals and the capital of independent Pacific nations in the mid-late 20th century. This process of development resulted in substantial loss of 19th century built heritage with the creation of 20th century cities. However in Levuka, this process was truncated by the shifting of the British colonial capital of Fiji from its original location at Levuka to Suva, the present site of Fiji’s national capital, in 1882. As a consequence, although small scale building and the development of the port of Levuka continued into the mid-20th century, many aspects of the town’s built heritage, its layout and landscape, continue to reflect the 19th century development of the town from an Indigenous Fijian village and beachcomber community to the British colonial capital. Levuka is an exceptional, authentic example of the cultural traditions of European expansion in the Pacific environment throughout the 19th century. Levuka is an authentic Pacific Island expression of globalising forces being enacted through European and especially British powers in the 19th century.

The significance of the town resides in the integrity of the townscape that reflects the patterns of life in the town in the 19th and early 20th century.

The values of Levuka are identified as being:

- *It is one of only a handful of sites where tangible heritage reflects early stages in European colonisation in the Pacific and elsewhere;*

- *Levuka reflects the specific form of cultural interaction associated with the history of European colonisation the Pacific; and*

- *Levuka is representative of global patterns in infrastructure development, urban and social change associated with the British Empire following formal annexation of new territory but in a unique vernacular form due to the moving of the capital to Suva in 1882.*

**2.4.3 NOMINATING CRITERIA**

**CRITERION (II)**

*Exhibit an important interchange of human values, over a span of time or within a cultural area of the world, on developments in architecture or technology, monumental arts, town-planning or landscape design*

Levuka Historical Port Town is representative of an important interchange of human values and cultural contact that took place as part of the process of European maritime expansion over the 19th century in the geo-cultural region of the Pacific Islands. In all regions of the world initial European settlement in locations of safe harbour was characterised by the negotiation of social and cultural differences between Indigenous and European systems of authority. Levuka Historical Port Town is a rare and authentic example of a site in the Pacific Islands that continues to reflect initial European negotiation and interaction with Indigenous peoples, the Fijians, during the process of colonisation.
CRITERION (IV)

Be an outstanding example of a type of building, architectural or technological ensemble or landscape which illustrates a significant stage in human history

Levuka Historical Port Town reflects the global characteristics and institutions of European colonisation in the 19th century - an important stage of human history - especially that of the British Maritime Empire, but in a unique form that is a response to the cultures and geography of the Pacific Islands. The archaeological, built and maritime heritage and landscape features of Levuka Historical Port Town make it the outstanding example of the port towns established throughout the Pacific Islands during the colonial period of the 19th and early 20th century.

2.5 BOUNDARIES OF LEVUKA HERITAGE AREA

2.5.1 OPERATIONAL GUIDELINES REQUIREMENTS

The cultural heritage values of Levuka and Ovalau can be conveniently divided for management purposes by adopting the nominated property and buffer zone concepts explained in the World Heritage Operational Guidelines. The concepts are paraphrased here and then the Plan explains how they have been applied to Levuka and Ovalau:

**Nominated Property**: The delineation of boundaries is an essential requirement in the Operational Guidelines for the establishment of effective protection of nominated properties. Boundaries are to be drawn to ensure the full expression of the outstanding universal value and the integrity and/or authenticity of the property. For properties nominated under criteria i – vi (Levuka is being nominated under categories ii and iv), boundaries should be drawn to include all those areas and attributes which are a direct tangible expression of the outstanding universal value of the property, as well as those areas which in the light of future research offer potential to contribute to and enhance such understanding.

**Buffer Zone**: Wherever necessary for the proper conservation of the property, an adequate buffer zone should be provided, together with an explanation of how it protects the property. For the purposes of effective protection of the nominated property, a buffer zone is an area surrounding the nominated property which has complementary legal and/or customary restrictions placed on its use and development to give an added layer of protection to the property. This should include the immediate setting of the nominated property, important views and other areas or attributes that are functionally important as a support to the property and its protection.
Most of the heritage places that together make Levuka a port town of outstanding universal value are located within the nominated property comprising Levuka Town and adjacent 100 meter coastal fringe, together with three nearby outliers. The total area of nominated property is 302.75 ha.

**LEVUKA TOWN AND PORT**

Levuka Historical Port Town has a representative selection of heritage buildings and other places of heritage importance are described in Section 2.3 of the Plan.

By extending seaward from the town boundary to 100 meters beyond the seawall and Kings Wharf, most of the existing port features and sites of earlier port features are also included within the nominated property. Heritage places within Levuka Town and Port will be protected by the nominated property as a whole being placed on the National Heritage Register and by revision of the Levuka Town Scheme.

The area is 69.6 ha. Nearby, but outside Levuka Town boundary, there are three outlier areas of such importance to the key themes that comprise outstanding universal value of Levuka that they will be included and managed as part of the nominated property:
Figure 53 Map of the Island of Ovalau with nominated property and buffer zones
DRAIBA CEMETERY OUTLIER

The cleared area of the cemetery is shown in Figure 56. As the main town cemetery, it is of great cultural significance to the community of Levuka as it represents the various rituals of death and it is a repository of historical information. It has a high level of aesthetic appeal and provides a sense of continuity for the community. While outside the town boundary it is on state land and its current good management will be cemented in place by entering the cemetery and its immediate visual catchment (included in the neighbouring buffer) on the National Heritage Register, together with a suitable Heritage Agreement. This area is 1.7 ha.

ST. JOHNS SCHOOL, CAWACI OUTLIER

The St Johns school complex, 4 km north of Levuka, shown in Figure 56, includes the chapel, presbytery, dormitories, classrooms and nearby Bishop’s Tomb, and is of significance to the South Pacific region as one of the most complete examples of a Catholic mission, for its religious and educational associations and for its architecture. The complex is owned by the Catholic Church and will be protected by entry on the National Heritage Register with a suitable Heritage Agreement for its management. This area is 214.4 ha.

Figure 54 St. John’s School, Cawaci

Note: most village Fijians are buried in their own village cemeteries. Levuka (Draiha) Cemetery has been and is used by residents or the town and non indigenous residents from elsewhere on Ovalau.
LORETO MISSION OUTLIER

The Loreto Convent, 3km south of Levuka Town, shown in Figure 56, is of special significance as a complex including surviving buildings and the vicinity of the chapel (destroyed by a hurricane in 1993) as an archaeological site. The Loreto Church was the focus for one of the important, and possibly the first, Catholic missions. It was founded before the Marist Convent in Levuka. The complex lies on a property leased by the Catholic Church and will be protected by entry on the National Heritage Register with a suitable Heritage Agreement for its management. This area is 17.05 ha.

2.5.2 BUFFER ZONES

The purpose of the buffer zones is to provide additional layers of protection for the heritage values of the Levuka Heritage Area. There are two buffers: the first an inner buffer safeguarding the catchments and port area immediately adjacent to Levuka; the second is the whole of the remainder of the island of Ovalau.

LEVUKA CATCHMENT BUFFER

This buffer has two parts: land and sea, together totaling 609.4 ha.
**Land Component**

The land part of the buffer comprises the complete visual and watershed catchment that encompasses the nominated areas of Levuka Town and Port, and Draiba Cemetery. It is defined by the sea margin, and by leading spurs running from the coast up to the main crater rim of Ovalau. It includes the Fijian villages of Levuka village in the north and Draiba in the south. Most of the land is native land or traditional Fijian village land.

For this buffer area agreements will be sought with traditional land owners and the Native Land Trust Board to ensure the backdrop of Levuka Town and neighbourhood is managed so that land-use activities do not adversely affect the visual setting of the town and cemetery, as seen from land or sea.

The area also has important soil and water protection values as it is the water supply catchment for Levuka and keeping it in good condition will maintain water quality for residents and visitors to the town, and reduce the risk of flooding and landslides through the town area.

The rich cultural landscapes of the Fijian villages of Levuka village and Draiba lie within this buffer zone; and settlements (past and present), and gardens, extend up the slopes and valley behind Levuka Town. The sites and stories of these heritage places add to the heritage values found within the nominated property. Where necessary for protection, areas within the buffer will be added to the National Heritage Register with Heritage Agreements to specify how they will be managed.

The area of this part of the buffer is 363.0 ha.

**Sea Component**

Levuka is adjacent to the port's deep water Natubari Entrance between Cakaulekaleka and Balavu Reefs. A sea buffer has been established running from the mean high water mark, or from the 100 meter port margin, to the outside of the outer reef. The northern and southern boundaries are contiguous with the Levuka land buffer boundaries, and run east-west to the outside of the reef to about 20 meters depth.

This area of reef, water and coastline is important for the protection of heritage values for several reasons.

The way in which this buffer area is managed affects the quality of views both from Levuka and when approaching Levuka from the sea. Any further reclamation, other for necessary purposes of jetties or wharves, needs to be prevented in order to protect the visual quality of Levuka town and to prevent damage to the seawall and natural heritage values of the seabed.

Given the long history of port use in this area it will also contain much archaeological interest directly related to the port town history of Levuka. A number of wrecks are
known on or near the inner Ici Cabi Reef and further discoveries are likely given the known shipping mishaps around the port.

Where necessary for protection, areas within this buffer will be added to the National Heritage Register with Heritage Agreements to specify how they will be managed.

The area of this part of the buffer is 246.4 ha.

**OVALAU ISLAND BUFFER**

The remainder of Ovalau comprises is an outer buffer important for the protection of the heritage values of Levuka in several ways.

The history of Levuka cannot be fully understood without the context of the rest of Ovalau. The 28 existing Fijian villages (including the two in the inner buffer) evolved from some 2000 years of history since the first Fijians set foot on the island. Ovalau is a rich cultural landscape where, in even apparently untouched forest, ancient archaeological sites can be found.

From the time of first European contact and the settlement of what was to become Levuka town and port, Levuka increasingly became important as a centre of activity for the island but its influence spread around the coastal settlements and to Lovoni, the village nestled in the central crater. Each of the villages has features that relate to this story, particularly churches, cemeteries and schools. Outside the villages there are significant sites such as old cotton farms, copra plantation sites, dairy farms, the remains of the first pineapple factory in Fiji, and settlements for the Solomon Islander community’s descendants of blackbirded labourers.

Understanding the heritage of Levuka for visitors, normally involves visiting not just Levuka itself, but also undertaking a visit to Fijian villages and a round island tour.

Managing Levuka and the rest of Ovalau as an integrated whole is the best way of ensuring cultural heritage is protected and presented to visitors. Significant heritage sites in the outer buffer zone will be added to the National Heritage or Local Registers and where necessary managed under Heritage Agreements.

While there are enclaves of Freehold lands and State lands in this buffer the bulk of the land is communally owned with small amounts of this under Native Lease. Most of the buffer is in either Fijian villages or rural land with easier topography farmed or gardened and steep land in forest.

Heritage values cannot be protected by the law alone. Support of the chiefs and traditional landowners of the buffer zones for the protection of the heritage values of Levuka and the rest of Ovalau is absolutely critical to successful heritage management.

The total area of this buffer is 9585.2 ha
2.6 THE LEVUKA AND OVALAU HERITAGE REGISTER

The draft Fiji World Heritage Decree 2011 provides for heritage places to be recorded on either –

- The National Heritage Register held by the National Trust of Fiji for local and nationally significant heritage places;

- The List of Monuments held by the Fiji Museum for places having archaeological significance; and

- The Fiji Register of Potential World Heritage Places held by the Fiji World Heritage Council for places that are being nominated to the Tentative List or the World Heritage List.

The protection mechanism afforded to each place is determined by the List or Register under which the place is inscribed.

Levuka is a place of national importance and this has long been officially recognised with Government declaring it a Historic Town in 1987. In order to secure adequate and comprehensive protection of the values of heritage places in Levuka and elsewhere on Ovalau, Levuka will be nominated to the Fiji Register and the World Heritage List. Levuka will therefore be protected by its Management Plan and the Fiji World Heritage Act. The MH building (Levuka Community Centre) in Levuka is currently protected by the National Trust Act since it is a registered National Heritage Building.

When viewed in isolation some individual heritage places would not be judged as nationally significant, but in the context of the assemblage of heritage places in Levuka they become nationally significant. For the remainder of Ovalau, places that provide context for the story of Levuka are also of national significance. This therefore would afford the entire town protection under the Fiji World Heritage Decree and the Levuka Heritage Management Plan.

To provide for systematic recording of heritage places in Levuka and on Ovalau, and to prepare for transition to the Fiji Register when that is established, a special local register will be created for Levuka and Ovalau, to be known as The Levuka and Ovalau Heritage Register.

This special register has been designed to both stand alone and to integrate with the eventual National Register. It will be used to identify individual or related groups of places within Levuka and Ovalau. One key entry will be for the Levuka nominated property (town plus 100m coastal margin), and the three outliers (Saint John’s Cawaci, Loreto and Draiba Cemetery).
These are designed to be adopted by the National Register as the means to ensure protection of all heritage places within the nominated property. (An all-inclusive entry does not prevent individual sites within these areas having separate register entries). Once a place is entered in the Fiji Register by the Fiji World Heritage Council, the official 'keeper' of that registration is the Council. The island Register will then maintain an identical copy of this record.

For the purposes of the Register, 'Heritage Place' is used in the same broad sense in which it is used in the Heritage Decree. This includes not only buildings, structures, archaeological sites and shipwrecks that meet the nationally significant criteria, but also sites of intangible value and items related to places.

For example, this means sites or places of great national importance but possibly with little or no tangible evidence, such as the original pre-European Totoga Village site, can be registered in the Levuka and Ovalau Register and in the National Register. Another example under the 'item' category is the collection of items in the Community Centre Museum from shipwrecks in Levuka Harbour.

Developing the Levuka and Ovalau Heritage Register can be tied in with the proposed database project so that the Register becomes the central index for all heritage related information for the island. It will provide a cross link to other registers such as the National Register, Levuka and Ovalau place records in the National Trust, Fiji Museum or in Fiji's National Archives, and the records of the Cultural Mapping Programme.

2.6.1 FORM OF THE REGISTER

The Register will aim to meet the entire minimum listing requirements specified in the draft Fiji World Heritage Decree 2011 for places to be entered in the Fiji Register, along with any other detailed requirements that may be specified by the Council. For sites which do not qualify for the National Register on the grounds that they do not meet the criteria to a sufficient extent, the same information will be collated but may be in less detail.

The Register will be maintained by the National Trust office in Levuka. It will be in hard copy form and available in electronic form - the e-Register. In addition, the Register will be a repository of any further information about a place that might assist in protecting and conserving it. Additions to or alterations of the Register will only be made by the National Trust.

The Register will be managed so that the hard copy and e-Register are identical in content. Once places on the island register are also on the National Register, the primary copy will be the one on the National Register. (An identical copy will continue to be held on the island register). A cloned copy of the e-Register will be maintained by National Archives of Fiji and be publicly accessible by internet. This will ensure efficient storage and provision for access to the information by institutions and members of the public.
For some places, some information may not be disclosed publicly for any of a number of reasons. For example, this situation is already anticipated by the draft Fiji World Heritage Decree 2011 for shipwrecks, where there is an increased danger of them being 'looted' if their precise location is made public. The Decree provides for only a general location to be given. Other examples will be information which has only been disclosed by owners on the provision it is not made available without their consent.

Parts of registration entries may also be subject to copyright for any use other than public viewing within the context of the registration entry itself. For example, historic photographs of a place supplied by the Fiji Museum.

The easiest way of dealing with this is to say that other than for personal use, the register is copyright without express permission in writing from the National Trust. Every effort will be made to ensure all owners of places have copies of, or have easy access to copies of the Register entries for their property. The proposed fields of the register are shown in the accompanying box:
### OVALAU HERITAGE REGISTER

The Register is to have an introduction setting out the rationale, the history of its preparation, previous work called on, the way in which it is arranged and the ways of accessing information.

The suggested form for the register is based on the 1994 James and Hubbard register, and incorporates the requirements of Heritage Decree. In particular, it uses the criteria from s.28 Criteria for Entry of the Decree, and includes the information required by s.30 Form for Entry.

Index / Table of Contents. The Register should be arranged geographically: the wharf area; Beach Street; Government precinct etc., and within those areas, south to north as convenient. Each register number could be prefixed with a letter (C for commercial, G for Government, R for religious etc.) if this was thought to be useful. Each page to have a footer with register no and date of last update. Sheets to be designed when content is agreed.

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| PART 2 | History |
|---------| outline history |
| Description | setting, form, style, additions and alterations, associated objects etc. |
| Other Matters | including items closely related to the place |
| Statement of Significance | |
| Sources of Information | including location of important sources; any copyright or privacy issues regarding sources; reference to James and Hubbard and James inventory number |

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<tr>
<th>PART 3 (where information is available)</th>
<th>Historic photos</th>
</tr>
</thead>
<tbody>
<tr>
<td>Historic maps, drawings, ephemera</td>
<td></td>
</tr>
<tr>
<td>Additional present day photographs, including interiors</td>
<td></td>
</tr>
<tr>
<td>Measured drawings</td>
<td></td>
</tr>
<tr>
<td>Author(s) and date / any updates</td>
<td></td>
</tr>
</tbody>
</table>

Figure 56 : Ovalau Heritage Register
2.6.2 PRELIMINARY LIST OF PLACES FOR THE OVALAU REGISTER

The Levuka and Ovalau Heritage Register is a tool to help in the management of the heritage places of the town and island. The decisions on what places get registered should be pragmatic and will depend in part on resources available for the work.

There are some obvious places to register as a priority. The following criteria can be used for prioritisation:

- The place is an important or representative example included in the case to support the World Heritage nomination.
- All-inclusive entries need to be made for the nominated property.
- Maintenance, repair or major work is required on the place.
- The place is going to be included on the Fiji Register.

Much of the required information about the place is already available, for example in James and Hubbard Vol II, in Fiji Museum records, or in other records or research.

The following preliminary list for registration has been prepared with these criteria in mind.

**KEY PROJECT: DEVELOPMENT OF THE LEVUKA AND OVALAU HERITAGE REGISTER AND DATABASE.**

The Department will develop the Heritage Register and Database, focusing first on the priorities set out in the Management Plan. This will build on the revision commenced by the Management Plan team, updating the 1994 and 2005 James and Hubbard Vol II data-sheets, and incorporating subsequent work by teams led by Margaret Purser of Sonoma University, and Professor Noriaki Nishiyama of Kyushu University, and others. The database component of the project is to bring together copies of or links to all the available documentary material on Levuka and Ovalau, commencing with the works outlined in Section 1.2.

The Register will be managed by the National Trust office in Levuka.
### PRIORITY PLACES FOR REGISTRATION

<table>
<thead>
<tr>
<th>Category</th>
<th>Places</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>All-Inclusive Entries</strong></td>
<td>Levuka Town and Port Core Zone, Draiba Cemetery Outlier, St Johns – Cawaci Outlier, Loreto Outlier</td>
</tr>
<tr>
<td><strong>Pre-European Contact</strong></td>
<td>Totoga Village Archaeological Site, Levuka Vakaviti (otherwise in all-inclusive category)</td>
</tr>
<tr>
<td><strong>Industry</strong></td>
<td>Burns Philip copra shed, now Homemakers, Beach Street, Morris Hedstrom Store, Beach Street, Morris Hedstrom bond store, now Supreme Warehouse, Beach Street</td>
</tr>
<tr>
<td><strong>Administration and Cession</strong></td>
<td>Cession Site, Beach Street, Nasova House, Beach Street, Courthouse, Government Compound, Police Station, Government Compound, Levuka Town Hall</td>
</tr>
<tr>
<td><strong>Education and Religion</strong></td>
<td>Levuka Public School, Marist Convent School, Convent Road, Sacred Heart Church and Presbytery, Beach Street, Navoka Methodist Church, Church Street/Mission Hill Road, Levuka Vakaviti Methodist Church, Beach Street, St John’s Church and Presbytery, Cawaci</td>
</tr>
<tr>
<td><strong>Trade and Commerce</strong></td>
<td>Lomaiviti House, National Bank of Fiji, Beach Street, Royal Hotel, Robbie’s Lane, Kim’s Paak Kum Loong, Beach Street, V M Narsey and Sons, Beach Street</td>
</tr>
<tr>
<td><strong>Social and Recreation</strong></td>
<td>Ovalau Club, Lodge of Polynesia (Masonic Lodge), Grandstand, Nasau Park</td>
</tr>
<tr>
<td><strong>Housing</strong></td>
<td>Five cottages, beside Totoga Creek</td>
</tr>
<tr>
<td><strong>Infrastructure</strong></td>
<td>Sea wall, along Beach Street, Bridge over Totoga Creek, Beach Street, 199 Steps, off Church Street, Cemeteries and Memorials, World War II Memorial, Fijian Corps, Beach Street, World War II Memorial, European, Beach Street</td>
</tr>
<tr>
<td><strong>Shipwrecks</strong></td>
<td>Levuka Harbour Wreck Sites</td>
</tr>
</tbody>
</table>

*Figure 57 Priority Places for Registration*
2.6.3 FIJI MUSEUM RECORDS

The Fiji Museum administers the Preservation of Objects of Archaeological and Paleontological Interest Act, 1940. Pre-history archaeological work in Fiji is usually carried out with the direct involvement of the Pre-history Department archaeological team at the Museum. It is controlled under a system of permits, in particular to manage survey and excavation, and the removal of archaeological collections. The permit system requires researchers to provide records of their work.

The Historical Archaeology Department maintains a ‘Register of Historic Sites’, including maritime sites. The Museum intends this to be an ongoing project through which a comprehensive database of all known historic and maritime sites is being compiled. They are interested in documenting heritage buildings, including in Levuka, and this activity needs to be coordinated with the activities of the National Trust, which will take the lead role in the case of Levuka.

The research permits for the Levuka work carried out by Kyushu University and Sonoma University have been issued by the Museum.

The Museum has a good reference library and a photograph collection which is being systematically digitised. These holdings, and the Museum’s collection of objects, include much material relevant to Levuka and Ovalau.

2.6.4 CULTURAL MAPPING PROGRAMME

The Institute of iTaukei Language and Culture, part of the Ministry of iTaukei Affairs, has been undertaking a Cultural Mapping Programme on the island of Ovalau, where the field work has been completed.

Cultural Mapping involves:

- the preservation and safeguarding of tangible and intangible cultural heritage;
- the promotion of the value of cultural diversity;
- the respect for cultural rights; and
- the promotion of tradition-based creativity and innovation as ingredients of sustainable economic development.

The programme includes the collection, recording and documentation of indigenous tangible and intangible cultural heritage. It involves audio and visual recordings of aspects of Fijian culture and traditions. A key objective of the exercise is to retrieve important traditional knowledge from the elderly who more then often are the key repositories of knowledge, before they pass on the information collected through Cultural Mapping will then be protected under the draft legislation on the protection of Traditional Knowledge and Expressions of Culture.
The programme involves working in each Fijian village inventorying the following:

- Genealogical/kinship information:
  - including totems, rank, and number of extended families, clans, tribes etc.
- Heritage sites specific to a particular clan, tribe, village or province.
- Emigration information.
- Traditional forms of award for bravery during war.
- Traditional ceremonies, rituals and practices; traditional beliefs/religious systems.
- Dialects.
- Names of persons, places, and sites having cultural meaning attached or significance.
- Traditional medicine and healing practices.
- Traditional fishing methods; traditional agriculture.
- Traditional crafts and designs.
- Traditional forms of performing art.
- Traditional food preparation methods & culinary practices.
- Traditional midwifery.
- Traditional rites of passage - life cycle focused e.g. circumcision.
- Traditional games.
- Tales, legends, stories.
- Traditional costumes.
- Traditional hairdressing.
- Traditional forms of reciprocity, & exchange.
- Navigational skills.

On Ovalau the research team has recorded this information in all 28 villages and in Levuka. Most of the recording has been in Fijian, except in Levuka itself where the recording was extended to representatives of groups from all ethnic backgrounds.

Most but not all of this information is intangible heritage, important for understanding the cultural landscape of the island. The information was collected in the form of audio and video taped interviews with representatives agreed in village meetings. It is currently being transcribed and this work is about 50% complete and is available to those who provided it. The originators must give their permission before the information can be disseminated to anyone else.
Ultimately, the Institute of iTaukei Language and Culture will have a library of the various traditions, culture and folklore that future generations of the respective villages, tikina and provinces can refer to for information and guidance. It will be a source of educational materials for government departments, cultural institutions, overseas Fijians and researchers.

The Levuka and Ovalau Heritage Register will be used to link to the Cultural Mapping information on a village by village basis. This will facilitate those who want to delve deeper into the stories of Levuka and the rest of Ovalau.

**KEY PROJECT: COMPLETION OF CULTURAL MAPPING WORK FOR OVALAU.**
3.0 COORDINATED MANAGEMENT OF HERITAGE

3.1 INTRODUCTION

OBJECTIVE: TO PROVIDE COORDINATED MANAGEMENT OF HERITAGE IN LEVUKA AND ON OVALAU

There are many stakeholders, organisations and individuals, who have responsibility for aspects of heritage in Fiji. There is widespread frustration on Ovalau that past efforts have been fragmented and not well coordinated. This Plan itself is a major step forward by bringing together in one document a coordinated plan of action for heritage management. The heritage of Levuka is intimately associated from the story of the rest of Ovalau and therefore management of Levuka and Ovalau is integrated in this Plan as far as possible. The Plan clarifies the roles of various stakeholders and provides for a Levuka and Ovalau Heritage Management Forum to help ensure coordinated action, with a smaller Core Group for closer management, with day-to-day responsibility by the Levuka Town Council. It provides for the appointment of a Senior Heritage Adviser/Manager with support staff, employed by the National Trust, to work with, advise and support stakeholders on how they can best care for their heritage responsibilities.

The Plan proposes that the major stake-holding organisations in Levuka and on Ovalau: government, churches, and large companies work together to show leadership by example in caring for heritage places that are their responsibility.

3.2 LEVUKA SENIOR HERITAGE ADVISER AND OTHER STAFFING

The most important step the Government can take for better heritage management in Levuka is the appointment of a Senior Heritage Adviser to coordinate implementation of the Management Plan. The appointment needs to be made as early as possible so the Adviser can guide the establishment of the systems and projects to be set up under the Plan.

It is expected that the establishment requirements of the first five years of this work will be so demanding as to warrant a very senior appointment. In the longer term, once the foundation work is done, and systems are established, a less senior but still technically competent adviser may suffice.

If the Management Plan is to succeed, the bulk of the work on heritage places will be undertaken or managed by owners or others in the community themselves. A principal role of the adviser will be to support this so that it meets the requirements of both owners and conservation standards. This will be done by ensuring best use of staffing and other resources, and by effective networking at all levels.
One of the first jobs of the Adviser will be to review on-island staffing requirements so that the best possible service is provided. To this end, the resources of the Department of National Heritage, Culture and Arts need to be combined and co-housed with those of the Levuka Town Council.

The provision of a contract position for the proposed review of the Levuka Town Scheme is covered in Section 4.3. Another essential position is that of conservation architect and this is covered in Section 8.4.

**KEY PROJECT: KEY PROJECT: APPOINTMENT OF SENIOR HERITAGE ADVISER AND STAFFING REVIEW.**

### 3.3 Stakeholder Responsibilities for Heritage Management

The very first responsibility for management of heritage places lies with the owner or owners of those places. The thrust of the Management Plan is to provide support for these owners so they can protect and conserve the tangible and intangible heritage values of their places. But responsibility for heritage is more wide-ranging that this. Stakeholders in the heritage of Levuka and Ovalau range from individuals to organisations. They may have an ownership interest but also their interest may be based on their ability to contribute to, impact upon, and/or be impacted upon by management of heritage places.

### 3.4 Levuka and Ovalau Heritage Management Forum

The Government will convene resource and provide servicing support for the Levuka and Ovalau Heritage Management Forum (The Forum). The Forum will have membership of representatives of all stake holding interests and the general public will be entitled to attend meetings.
The main stakeholders on the island include:

<table>
<thead>
<tr>
<th>General</th>
<th>Individuals, businesses and local communities: owning, living in or near, or using resources and services of the heritage places of Levuka and the Outliers.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Indigenous peoples</td>
<td>Chiefs of the four tikina and the 28 villages and their communities.</td>
</tr>
</tbody>
</table>
| Government departments, agencies and statutory authorities. All the departments, agencies and authorities represented on Ovalau, and some only Suva-based, impact on heritage management to a greater or lesser extent. The main ones are: | • Department of National Heritage, Culture and Arts  
• Fiji World Heritage Council (or until it is replaced, the Fiji National Committee for World Heritage)  
• National Trust of Fiji  
• Fiji Museum  
• Department of Environment  
• Department of Town and Country Planning  
• National Archives of Fiji  
• National Fire Authority  
• Ministry of Indigenous Affairs  
• Native Lands Trust Board  
• Public Works Department  
• Prison Service  
• Port Authority  
• Fiji Electricity Authority |
| Local Government | • Levuka Town Council  
• Lomaiviti Rural Local Authority  
• Lomaiviti Provincial Council |
| Local Committees | • The Levuka Heritage Committee  
• The Levuka and Ovalau Tourism Association  
• The Ovalau Resource Owners Tourism Association  
• Fathers Wharf Committee  
• Levuka Tidy Town Committee |
| Schools. Particularly those in the core area | • Levuka Public School  
• Delana Methodist School  
• Marist Convent School  
• St James Anglican School  
• St John’s College  
• Loreto School |
| Churches. Particularly the long established churches in the nominated property | • St James Church  
• Methodist Church  
• Levuka Vakaviti Methodist Church  
• Sacred Heart Church  
• St John’s Church  
• Our Lady of Loreto |
| Private Enterprise | • PAFCO and Bumblebee Seafoods |

Figure 59 Stakeholders
The purpose of the Forum is to bring together all stakeholders in Levuka and on Ovalau, on a regular basis, to ensure coordinated management of heritage according to the provisions of the Management Plan. The Forum will be chaired by a senior person, appointed by Government and suitably skilled and experienced to take on this responsibility. Meetings will be held quarterly, or more often as required. The Forum will publish and distribute a regular quarterly e-newsletter, with hard copies as required, to keep stakeholders up to date with the business of the Forum and developments in heritage management on the island. The Forum will be serviced by the Levuka office of the National Trust of Fiji and the Heritage Adviser will be the executive officer of the Forum.

3.4.1 LEVUKA AND OVALAU HERITAGE MANAGEMENT CORE GROUP

Those organisations in the Forum with the primary responsibilities for implementation of the Management Plan will be convened as the Levuka and Ovalau Heritage Management Core Group (The Core Group). Meetings of the Core Group will be resourced and serviced by the Levuka office of the National Trust and the Heritage Adviser will be the executive officer of the Core Group.

The purpose of the Core Group is to assist the National Trust to implement the Management Plan. This group would also adopt the role of 'Leadership', to demonstrate by their own actions commitment to heritage protection and conservation according to the provisions of the Management Plan. Membership of the Core Group will comprise representatives of:

1. National Trust of Fiji (convenor)
2. Department of National Heritage, Culture and Arts
3. Fiji Museum
4. Levuka Town Council
5. Lomaiviti Provincial Council
6. Levuka Heritage Society
7. Levuka and Ovalau Tourism Association
8. Other organisations as may from time to time be deemed necessary, initially including PAFCO/Bumblebee and FEA as major private enterprises in Levuka.

**KEY PROJECT: ESTABLISHMENT AND RESOURCING OF THE FORUM AND THE CORE GROUP.**
4.0 PROTECTION OF HERITAGE

4.1 INTRODUCTION

OBJECTIVE: TO ENSURE THE HERITAGE OF LEVUKA AND OVALAU IS PROTECTED.

The proposed Fiji World Heritage Decree 2011 provides, for the first time in Fiji, a framework for legal protection for places of potential World Heritage values. This Management Plan explains how this legislation will be applied on the island.

In the case of Levuka Town itself the Plan proposes a review of the Levuka Town Scheme to bring its provisions for a historic town up to date and in line with the new heritage legislation and Management Plan. The art will be keeping Levuka as a living town while caring for its heritage.

There are many sad stories of the heritage of the island being lost because of inadequate protection. The most obvious cases are losses of buildings by fire and careless demolition, and the death of people without their stories being passed on. The Plan assesses the most likely risks and provides practical measure for risk protection.

4.2 LEGAL PROTECTION

4.2.1 PROPOSED FIJI WORLD HERITAGE DECREE 2011

The 2011 proposed Decree will provide the legal umbrella for the Management Plan. The Decree is specifically designed for the protection and management of heritage places of World Heritage significance and encourages local government and others to protect and manage these places.

Protection and management of heritage places is provided by the setting up of a Fiji World Heritage Council. Amongst the functions of the Council are -

• to advise Government on matters of World Heritage and its Convention,
• to give policy direction for World Heritage in Fiji,
• to ensure the implementation of the Action Plan for the implementation of the WH Convention in Fiji. This Action Plan emanates for the Pacific Action Plan (Pacific region).
• establish the Fiji Register of Potential WH Places and monitor places on the Register,
to assist in the preparation of Nomination Dossiers to the World Heritage List

to provide for funding of the management and protection of places on the Fiji Register

to provide for education and awareness, capacity building and reporting duties.

4.2.2 THE FIJI REGISTER

The Fiji Register of Potential World Heritage Places is established by the proposed Decree. Any place that is being considered for the WH List must first be inscribed in the Tentative List (Article 63 WH Convention). Any place to be inscribed to the Tentative List must be nominated and inscribed to the Fiji Register.

The Register will be hardcopy and made available to the public. There will be a corresponding database to hold all and any information about a place being nominated to any of the 3 lists (Fiji Register, Tentative List, and World Heritage List). Places should not be on the Fiji Register for protection purposes only; the WH significance of the place is the primary consideration. In addition, places already protected under current laws like the NTF Act, POAPI, EMA cannot be excluded from the Fiji Register just because they are already protected by other laws.

4.2.3 MANAGEMENT OF PLACES USING CURRENT FIJI LAWS

The proposed Decree works with existing laws on the management of places; these include the –

1. National Trust Act [Cap 265] and the National Trust of Fiji (Amendment) Act 1998 (NTF Act);

2. Preservation of Objects of Archaeological and Paleontological Interest Act [Cap 264] (POAPI Act); and

3. Town Planning Act [Cap 139].

There are adequate management provisions and processes in these laws therefore the management of heritage places will be undertaken under these associate laws. This avoids duplication of powers, minimizes conflicts between stakeholders and eliminates any potential prolonged processes.

The primary document for the management and protection for a place on the Fiji Register is its Management Plan. In addition, the place can be protected by the National Trust Act, POAPI Act and Town Planning Act.

In the case of Levuka, the heritage will be managed jointly on a daily basis by the Levuka Town Council and the National Trust of Fiji in Levuka.
4.3 REVIEW OF LEVUKA TOWN SCHEME

Prepared in 1987 the current town scheme is need of review to bring it up to date and to align it with the provisions of the proposed Fiji World Heritage Decree 2011. The scheme needs updating not just to deal with heritage place matters but also for general town planning matters.

There are several phases to the review:

1. Scoping and costing the work required. This could be done soon with consultation between Levuka Town Council, the Department of National Heritage, Culture and Arts, National Trust of Fiji, and the Department of Town and Country Planning.

2. Employment by the Levuka Town Council of a town planner who understands the requirements of the Town Planning Act and heritage planning. This position could be on a part time or periodic contract to attract the right caliber person/firm and because the work required is not continuous. Ideally the appointment would be made and the work commence after the proposed senior Heritage Adviser appointed, to ensure the Town Scheme is harmonised with the heritage developments in Levuka and elsewhere on Ovalau.

3. The planner would carry out the various requirements for the review of a town scheme: a Scheme Plan, a Scheme Statement, and Town Planning General Provisions. In 1987 the Town and Country Planning Department also carried out a general socio-economic survey, not only of Levuka but of Ovalau and the rest of the Lomaiviti group, to set Levuka Plan in its sub-regional context. Since the Council and Government wishes to enhance the economic well being for Levuka and the wider area, a suitable survey could inform not just the Scheme Statement but provide foundation information for an Economic Potential Study for Levuka.

KEY PROJECT: CONTRACTING OF A SUITABLE PLANNER AND PREPARING FOR REVIEW OF THE LEVUKA TOWN SCHEME.

4.4 ARCHAEOLOGICAL SITES

Legal protection of archaeological sites in Fiji is provided for under the Preservation of Objects of Archaeological and Paleontological Interest Act, which is administered by the Fiji Museum. Archaeological work will be carried out and supported by Museum staff.

It is expected that the Heritage Adviser will be the 'eyes and ears' for both the National Trust's and the Museum's interests in archaeological site protection.
For pre-historic places, sub-surface historic heritage places, and for wreck sites not on the National Register, only the Preservation of Objects of Archaeological and Paleontological Interest Act apply.

Any survey, excavation, removal or site management of objects, or site management will be carried out under the Museum system of permits. In such instances it is expected the Museum and Heritage Adviser will work together closely and the results of survey and investigation work will be entered into the Levuka and Ovalau Heritage Register.

The permit system that will be used for research on archaeological sites is explained in Section 4.7.

4.5 NATIONAL ARCHIVES

The principles of caring for archives and objects that are related to heritage places are covered in brief in the Levuka Conservation Code, in Section 5.2. More specific guidance is given below.

Archives for the purpose of the Management Plan cover a broad field from the originals of Deed of Cession, to oral recordings. The range can be listed as follows:

- Biographical information including information on births, deaths, marriages and church records.
- Family histories (where people lived & what they did).
- Newspapers.
- Maps and plans.
- History of sports and social clubs, service clubs, lodges, societies, associations, churches etc.
- Books.
- Photographs, film and video of places, people and activities.
- Recorded oral histories.
- Art works including paintings.
- Reports of surveys and research projects.
- Business records.
- School records.
- Records from central government departments and agencies.
- Local government records.
- Industry records.

Archives for Levuka and Ovalau are in both public and private collections, on the island, elsewhere in Fiji (especially Suva), and in international collections.

Legal protection for government and other public archives is provided primarily by the National Archives of Fiji which is the official repository for the permanent records of the Government of Fiji and of materials printed and/or published in Fiji. The duties and responsibilities of the Archivist in relation to these records are defined in the Public Records Act and the Libraries (Deposit of Books) Act.

For many heritage places on the island archives may be an important and in some cases the only, key to unlocking their stories, since the direct connections to many people have been lost and stories forgotten.

The proper care of original archives is a specialised and expensive business. It usually requires storage in a secure and climate controlled building and management by professional staff. Occasional flooding of the National Trust office in the Community Centre and lack of climate control in the Town Hall makes these places unsuitable to hold nationally important archives. E-copies should be made of all required material, with secure backup systems. An example of an important document not suitable for storage in Levuka is the Cession Deed, which was recently discovered on the island and deposited in National Archives. However, it is important in cases like this that a digital and hard copy be made available in Levuka.

Internet technology and digital archiving is revolutionising the management of and access to archives in the future. These tools can provide a smart solution for the special situation for the island where most important archival sources are held elsewhere in national and international institutions and where it is unrealistic, as well as too expensive, for the material to be repatriated to Levuka.

There will be an archive service in Levuka, based in the National Trust office, that helps provide advice to those (from public institutions to private individuals) who want to properly look after their own archives; to arrange storage elsewhere of hard copies where adequate alternatives are not available, to copy archives that might otherwise be at risk, and to maintain a database of the location and nature of Levuka and Ovalau archival material.

The archive service will mean much research can be done without leaving Ovalau, and will make more efficient use of time when off-island research is required. It should greatly reduce the loss and deterioration of archives.
A focus of effort needs to be assisting owners of heritage places to recognise and protect their own archive collection, while providing a backup system of copies in the public collection, with privacy and copyright restrictions as appropriate.

Affordable modern scanning, digital photography and computer technology mean that it is practical to copy island based archives in Levuka, but the programme should be under the supervision of a trained archivist from the National Archives of Fiji.

The proposed database project outlined in Section 2.5 will include an index to Levuka and Ovalau archives and copies of key material, with web-based public access.

4.6 RESEARCH APPROVALS AND PERMITS

Research by university staff and/or students has been valuable in building up the base of knowledge about the cultural heritage of Levuka and Ovalau. Good examples are the work of Margaret Purser and others from Sonoma University and of David Harrison of the University of the South Pacific.

However, due to various reasons, the results of past research are not always protected and available for management purposes. The most common reasons are that it was not supplied to the appropriate agency in the first place; and that if supplied, it has now been mislaid. And, even if supplied to one agency, other agencies may not have access to it.

Perhaps the most serious problem, generally not directly the fault of the researcher, but to inadequacies in permit conditions, has been that the owners of heritage places and individuals and communities studied have been generally not been given hard copies of research results. Although many researchers have been good at presenting results in workshops and community meetings, these efforts need to be backed up with documentation.

In some cases research has been undertaken without the required permits or if permitted, for example under the permit system of the Fiji Museum, the permit conditions for the supply of reports on results have not been observed. In all these cases above, not only is there the loss of the information, but in many instances the Government will have incurred considerable costs in assisting the work, effort and money essentially wasted.

These have been general problems in Fiji and have led to a tightening in systems. In the case of Levuka and Ovalau the following procedures will be adopted:

- Overseas researchers require a Research Permit under Section 9(2) (e) of the Immigration Act, 2003 and in order to attain this, applicants must have a support letter from the Ministry of Education. In issuing this letter the Ministry of Education will ensure the applicant already has a permit issued under
delegation by the Heritage Council and the Fiji Museum, in the case of archaeological research, or by the National Trust, in the case of other research.

- Researchers from within Fiji will not require the Immigration Research permit, but they will still require a permit from the National Trust or Fiji Museum under the Heritage Decree, or if this does not apply under the Preservation of Objects of Archaeological and Paleontological Interest Act.

- A condition of all research permits will be the timely supply of results, including progressive reports for long-term projects. These are to be in both hard copy and e-copy. The respective agencies will have the responsibility of ensuring adherence with permit conditions, including delaying further work if progressive reports have not been supplied.

- A further condition of research permits will be shared copyright between the Government and the researcher(s). There will be an expectation that all data and analysis will be available to Government and to the public, unless there are privacy issues involved.

- As a matter of principle the National Trust and Fiji Museum will make sure communities or property owners subject to research will have copies of the results provided to them, or have agreed access to it.

- There will be a general expectation that most research results will be available via the planned on-line database for the project.

- In issuing permits and assisting with on-island research the National Trust and Fiji Museum will ensure the correct protocols are followed. For work in Levuka Town, the National Trust will advise the protocols on a case by case basis, but the Town Council and any affected property owners would normally be advised and their permission required before any entry onto private property. For work in Fijian villages and on Native Land, these protocols include contacting and meeting with the Roko Tui or delegate, who will then go with the Trust or Museum staff to the land owning unit and present a sevusevu to formally ask permission to carry out research on their land or in their community. Permits will not be not valid unless the land owning units have approved the research.

### 4.7 RISK MANAGEMENT

This section deals with the sorts of risk likely to result in catastrophic damage to or loss of heritage places, and with problems that prevent or might prevent proper care of places or seriously compromise their viability.
4.7.1 DISPUTES

This section arose at the suggestion of the Special Administrator of Levuka as well as other observations that for the future ‘health’ of the project simmering issues that might go back to even pre-European days, need to be addressed. These problems need addressing for the benefits of Ovalau as a whole, but in the case of the project are required to build wholehearted support in the community, and to prevent the sort of incident that resulted in the loss of the Lodge of Polynesia in 2000.

**KEY PROJECT: RECONCILIATION PROCESS.**

4.7.2 FIRE

Like many colonial towns in the 19th century, Levuka suffered a number of serious fires, and the reasons are not hard to find. Timber was the predominant building material; commercial buildings in Beach Street were built close together; open fires for cooking and kerosene lamps constituted a high risk, and fire-fighting capabilities were limited.

Today, the risk of serious conflagration is still present, although the likelihood of it happening is much lower. Of the 30 or so buildings that form the heart of the commercial area, half of them are built of concrete, a response no doubt (at least in part) to the threat of fire. Cooking and lighting are now by electricity, and the presence in Beach Street of a well-equipped fire station of the National Fire Authority means a quick response to fire by trained fire fighters is available.

Nevertheless, serious damage by fire has occurred in recent years, the PAFCO fire of 2008 that destroyed most of a major industrial building, and one with some heritage value, being a very obvious example.

Fire risk today is concentrated around:

- Electrical faults, both in electrical installations and in appliances.
- Carelessness with unattended cooking, electric irons, children playing with matches, smoking, and mosquito coils set on flammable bases.

*Figure 60 PAFCO FIRE 2008*  
*Source: The Fiji Times*
• Industrial processes, such as welding, and bulk fuel storage.

• The relative lack of smoke or heat detectors (noting further that no heritage building in the town has an automatic fire sprinkler system).

In discussion with a fire safety officer, it was made clear that there are some infrastructural issues that could be addressed. For example, although there are ten or so fire hydrants at various locations around the town, it is not uncommon for the brigade to find that water pressure is insufficient for efficient fire fighting; sea water must then be pumped, which loses valuable time and damages equipment.

To lessen the risk of loss of life and destruction by fire, it is recommended that the following actions be considered.

• For the townspeople - an education programme should be undertaken to alert people to the risks of fire, and what they can do to alleviate them. This would include the installation of smoke or heat detectors, and hose reels connected to the dedicated water supply proposed in 3.

• Infrastructure - the upgrading of the water supply system should be investigated; this would include the feasibility of establishing an independent water supply for fire fighting and for the servicing of automatic fire sprinkler systems.

• Buildings of national importance - depending on the viability of an upgraded water supply, automatic fire sprinkler systems should be investigated for buildings of national importance (such as the town hall, sacred heart church and the royal hotel). It would be worth considering domestic sprinkler systems for smaller buildings, and where capital and ongoing costs would otherwise be prohibitive. Financial assistance to private owners should be considered.

It should be noted that the benefits of improved fire protection extend well beyond the protection of heritage. In particular, life safety can be increased; the personal distress caused by loss is lessened; there will be fewer fires, and the cost of repairs after a fire will be reduced, in turn lowering insurance premiums.

Fire is probably the biggest avoidable risk to heritage buildings on the island. And there is nothing more morale sapping than to lose a building to fire after a major refurbishment. A project to plan for fire prevention and then to fund and implement it is of the highest priority, especially in the central areas of Levuka where fire could easily spread from building to building.

**KEY PROJECT: PREPARATION OF A FIRE SAFETY AND PROTECTION PLAN**
4.7.3 STORMS

Nature disasters such as tropical cyclones, flooding, and landslides have severely damaged or destroyed buildings in Levuka and on Ovalau many times in the past. Fortunately many of the remaining heritage buildings are well built and if kept maintained can withstand severe events with sometimes only minor damage. Keeping the catchments behind Levuka in good condition, the sea wall well maintained and the drains and creek channels clear of debris will each help alleviate risks. For heritage buildings that do require repairs after natural disasters the Conservation chapter of the Management Plan provides very practical advice.

COASTAL EROSION AND INUNDATION

Levuka Town is protected in part by the reef systems that lie off shore but in certain wind, pressure and sea conditions is susceptible to sea damage. The danger has been increased by reclamation of beach front land, but reduced by the construction of a seawall, initially by the Royal Engineers about 1875.

In the 1990s the seawall had deteriorated severely but in 2004 was repaired and heightened adjacent to the main town area with aid assistance from Japan International Cooperation Agency (JICA). A priority for the Levuka Council and Government is to keep this seawall in good repair and to extend the repairs to the still deteriorated areas north and south of town.

The Government will not permit any further reclamation in front of the seawall, or other developments other than those wharves, jetties and other structures that are essential for the operation of the port. Reclamation will only increase the long-term erosion and inundation risks to Levuka, and destroy the unique heritage character of Beach Street.

FLOODING AND LANDSLIDES

Levuka is situated both on flat land and the lower slopes of the steep-lands rising to the Ovalau crater rim. The flat land was originally created from landslides and flood deposits and is now partially protected by the channelisation of the large and small creeks. The original work was carried out by the Royal Engineers in the 1870s. These protection works are overwhelmed in major floods, resulting in periodic damage from water and silt to heritage (and other) buildings especially on Beach Street.

Flooding is sometimes accompanied by landslides. The community is adept at dealing with cleaning up after flooding and the Government will ensure that Council and Public Works Department machinery and the services of the Fire Brigade will be made freely available when flooding or landslides occur.

To reduce the risk of flooding and landslide the channel and drain structures need to be kept well maintained and the channels free of obstructions and rubbish. This is primarily the responsibility of Council, but the problems can be reduced by community cooperation in keeping waterways free of rubbish.
The catchment areas behind Levuka have been zoned as buffer, in part to enable attention to be paid to ensuring wise land use in the steepest areas. The Government will work with landowners and occupiers to ensure land use practices do not increase the risk of flooding and landslides.

A catchment engineering study needs to be undertaken to determine whether any improvements can be made to the present structures designed to deal with the risk of flooding and landslides. It is possible that all or some of this work has already been done, but the Management Plan team was not able to find this. For example, a possible key study on Levuka's water supply was identified but could not be found. This is Sinclair Knight Merz. Levuka Regional Water Supply Scheme. Final Master Plan Report. 1996.

**Key Project: Locate or Commission report(s) on the adequacy of the present flood and landslip protection measures, and remedial work that may be required.**

### 4.7.4 Earthquakes

Seismic hazard maps for the South Pacific region show Fiji to have a comparable hazard risk to that in many parts of Australia and to the areas of lowest risk in New Zealand. The National Building Code places the island of Ovalau in Medium Risk Zone 6. The risk of a major earthquake is therefore not high.

It can generally be taken that the timber-framed buildings represent a very low level of risk. A more significant risk is attached to the masonry buildings, especially the early coral concrete and stone buildings, or the more modern concrete ones that are more than say one storey in height. These could suffer damage in a moderate to serious earthquake.

The risk of damage to these buildings by earthquake requires specialist study, and it is recommended that several typical buildings be chosen for an engineering evaluation. Because loading codes quoted in the National Building Code are New Zealand ones, and the country has long experience in the strengthening of masonry building, such a study would best be carried out by New Zealand engineers.

**Key Project: Structural engineering evaluation of the range of building types in Levuka to determine the extent to which they are earthquake prone and likely to suffer damage, cause damage to other buildings, or cause injury or loss of life; and remedial measures required.**
4.7.5 Odour from Fish Factory and Noise from Power Station

The southern end of the business district of Levuka and nearby residential areas is impacted by fish smell from the PAFCO/Bumblebee Seafoods fish factory and the noise from the FEA electricity plant.

The adverse effects of these nuisances have been noted in reports and complaints for many years. They significant reduce the quality of Levuka as a place to live and visit. They are also reducing property values and preventing full use of the neighbouring heritage buildings.

There are technical solutions to both these problems. As a major stakeholder in both enterprises (100% ownership in the case of FEA), the Government is committed to working with their managers to achieve them. In the case of the power plant, it appears the most sensible solution will be to silence the operation on its existing site. This makes sense because it is technically straightforward, the most economical, keeps the plant close to its major user, PAFCO, and allows for future expansion with larger generators. Alternatives of hydro-power and wind-power have been investigated but even if economic, would not provide enough capacity to meet current loadings, let alone allowing for future growth.

Both the fish factory and the power plant are vitally important to the local and national economy and must remain, but they must be expected to operate at satisfactory environmental standards.

**KEY PROJECT: NEGOTIATIONS WITH PAFCO/BUMBLEBEE AND FEA TO REDUCE THEIR NUISANCES.**
5.0 CONSERVATION OF HERITAGE PLACES

5.1 INTRODUCTION

OBJECTIVE: TO PROVIDE FOR CONSERVATION OF THE HERITAGE OF LEVUKA AND OVALAU

Fiji has a robust conservation of many aspects of its living indigenous cultural heritage. But there is relatively little experience in looking after heritage buildings and places of the types that characterise Levuka. Many countries base their conservation work on the charters of the International Council on Monuments and Sites (ICOMOS). The Plan distils the essence of this advice into a set of conservation principles adapted specifically for Fiji, the 'Levuka Code'.

In Levuka, there is a will to conserve heritage but uncertainty about what should be done. This sometimes results in nothing being done and the loss of important places. Under the umbrella of the Levuka Conservation Code, the Plan provides for help from heritage advisers, general maintenance guidelines, maintenance and conservation plans for individual places.

Proposed major developments of existing buildings and proposals for new buildings may have an effect not just on the site directly occupied but on neighbouring buildings and cumulatively on the heritage integrity of the whole town. To guide future work the Plan sets out Development Guidelines to be used when applying for consents.

To demonstrate leadership and prevent double standards applying. Government agencies at National, Provincial and local level are expected to follow the same standards as the private sector.

22 ICOMOS, the International Council on Monuments and Sites, is an international non-governmental organisation of heritage professionals engaged in the conservation of places of cultural heritage value and dedicated to the conservation of the world's historic monuments and sites. The organisation was founded in 1965 following the adoption of the International Charter for the Conservation and Restoration of Monuments and Sites (the Venice Charter) the previous year. It has its Secretariat in Paris and has National Committees in over 107 countries but not Fiji. (There has been discussion of Fiji joining with other Pacific Island countries into a regional committee to be known as ICOMOS Pasifika). ICOMOS is UNESCO's principal advisor in matters concerning the conservation and protection of historic monuments and sites. It also advises the World Heritage Committee on the administration of the World Heritage Convention to which Fiji is a signatory.
Fiji has no particular document that provides guidance on how to conserve places of cultural heritage value. There are a number of charters available internationally that have some relevance and usefulness for Levuka. These include the Venice Charter, the Australian Burra Charter, and the ICOMOS New Zealand Charter for the Conservation of Places of Cultural Heritage Value. There are also more focused documents that have some relevance for Levuka, and which should be drawn on as the need arises:

- The Nara Document on Authenticity.
- Principles for the Preservation of Historic Timber Structures.
- Charter on the Conservation of Historic Towns and Urban Areas.
- Charter on the Built Vernacular Heritage.

Each of these documents originates with ICOMOS.

The principles that these charters enunciate are universal and applicable over a wide range of types of heritage structures and places. But none fit the needs of Levuka precisely and just as Australia and New Zealand saw fit to develop their own conservation charters, to reflect their own particular cultural requirements, so the needs of Levuka demand a charter appropriate to the place.

A draft Levuka Conservation Code is set out below (Table 11). The Code is designed to be read in the context of the idea that the management of heritage places needs to protect and conserve their heritage values while also responding to the requirements of present and future uses of places. A well managed Levuka will be a living heritage town.

The Code is intended to apply to the heritage places of Levuka. It is also intended to apply to those structures (not necessarily scheduled as „heritage places“) that make up the general fabric of the town and contribute to its character, including houses, churches, schools, commercial and industrial buildings; also to the historic infrastructure of the town, including roads, footpaths, steps, bridges, sea walls, stream embankments, drinking fountains, seats and shelters, and finally to the archaeological resource of below ground remains of heritage places and of shipwrecks. (Where the word „building“ is used in the code, this is taken to include other heritage places, built structures and archaeological sites as above.)
<table>
<thead>
<tr>
<th></th>
<th>LEVUKA CONSERVATION CODE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Do the Minimum Necessary</td>
</tr>
<tr>
<td>2.</td>
<td>Attend to Long-Term Risks</td>
</tr>
<tr>
<td>3.</td>
<td>Carry Out Regular Maintenance</td>
</tr>
<tr>
<td>4.</td>
<td>Repair Rather than Replace</td>
</tr>
<tr>
<td>5.</td>
<td>Repair in Compatible Materials</td>
</tr>
<tr>
<td>6.</td>
<td>Restore with Care</td>
</tr>
<tr>
<td>7.</td>
<td>Keep Change to the Minimum</td>
</tr>
<tr>
<td>8.</td>
<td>Make New Work Reversible</td>
</tr>
<tr>
<td>9.</td>
<td>Respect Alterations</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>original structure is outstanding and later alterations have compromised its integrity.</td>
<td></td>
</tr>
<tr>
<td>10. Document Changes</td>
<td>Changes should be documented in drawings and photographs, with the latter taken before, during and after conservation work. Records should be placed in a secure archive.</td>
</tr>
<tr>
<td>11. Respect the Patina of Age</td>
<td>Patina, the visible evidence of age, is something to protect carefully. Buildings should look old as they mature, as age is one of the qualities we value them for.</td>
</tr>
<tr>
<td>12. Respect the Contents</td>
<td>The contents of a heritage building often have heritage value in their own right and where this is the case they should be regarded as integral with the building. They should only be removed if they are at risk in the building, and their proper care and conservation demands it.</td>
</tr>
<tr>
<td>13. Respect the Setting</td>
<td>The setting of a heritage building generally has value in its own right and where this is the case it should be regarded as integral with the building. This applies to the immediate setting of the garden, including outbuildings, fences and trees, and to the wider landscape and seascape setting of the town.</td>
</tr>
<tr>
<td>14. Relocation</td>
<td>No heritage building should be moved unless it has a history of relocation or it is the only way of saving it from loss. If a building is to be moved, its site and setting should be documented in photographs.</td>
</tr>
<tr>
<td>15. Demolition</td>
<td>A heritage building will only be demolished in extraordinary circumstances, when all options for preservation have been exhausted and when approved by the Heritage Council. The Council shall not delegate decisions on demolition.</td>
</tr>
<tr>
<td>16. Archaeological Sites</td>
<td>Archaeological sites should remain undisturbed except where protective management is required. Investigation and documentation of sites may be carried out only under permit from the Heritage Council. Where possible only non-destructive techniques should be used.</td>
</tr>
</tbody>
</table>

**Table 8 Levuka Conservation Code**
5.3 MAINTENANCE AND REPAIR

Planned maintenance is extremely important for heritage buildings. Indeed, maintenance is the single most important matter in ensuring their survival. A well maintained building will not only survive longer, but it will function better, will be less likely to suffer damage from storm or other natural disaster, and it will provide a better economic return than one that is neglected.

All heritage buildings should ideally have a maintenance plan, and certainly all those of regional or national significance. Examples of buildings that currently warrant the preparation of a maintenance and repair plan include the Morris Hedstrom building in Beach Street, and the Town Hall.

This is because they are special buildings in the town, they are very important in the townscape, and they are much used by the public. They are both in reasonable condition (although there are repairs that should be attended to), but they do deserve to be well looked after, and a maintenance plan would help achieve this. Maintenance plans are dealt with in the following Section 5.3.2.

Many of the buildings of Levuka however, can be grouped because of a general uniformity of materials. For example, the commercial buildings of Beach Street are uniformly one or two stories high and are built either of timber or concrete; the timber framed ones are clad in weatherboards or corrugated iron, and all are roofed in corrugated iron. Maintenance plans for these buildings would be very similar.

A set of general maintenance guidelines has therefore been prepared, and they form Section 5.3.3 of this document. They include a programme of regular maintenance actions, and notes on the treatment of the main construction materials. They give general guidelines that will be found applicable in many cases, but they should not be relied on for specific problems or unusual materials. In these special cases a dedicated maintenance plan should be prepared.

Should the work involved be more complex, preparation of a conservation plan may be warranted as outlined in Section 5.4.

The Levuka Conservation Code will be a useful reference for helping with decisions on conservation issues when preparing maintenance, repair and conservation plans.
5.3.1 MAINTENANCE PLANS

A maintenance plan is simply a schedule of regular actions that should be taken to ensure that a building or place is kept in good weatherproof and functional order. It can include work as mundane as sweeping the floor (perhaps daily or weekly), through to clearing gutters (three or four times a year) and painting the roof (once every ten years). If basic repair work is also required the maintenance plan can be extended to become a maintenance and repair plan to include technical notes and/or specifications and a work plan for those repairs, (see 4 below).

A maintenance plan should include:

1. A brief history of the building, a definition of its heritage value, and a schedule of building fabric that has particular importance. This could simply be a copy of the Inventory Form for the building, which will contain this information.

2. General principles for maintaining and repairing buildings, while respecting heritage values.

3. Plans for daily, weekly and annual checks and maintenance work that are appropriate to the building type and the materials.

4. Technical notes and/or specifications for repairs that are needed at the time of inspection, or will be needed in the future.

Measured drawings are very useful, and should be included if the resources are available to prepare them.

Because maintenance of heritage places is so fundamental to prolonging their life, the preparation of maintenance plans is a high priority. Government and the Levuka Town Council cannot expect the private sector to look after heritage while significant public heritage buildings deteriorate. Therefore Government needs to lead by example in the preparation of maintenance plans, and carrying out the required maintenance of public heritage buildings and structures.

**KEY PROJECT: MAINTENANCE PLANS FOR ALL HERITAGE PLACES OF REGIONAL OR NATIONALIMPORTANCE. GOVERNMENT AND COUNCIL TO LEAD BY EXAMPLE.**
Figure 61 Sacred Heart Cathedral Tower Clock Treatment of the mould and washing of this landmark tower would improve its appearance considerably. It may originally have been whitewashed, and this should be researched before work is carried out.

Figure 62 House (and cat), seaward side of Beach Street. Picturesque though these timber shutters are, their preservation would be aided by cleaning down and painting.

Figure 63 Morris Hedstrom. Keeping gutters clear is essential to the efficient disposal.

Figure 64 Masonic Hall, detail - Concrete has spalled here because of the rusting of the steel reinforcing. The steel should be cleaned and treated, the concrete made good, and the repair finished with a new coat of plaster to match.
**Figure 65** St John’s Presbytery. A new timber post spliced onto this verandah post could save the whole structure from collapse.

**Figure 66** VM Narsey and Sons, Beach St. Repairs to several split wetherboards and painting of this wall would enhance its weather-proofness and appearance.

**Figure 67** Stone house, Loreto. Mortar has eroded from this stone wall because of the absence of the original plaster coating, and its stability is now threatened. Re-pointing and plastering in matching materials is required before the stones begin to fall.

**Figure 68** French Doors - These French doors now require the attention of a joiner, to fix new bottom rails and panel mouldings; they also require cleaning and painting.

**Figure 69** Fire Hydrant, Nadevo Settlement. Cast iron is a long-lasting material, and corrodes very slowly, but it should nevertheless be kept with a sound paint coating.

**Figure 70** Detail of Chimney - Corrugated iron is an important vernacular material in Levuka; it too should be maintained with a sound paint coating.
5.3.2 GENERAL MAINTENANCE GUIDELINES

As mentioned above, many of the buildings of Levuka share strong physical similarities, and maintenance plans for these buildings would be very similar. The following guidelines have therefore been prepared to provide general guidance on the principles of good maintenance which would cover many of the typical buildings of the town.

They are generic, and should not be read as a maintenance plan for a particular building, although for many of the buildings of Levuka and Ovalau they could provide a base on which to build a specific plan.

PART 1: GENERAL PRINCIPLES

Planned maintenance is extremely important for heritage buildings. A regular programme of maintenance means that minor faults are identified early, thus avoiding the need for major repairs in the future. Regular maintenance is a cheaper option than carrying out repairs later on.

A well maintained building is likely to be better used and enjoyed than one that is neglected; it will survive longer, and it is likely to suffer less damage in the event of a major storm.

Maintenance and repairs should be carried out regularly and according to sound trade practice. There are five main principles to follow:

1. **Minimise Damage** - Establish and rectify the cause of any defects found.

   In carrying out maintenance and repair work, the causes of any defects should be established, and action taken to eliminate or lessen the damage. To fail to do this is to invite a repetition of the problem.

2. **Minimum Necessary** - In carrying out repairs, replace the minimum amount of the original material.

   Replace the minimum amount of the original material, that is, only the material which is decayed or no longer fulfilling its original role. It is better to have a carefully repaired element rather than a whole new one, however carefully copied.

3. **Repair Materials** - Use repair materials that match the originals as closely as possible.

   Use materials that match adjoining original fabric as closely as possible. The original material should always be the first choice. Where this is not available, choose a material that has properties of strength, texture and colour that are as close as possible to those of the original.

   New materials should have a life at least as long as that of existing or adjacent work, and in any event of not less than 50 years.
4. **Trade Practices** - *Use appropriate trade methods and practices.*

Building work should be carried out by qualified trades people. It is good practice to have on call a group of skilled trades people (carpenter, plumber, electrician etc.) who know the building well, who are respectful of its heritage values, and whose work is known to be of good quality. This will be of significant long-term benefit to the building.

Standard of workmanship should match that evident in the building and in particular in adjacent work. In some cases this will mean copying traditional trade practices.

5. **Maintenance Log** - *Keep good records of maintenance and repair work.*

A maintenance log should be kept with a description of all jobs, when they were done, by whom and the cost. Photos should be taken to record significant jobs. A sample maintenance log sheet is included.

These principles should be followed in carrying out the upgrading as well as repair and maintenance.

**PART 2: MAINTENANCE PROGRAMME**

An outline maintenance programme set up for monthly, annual, and ten yearly tasks are set out below.

<table>
<thead>
<tr>
<th>MONTHLY MAINTENANCE CHECK LIST: Month, Year</th>
<th>TICK</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>HOUSEKEEPING</strong></td>
<td></td>
</tr>
<tr>
<td>Carry out general ‘housekeeping’ tasks as required</td>
<td></td>
</tr>
<tr>
<td>Sweep / wash / vacuum clean floors</td>
<td></td>
</tr>
<tr>
<td>Vacuum clean floor coverings, wash or shampoo as</td>
<td></td>
</tr>
<tr>
<td>Wipe / dust horizontal surfaces</td>
<td></td>
</tr>
<tr>
<td>Clean window glass as necessary</td>
<td></td>
</tr>
<tr>
<td>Replace light bulbs as necessary</td>
<td></td>
</tr>
<tr>
<td>Check doors, windows and shutters and ensure easy</td>
<td></td>
</tr>
<tr>
<td>Oil hardware (door, window, shutter hinges etc.) as</td>
<td></td>
</tr>
<tr>
<td>Check for damage, broken windows, etc.</td>
<td></td>
</tr>
<tr>
<td>Check smoke alarm batteries</td>
<td></td>
</tr>
<tr>
<td><strong>ROOF</strong></td>
<td></td>
</tr>
<tr>
<td>Check and clear all gutters</td>
<td></td>
</tr>
<tr>
<td>Check downpipes, and ensure drains are running</td>
<td></td>
</tr>
<tr>
<td><strong>GROUNDS</strong></td>
<td></td>
</tr>
<tr>
<td>Ensure the sub-floor space is clear of growth</td>
<td></td>
</tr>
<tr>
<td>Ensure the site drainage system is working</td>
<td></td>
</tr>
</tbody>
</table>

*Table 9 Monthly Maintenance checklist*
### ANNUAL MAINTENANCE CHECK LIST: YEAR

<table>
<thead>
<tr>
<th>HOUSEKEEPING</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carry out general ‘housekeeping’ tasks as for monthly checks</td>
</tr>
</tbody>
</table>

| ROOF |
| Check roofing material, ridging and flashings |
| Check barge boards and gutter boards |

| EXTERIOR WALLS |
| Check all exterior cladding (weatherboarding, corrugated iron etc) |
| Check shutters |
| As necessary, wash exterior paintwork (say every 2 - 3 years) |
| As necessary, touch up defective paintwork (say every 5 years) |

| FOUNDATIONS |
| Check foundations |
| Check sub-floor space for signs of dampness |
| Check sub-floor framing for borer, mould etc |

| INTERIOR SPACES |
| Check flooring |
| Check carpets |
| Check wall and ceiling surfaces |
| Check roof framing (look for leaks, decay of timber etc) |
| Check all plumbing fittings and pipework |

| FIRE PROTECTION |
| Check and service fire protection equipment |
| Check electrical wiring |
| Check electrical appliances |

---

### Table 10 Annual Maintenance Checklist

| 10 YEARLY MAINTENANCE CHECK / WORK LIST |
|-----------------|-----------------|
| PAINTING | TICK |
| Clean down and paint the whole of the exterior walls | |
| As necessary, paint interior surfaces | |
| As necessary, clean and oil timber surfaces | |
| ELECTRICAL | |
| Have a qualified electrician check the electrical installation | |

**AFTER A STORM**

| Check roofing, structural connections, windows and shutters etc. Clean down and paint the whole of the | |

**AFTER FLOODING**

| Arrange for drainage of water from building and site | |
| Wash and sweep sediment away from inside building | |
| Clear sediment from underneath building | |

MAINTENANCE LOG SHEET

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Table 11: 10-Yearly Maintenance Checklist

**PART 3: MATERIALS**

<table>
<thead>
<tr>
<th>Description</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Repair materials should match adjoining original fabric as closely as possible. Where the original material is not available, choose a material that has properties of strength, texture and colour that are as close as possible to those of the original.</td>
<td>Generally Caribbean or other Fiji-grown pine for paint-finished timbers in all exterior and interior locations, to appropriate grade, moisture content and treatment. Where timber is left exposed with an oiled or other natural finish (for example, in flooring), use species to match. Profiles and finish (whether dressed or sawn) should match existing (although this is not important in the case of framing timbers).</td>
</tr>
<tr>
<td>Concrete and Plaster, also Coral Concrete</td>
<td>Generally, a mix that matches the existing in terms of strength and (where exposed), colour and texture. Analysis of the existing mix may sometimes be desirable to ensure a close match. Specialist advice should be sought for the repair of the early coral concrete buildings.</td>
</tr>
<tr>
<td>Roofing</td>
<td>Corrugated galvanised iron or zincalume to matching profile.</td>
</tr>
<tr>
<td>Gutters and downpipes</td>
<td>Corrugated galvanised iron or zincalume to matching profile.</td>
</tr>
<tr>
<td>Hardware</td>
<td>To match.</td>
</tr>
<tr>
<td>Glass</td>
<td>To match. Where coloured or patterned, use new to match as closely as possible.</td>
</tr>
<tr>
<td>Paint</td>
<td>According to modern paint manufacturer’s specification. Choose the level of gloss to match existing. Surfaces that have been lime-washed should be similarly treated.</td>
</tr>
<tr>
<td>Materials that aren’t seen (such as building paper, sarking, framing, pipework etc.)</td>
<td>Generally, according to best modern building practice and in accordance with the Building Code.</td>
</tr>
</tbody>
</table>
Scattered around Levuka and Ovalau there are materials from heritage buildings that have been salvaged from past disasters or demolitions. Examples are Oregon timber and old windows and doors. Where possible these should be acquired by the National Trust and retained for reuse in heritage building conservation.

**KEY PROJECT: SALVAGING MATERIALS FOR REUSE ON HERITAGE PROJECTS.**

5.4 CONSERVATION PLANS

A conservation plan is a document that defines the heritage value of a building or structure, and the best ways to conserve it – that is, to care for it so that it remains useful and its values are protected and enhanced.

A conservation plan would normally include:

1. A full history of the place, who built and used it, and how it has changed over time.

2. A description of the place as it is found today.

3. A definition (based on this information) of its heritage value.

4. Factors that affect how the building should be treated, such as the owner’s requirements, legal matters and its condition.

5. Policies and recommendations for the appropriate actions in terms of upgrading, restoration, use and adaptation.

It is thus a comprehensive document, although it will vary in size and detail according to the nature of the building and the resources available. Conservation plans are vital for planning hands-on conservation work, and are useful for advocacy and fund raising as well. Making plans available to the public can generate strong interest and increase knowledge and awareness of built heritage.

Such documents are recommended for all nationally and regionally important heritage buildings and places, especially when a new use is being considered or where the condition of the building is very poor. In both these situations, changes to the layout and the fabric can be required and it becomes important to ensure that all fabric that contributes to the heritage value of the place is protected and all external factors are taken into account.

It should be noted that the format of conservation plans can be varied, with an emphasis on different aspects of the future of the building according to particular circumstances.
It is therefore essential before a plan is commissioned that its contents are agreed so that the document is a useful one and achieves the overarching aim of aiding the conservation of a place of heritage value.

Given the range of matters that conservation plans address, it is often necessary (and is good practice) that a multi-disciplinary team is assembled to cover all areas of interest. While a plan for a simple building might be written by an historian and a conservation architect, more complex structures and places could require input from others such as an engineer, archaeologist or landscape architect. In all cases, significance and policy statements should be developed by all contributing authors. A typical table of contents for conservation might include the headings set out below.

## CONTENTS OF A TYPICAL CONSERVATION PLAN

<table>
<thead>
<tr>
<th>INTRODUCTION</th>
<th>Including details of the commission; the ownership and status of the building, and acknowledgement of those who contributed to the plan.</th>
</tr>
</thead>
<tbody>
<tr>
<td>HISTORY</td>
<td>Including a history of the building, including those who designed, built and used it; if built by a mission or a trading company for instance, then a general history of that organisation; a chronology of significant events and modifications through time, and a list of sources drawn on. Early photos and drawings should be included if they exist.</td>
</tr>
<tr>
<td>DESCRIPTION</td>
<td>Including the setting of the building, its site, and the structure itself. The architectural form and style of the building, its aesthetic qualities, the materials used in construction, and the building technology should all be described. Present day photographs would be included.</td>
</tr>
<tr>
<td>SIGNIFICANCE</td>
<td>Including a statement of the significance of the building (its historical, social, architectural and technical values), followed by a space-by-space analysis of the relative values of the parts.</td>
</tr>
<tr>
<td>INFLUENCES ON FUTURE DEVELOPMENT</td>
<td>Including the requirements of the owner; the legislation that is relevant to the future of the building (including the Town Planning Act and the National Building Code); the condition of the building, and the appropriate standards that it should be conserved to.</td>
</tr>
<tr>
<td>POLICIES</td>
<td>Drawing on all the foregoing information, this section should include policies for the future treatment of the building, and the building implications of those policies.</td>
</tr>
<tr>
<td>APPENDICES</td>
<td>Appendices might include a copy of the Levuka Conservation Code; a selection of original or early architectural drawings if they are available; measured drawings of the building as it exists today if the resources are available to prepare them, and any other relevant information (such as that relating to the land title) that is supportive of the main text but not essential to it. In some circumstances, especially with a small or simple building, a maintenance plan might be included as an appendix. Drawings and specifications for repair work might also be included, but more often these will be prepared separately after the adoption of the conservation plan.</td>
</tr>
</tbody>
</table>
An example of a building that currently warrants the preparation of a conservation plan is St John’s Church, Cawaci. The Church has suffered from lack of maintenance and now needs quite extensive upgrading, to the structural elements, gutters and downpipes, as well as to the paint finish of the exterior. This is an extremely important building, of strong national and regional significance, and it deserves a high level of care.

A conservation plan would also look at its companion building the Presbytery, which likewise needs repair.

A conservation plan is also required for the Community Centre and this is specifically covered in the Key Project in Section 6.3.7.

**KEY PROJECT: PREPARATION OF CONSERVATION PLANS FOR PRIORITY BUILDINGS.**

**5.5 DEVELOPMENT GUIDELINES FOR EXISTING AND NEW BUILDINGS**

The following guidelines are designed to help new development in Levuka to fit into the existing fabric of the place in a way that does not detract from its special architectural and townscape qualities; properly controlled, new development may in fact enhance these qualities. The guidelines draw heavily on those developed by James and Hubbard (in Vol I), with updates, and additions as required. For the purposes of the Plan 'new development' can include entirely new buildings on a bare site, additional building on a site of a heritage building, additions or adaptation to a heritage building, additions to a modern building, significant landscaping changes, and new signs.

The guidelines draw their inspiration from the historic and existing pattern of buildings, their siting and grouping; from their architectural style, and their construction, materials and details; they isolate and discuss those things that are special to the town and which should be respected. Without being too prescriptive, the guidelines seek to capture the traditional character of the town and to offer positive directions for future development.

The development of Levuka since first European arrival represents a century and a half of sometimes turbulent history, and it covers many building types and architectural styles. The following analysis is therefore not exhaustive and it is deliberately general. While all new developments would be expected to comply with them, there may be carefully considered exceptions in the case of a special site or building of special purpose.

Maintenance and repair are not included in the guidelines, having been dealt with separately in the previous section.
5.5.1 SITING

Buildings in Levuka are sited in one of three ways:

1. In the main street, Beach Street, the buildings are set on the front boundary and are built either on or very close to the side boundaries. Further north, out of the main commercial area, buildings are still commonly built to the front boundary but are spaced widely apart.

2. In residential areas the houses are set back from all boundaries except where specific factors, such as streams and steep topography limit their siting. Examples are the five cottages facing Totoga Creek, with small gardens in front and narrow yards on each side, and the row of houses above the southern end of Beach Street.

3. Scattered throughout the town there are buildings which have a special siting, usually to enhance their architectural impact. Examples are the Marist Convent School and Levuka Public School with their imposing grounds, the Town Hall viewed across the Hennings Street Bridge, and the World War II memorial which has strong landmark value because of its dramatic position on a headland.

Depending on the nature of the new building and its location in the town, its siting should generally follow one of these very strong precedents

The following guidelines can be used for siting new buildings:

1. Maintain similar setbacks to the front boundary as neighbouring buildings of similar use,
2. Enhance a building’s setting by appropriate setbacks and landscaping that match those of the area,
3. Existing neighbouring buildings should retain their prominence.

5.5.2 DESIGN ELEMENTS

The design of a building takes into account things such as its function, size and materials. Architectural style can also play a role in deciding forms. Changes in building technology can now provide a wider range of forms and details than in the past. Generally, design elements can be divided into three sub-groups - bulk and form, scale and fenestration.
**Bulk and Form**

The form of a building depends on its site, its purpose, its type of construction and the materials used. There are limits to the size a traditional building might reach. Most buildings in Levuka are small - the shops and stores in Beach Street for instance are one or two stories high, and many are just one room wide, while most of the houses are single storied. The Morris Hedstrom Building, the widest building in the commercial part of Beach Street, sets a limit to the size of potential development in this part of the town.

Additions to existing buildings should not be too big in relation to the parent building – they should always read as secondary elements to the main form of the building. The bulk and form of special use buildings such as churches, schools and halls should not be used as a justification for large new buildings which are proposed for different purposes. Nor should design details like towers and unusual roof forms be replicated. Plan shapes should generally be square or rectangular - circular and polygonal buildings are inappropriate.

**The following guidelines can be used for bulk and form:**

1. The bulk of a new building should be about the same as its neighbours,
2. The forms of a new building should be similar to its neighbours,
3. The bulk of an existing building should not be increased by additions by more than about one third,
4. The forms and materials of an addition should match those of the existing building, although the form might commonly be a lean-to, of which there are many traditional examples.

**Scale**

The scale of a building is its apparent size in relation to the people who use it. A single storey building can have a grand scale (the Homemaker warehouse is big in scale) while a two-storey building (such as Kim’s) in its context of one and two-storey buildings is modest in scale. The slope of the ground, the amount of surrounding land and other siting factors can also play a part in determining scale. A two-storey house among single storey houses may be „out of scale“ on flat ground but may not be inappropriate on a steep slope.

Most houses are single storey, but some, because of the steep slope on which they are built, have an under-storey which can be the equivalent in height of another
storey. Generally speaking, houses are built for single level living and this is the scale which should be the most important guideline.

Shops and commercial buildings are either single storied, perhaps with a residential section at the rear, or two storied with the residence above the business. Special buildings, like the schools and churches, have a different sense of scale and height which is linked to their architectural style, and they are more often stand-alone structures.

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**The following guidelines can be used for scale:**

1. *The scale of an existing building should not be increased; an exception is where a building is significantly smaller in scale than its immediate neighbours,*

2. *The scale and height of a new building should match the prevailing characteristics of the area of which it is a part,*

3. *Residential accommodation should preferably be limited to one level, and should not exceed two levels.*

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**5.5.3 FENESTRATION**

The term fenestration means the pattern created by the doors and windows of a building. Openings for doors and windows have to be constructed carefully and their size and shape is determined by the materials of construction as well as function. This means that there is a „natural” ratio between wall and opening which in traditional buildings is often about two-thirds wall to one-third opening. This ratio should not be exceeded in domestic buildings or the domestic part of commercial buildings. Shop windows, which perform the special function of display, are an exception, and commonly take up most of the below-verandah wall area. The demand of an architectural style, such as the windows in the east end of a church, will result in different proportions again.

Another factor which determined the size and the appearance of windows, especially before the 1920s, was the cost of glass. All glass is imported into Levuka. Large sheets of glass were either impossible to obtain or were very expensive. Houses had windows made up of small panes fitted into sashes, casements or french doors. Shop windows had larger sheets of glass, often combined to make a fully glazed ground floor shop front. The value of old glazing can be seen in the many recycled windows and french doors around the town.
Climatic factors can play a role in fenestration too. In Levuka it is important on the one hand to minimise openings to limit the heating effects of the sun, and on the other hand, to maximise them to achieve good cross ventilation. Timber shutters have been used to achieve the right balance and may add to the security of a commercial building. In domestic building, shutters are usually the awning type and may have no glazing behind them. Shops have shuttering made up by boards which are fixed every night.

The following guidelines can be used for fenestration:

1. In existing buildings use the same or similar doors and windows to those existing,
2. Generally, do not have more than one third of any wall taken up by doors and windows combined (exceptions are noted above),
3. Timber shutters should be appropriate to the type of building,
4. In new buildings the traditional limits and materials of fenestration should be respected.

There are even some special examples of windows in shutters. The fact that glass louvres have become so common in Levuka, even though they are a relatively modern form of glazing, means that they should continue to be used. Their use in some of the older and more significant buildings is probably inappropriate.

5.5.4 MATERIALS

Materials available for construction in Levuka in the nineteenth and early twentieth century were both limited by their expense and wide ranging because it was a port. Materials were either locally produced, including those materials such as sawn timber produced in Fiji, or they were imported from abroad. Volcanic and coral stones were available locally for masonry buildings, and lime could be made by burning coral, but cement would have to be imported. Bricks were rarely used because the ingredients were not readily available and they would have been uneconomical to import. Masonry buildings probably had an architect or a qualified builder at hand to supervise construction.

Timber

By far the most important building material in Levuka is timber. It is used in many ways: as framing for floors, walls and roofs; for verandahs; as weatherboarding; for floors and interior finishing, and for door, window and shutter joinery. It is the main
material in almost all domestic buildings and many of the commercial and industrial buildings. Often the weatherboarding is the sole lining material, with the timber framing left exposed on the inside; this is typical of other Pacific islands and of Queensland in Australia, and it is a very effective type of construction for the climate. Levuka Public School (1879) and the Courthouse (1870s) are good examples.

Generally, timber detailing is very simple and there is a minimal amount of decorative treatment; some is found in gable ends. Patterning can be strong however, in balustrading, or in vertical boarded panels and shutters which are finished on their lower edge in a saw-tooth pattern.

It is worthy of note that much of the flooring, indeed much of the framing timber that was seen during inspections of buildings, is not native but is imported Oregon. The whole of the framing of the Burns Philp warehouse, now known as Homemaker, is of Oregon; it includes quite large section timbers in the trusses (300mm x 75mm) which span the full width of the building, some 12 meters. Oregon flooring, machined to tongue and groove profile, 135 mm wide, is very commonly seen.

**Corrugated Iron**

Corrugated iron, available from the earliest times, was light in weight, tough and easy to transport. It was an ideal material for cladding roofs and sometimes walls. It is an important building material in Levuka and, along with galvanised iron gutters and downpipes, is effectively the only form of roofing which should be used. Modern substitutes should be avoided.

**Concrete**

Concrete, in several forms, has a long history in Levuka. Its resistance to damage in tropical cyclones must always have commended it, as well as its resistance to fire. In addition, local material in the form of coral could be incorporated in it.

In its earliest form, in what is sometimes called coral concrete, very thick masonry walls were built with blocks of roughly shaped coral and stone bound in a lime mortar. These walls would rely on their great mass for stability, and were almost certainly not reinforced. The Levuka Vakaviti Methodist Church of 1869 is a good example of this construction, and its walls are up to 600mm thick.

In the early twentieth century, a more recognisable form of concrete construction becomes common. This is conventional concrete, poured between shutters, but containing (in several observed examples), wave-washed coral lumps as part of the aggregate. Steel reinforcing was set within the thickness of the walls. Such concrete was used for a wide range of building types including a few houses, stores like those of Burns Philp in Hennings Street, the Town Hall (1898) and St James Anglican Church (1904). It was not altogether suitable for such a climate, given the standard of concrete and reinforcing of the day, and there are examples now of spalled concrete caused by rusted reinforcing.
Concrete has usefulness today for repairs, and for the replacement of rotted timber piles; it may be the appropriate material for some new buildings. Concrete block is commonly used today for new construction.

**Cast Iron**

Structural cast iron is a rare material in Levuka, but can be found in the occasional verandah or as structural support for the upper floor in open plan commercial premises. The Town Hall boasts a columnade of cast iron columns to the verandahs on either side elevation; these were made by „Donner and Son, Globe Foundry, Sydney“ according to the embossed casting mark on the base of the columns. Such features deserve special care.

**Modern Materials**

Modern materials have made their appearance, often to the detriment of the character of the heritage buildings. The use of imitation brick cladding for example, aluminium „weatherboards“, and PVC guttering and downpipes, not only degrades the appearance of these buildings, but can cover up or cause defects; in addition, they will probably not last as long as the original material. Careful repair, with matching materials, is strongly recommended.

Louvre windows are now a common feature throughout the town. They are a legitimate response to the climate of the place, readily allowing good ventilation. It is not suggested that louvre windows should be replaced, but their use in special heritage buildings and in churches for example, should be avoided.

The following guidelines can be used for materials:

1. **For repairs and additions to existing buildings use the same materials and types of traditional construction as those existing,**
2. **Do not mix new materials and construction techniques with old ones,**
3. **Avoid imitation or poor quality materials, or those that imitate others,**
4. **For new buildings, use materials that match traditional materials (as described above) wherever possible.**

**5.5.5 Paint Colours**

Before discussing colours, it should be noted that some of Levuka’s buildings were never painted, and were probably never meant to be. These include concrete buildings such as the Burns Philip stores in Hennings Street and St James Anglican
Church. Such buildings can be treated with a fungicide if necessary and be washed with clean water, thus maintaining the original (if aged) appearance. Other masonry buildings, such as the Marist Convent School and Navoka Methodist Church, were whitewashed with a fine coating of lime-wash, which produces a flat white finish (although tints may sometimes have been used). These buildings should continue to be lime-washed, and not painted.

The great majority of buildings in Levuka however, all the timber ones and many of concrete, have always been painted. This was not just for decorative effect, but also to enhance the life of the material. Although corrugated iron is sometimes seen unpainted, it was normal practice for it to be painted, and this should continue today.

Several factors influenced the use of external paint colours in Levuka in the nineteenth and early twentieth centuries. These were technical limitations in paint production, a desire to replicate in paint the colours of more prestigious (often stone) buildings, changing fashions and commercial needs.

Until the 1960s all paint would have had a linseed oil base. The most common colours available were those derived from traditional earth pigments (ochre, umber and sienna for example), certain metal oxides (copper, lead and iron) and some industrially derived pigments. Pure white such as is now available was not achievable with these pigments and should not be used today – a suitable off-white should be chosen. Generally, lighter buffs and ochres should be used for weatherboarding and joinery, partly to follow tradition and partly for the longer life that these colours would have in comparison to dark colours. Deeper richer colours might be used for small or shaded areas such as timber-work under verandahs, doors and decorative trim, also for the lettering of signs.

There was a time when Levuka was known as the „red town” or „red-roofed town” because of the near total uniformity of the red corrugated iron roofs. This is well illustrated by the mural in the tower of the Public School which is a bird’s eye view of the town painted perhaps 30 or 40 years ago. Every roof is shown red, which was the traditional „red oxide” colour that still shows on a number of buildings.
This is certainly the preferred colour for corrugated iron roofs today. The most significant buildings should have their original and early colour schemes researched professionally. Otherwise, existing colour schemes should be retained unless they are considered to be inappropriate. Paint companies now provide technical information on matching existing colours, types of paint and the preparation of surfaces. This advice should be well considered.

The following guidelines can be used for paint colours:

1. Simply wash masonry surfaces which have not been painted,
2. Lime-wash masonry surfaces which have been lime-washed,
3. Exterior timber work should be painted in light colours, such as off-white, cream, buff and ochre and a limited range of pastels such as blue, green, pink and yellow,
4. Timber doors and decorative trim can be painted in these colours or in a contrasting or darker colour,
5. Roofs should for preference be ‘red oxide’, but could be light grey or other colour,
6. For cultural and aesthetic reasons, and for freedom of personal expression, some leeway should be extended beyond the general guidelines above.

5.5.6 SIGNS AND ADVERTISING

Advertising in Levuka in the nineteenth and early twentieth century was limited to the naming signs painted on commercial buildings. These were both large and small. Much documentary evidence in the form of photographs shows how limited advertising was then. It did not include corporate advertising - for the most part a late twentieth century phenomenon in Fiji. The large signs were located on parapets or on boards hanging below verandahs, and sometimes signs were painted on the fascia of a verandah. Small signs, such as for professional services, are not easily documented but would have followed traditional lines.

Signs and advertising are critical for the appearance of a building. Generally, the number and size of signs and advertisements on a building should be kept to a minimum. For special occasions, large temporary signs are quite appropriate.

At present in Levuka there are no illuminated or neon signs, no billboards above verandah roofs, and no lights around verandahs. None of these types of signs should be allowed. The use of plastic symbolic druа masts on Telecom public phones in Levuka is an example of signage which may be fine elsewhere in Fiji but is completely out of place in Levuka.
There is a small amount of multi-national corporate advertising, for soft drinks and cigarettes for example. These companies can put pressure on traders, through inducements, to have these signs. This form of advertising should be resisted and, if allowed at all, it should be strictly limited in area and location. A single large petrol company logo might be allowed at a service station, while the glass of shop windows and the parapet may be the only appropriate locations for general businesses.

The lettering of signs should be kept simple and should be appropriate for the period of the building; mock historic lettering should be avoided. In almost all cases, lettering will be in dark colours against a light background. Large signs should follow conventional colour schemes within a strictly limited range of colours, while small signs might have a wider range of colours. Simple borders are appropriate for most signs.

A recent development in advertising is to paint whole buildings bright corporate colours - the whole building becomes a sign. Such advertising is meant to be seen at a distance when travelling at high-speed. This sort of advertising would be completely out of place in Levuka and should be prohibited.

5.5.7 USE OF WORLD HERITAGE EMBLEM AND NAME

The World Heritage emblem shall not be used until and if the decision is made to inscribe Levuka on the World Heritage List.

If Levuka becomes a World Heritage site then the use of the World Heritage emblem must be approved in writing by the National Heritage Council. The Council will follow the rules set out in Section VIII of the Operational Guidelines. In addition, the use of the name 'World Heritage' for commercial purposes will require the written approval of the Heritage Council. The purpose of these rules is to ensure the emblem and name benefits from as much visibility as possible while preventing improper use for inaccurate
The production of a plaque to commemorate the inscription (should it occur) of Levuka on the World Heritage List is dealt with in Section 6.3.3.

5.5.8 LANDSCAPING

Trees and gardens, including built structures such as fences, paths and terraces, can enhance the siting and appearance of buildings. In Levuka almost every house has a garden with planting which is decorative and productive. The garden is an important adjunct to the living areas of the house where children play, adult’s converse and food is prepared and eaten. These traditional uses and the landscaping to support them should be fostered.

The traditional fence for all sorts of buildings is a simple picket fence in timber; more recently, fences have been constructed with steel pipe framing with wire mesh infill, or treated pine poles with timber rails and palings. Corrugated iron, both new and ‘second hand’, is used for higher fences usually alongside boundaries. There are a few fences, and in fact they all match, made out of pressed cement balustrade. These are special cases and should only be used as a model in equally special circumstances. Concrete is commonly used for paths, and garden beds might be delineated with rocks which are sometimes painted.

Sometimes landscaping plays a special role in supporting the use of the building. The garden area of the Royal Hotel provides for outdoor eating and drinking, and the grounds of Levuka School are playgrounds for the children. Such spaces (for a new development) should receive special design attention. Other special examples are the row of tall palms at the Marist Convent School and the ‘native’ vegetation around the World War II memorial. Finally, the landscape of public areas is extremely important in the townscape values of Levuka. The foreshore between Beach Street and the seawall for the whole of its length is especially important in this regard – here much of the social interaction of the town takes place. Trees for shade and shelter, seats, drinking fountains, curbs and channels — all these things relating to the infrastructure of the town should be kept in good functioning condition, and improvements made where possible.

The following guidelines can be used for landscaping:

1. Use fences, paths, paving, retaining walls and other landscaping which is appropriate for the period of the building and to the general surrounds,

2. Use borders which are simple such as painted rocks,

3. Use plant species which are traditional and productive,

4. Ensure landscape features and infrastructural items in public areas are kept in tidy and functional order.
5.6 LEVUKA DESIGN MANUAL

New public visitor facilities to be built by the National Trust, Levuka Town Council or by any other agency should follow the Levuka Development Guidelines.

For 'one-off' facilities these Guidelines should provide sufficient guidance.

For new public facilities where a design is likely to be repeated, a Levuka Design Manual will be developed, to ensure high quality design and consistent standards over time.

Examples of facilities that will be included are:

- Signs: street signs, heritage building signs, advisory signs, interpretation panels.
- Rubbish bins and collection stands (urgently required).
- Public seating.
- Street lighting.
- Planters.
- Fencing for public places.

The Levuka Design Manual will follow the guidance in the Development Guidelines. The existing heritage building signs, 'bus shelters' on the beach front, and 'PAFCO' planter boxes are examples of 'modern' facilities that meet the Guidelines and these designs will continue to be used.

Figure 73 The existing heritage site signs fit the Development Guidelines and could be adopted for the Levuka Design Manual
If possible the Design Manual should be developed in conjunction with a major project, to make best use of resources and to test its application. A good candidate would be the revitalisation of the Beach Street 'park', between the road and the seawall. This would provide an opportunity for most of the design elements to be combined in a landscape plan to tie them together. This would then provide long-term guidance for developing the area as resources become available.

**KEY PROJECT: DEVELOPMENT OF THE LEVUKA DESIGN MANUAL TO GUIDE THE DEVELOPMENT OF REPEATEDLY USED PUBLIC FACILITIES.**

### 5.7 LEVUKA PUBLIC ASSET REGISTER

A Public Asset Register will be developed so that locations, photographs and descriptions of individual assets, existing and planned, can be recorded for ease of identification and work scheduling. In addition this provides an opportunity for the systematic review the adequacy of public facilities and for those assets that are also heritage places, such as the Town Hall, old steps, or the Community Centre, the register can be used to make sure maintenance and development work meets conservation standards.

It can be cross-linked with the Levuka and Ovalau Cultural Heritage Register for this purpose.

The National Trust, Levuka Town Council, and other Departments managing heritage places will work together on this project to be led by the Trust.

**KEY PROJECT: DEVELOPMENT AND MAINTENANCE OF THE LEVUKA PUBLIC ASSET REGISTER.**
6.0 PRESENTATION AND PROMOTION

6.1 INTRODUCTION

OBJECTIVE: TO PROVIDE FOR THE PRESENTATION AND PROMOTION OF THE HERITAGE OF LEVUKA AND OVALAU.

Interpretation, telling the heritage stories of Levuka and Ovalau, is important both for the communities of the island and for visitors. The ideas of presentation and promotion, education and awareness are captured in the concept of interpretation. Interpreting heritage provides understanding, understanding helps enjoyment, enjoyment helps appreciation, and if heritage is appreciated it is better protected.23 The community and visitors both benefit from interpretation.

While conventional means of interpretation such as signs and visitor centres still have a place, rapid developments in modern technology provide cost effective and flexible methods of providing information and telling stories. The use of local people as guides, already undertaken on the island, can be built on as a special strength. To make the best use of resources, the Plan provides for an integrated approach to interpretation for the community and visitors.

6.2 BUILDING AWARENESS AND SUPPORT IN THE COMMUNITY

The Government, though the activities of the National Trust, Fiji Museum and Department of National Heritage, Culture and Arts, and Levuka town Council has put a large effort over the years since 1996, explaining the concept of World Heritage to the community of Levuka and more recently this work has been extended to cover all the people of Ovalau. The Levuka Heritage Association and the Levuka and Ovalau Tourism Association have also helped in this in the past. The aim has been to build awareness and support for the World Heritage concept and the nomination for Levuka.

This has been done through workshops, village meetings, school visits, publications such as posters and newsletters, the publication of Levuka: Living Heritage (by the University of the South Pacific (USP) & the Levuka Historical and Cultural Society), entrance signs at both ends of town, and stories in the media, especially the Fiji Times and on television.

23 A useful definition of interpretation is: ‘An educational activity which aims to reveal meanings and relationships through the use of original objects, by firsthand experience, and by illustrative media, rather than simply to communicate factual information’. Tilden, F. Interpreting Our Heritage. 1967. University of North Carolina Press, Chapel Hill. and Tilden also develops the link between interpretation and protection: ‘Conservation, development and interpretation are linked: ‘through interpretation, understanding; through understanding, appreciation; through appreciation, protection’.
This work has resulted in a climate of broad understanding and general support for World Heritage on the island. Continuation of this understanding and support cannot be taken for granted; it must continue to be earned.

The most important steps for this will not come from more talking, but from action on the ground that can be seen to provide social and economic benefits to the community.

Progress on the key projects identified in the Management Plan is what is required. The community wants to see Government agencies working together to make best use of limited resources.

In particular, the proposed appointment of the Senior Heritage Adviser will be made as soon as possible and the National Trust and Department of National Heritage, Culture and Arts will ensure their other staff is pooled for the most efficient implementation of the Management Plan.

Particular attention will be paid to progressing the revitalisation projects outlined in Sections 6.3 and 6.4. This will provide visual proof of Government's commitment to Levuka and help boost morale and support for other projects.

Direct education and awareness activities will still be required and these can move from the more general activity of the past to using the Management Plan, both in full and in part as a tool for communicating concepts to stakeholders. The Management Plan can be treated as an 'encyclopedia' to be delved into and drawn on as required for this purpose. See Key Projects under capacity building.

**Particular attention will be paid to working with the schools on the island, so that the new generation grows up understanding the positive role cultural heritage can have in the social and economic life of the community.**

Heritage place property owners will need to be made aware of how they are affected by the new Heritage Decree, the Management Plan and the revised Levuka town Scheme. And also of the assistance that may be available to them to help care for their properties.

The regular meetings of the Heritage Management Forum will be important for awareness raising and will be supported by a regular newsletter to be available on the web, by email, hard copies (limited numbers to avoid cost and waste), and displays on town noticeboards. It is important to get a balance between economy and good design so resources are not diverted from conservation work on buildings.

**KEY PROJECT: PRODUCTION OF A LEVUKA AND OVALAU CULTURAL HERITAGE NEWSLETTER, USING SMART TECHNOLOGY, AND WITH LIMITED HARD COPIES.**
6.3 INTERPRETATION – TELLING HERITAGE STORIES

6.3.1 GUIDES

Most visitors, who come to Levuka and Ovalau, come firstly because of the cultural heritage of the island. They may be drawn first to the old buildings of Levuka, the story of the port, and the dramatic landscape, but most will also be interested in Fijian village culture. The stories of the people, their varied cultural backgrounds, how they adapted to the island and the part Levuka played in Fiji's political history give life to the stories of the tangible heritage.

Who better to tell the cultural story than the descendants of the participants? This is already done with locals formally and informally guiding visitors around the town, guided trips to Lovoni, to various villages and to the reefs.

For most visitors, being accompanied by a guide is the only way to get access to a village visit. Guides need to be approved by village management. Generally it is expected guides come from the village visited, or if not they will facilitate access by taking the party to the right people in the village to handle the occasion, usually being joined by a local village guide.

Guides will be provided with access to the repository of information in the planned database so they can utilise it as required for raw material for their story telling. In addition they will be provided with the 'Levuka Town Albums' – bound collections of laminated historic photographs that can be used to support guides stories about the development of Levuka.

Figure 74 Guided visit to Nadevo Settlement

Key Project: Production of 'Levuka Town Albums', bound collections of historic photographs and maps to support the activities of guides.
The Government will organise on-island mentoring and workshops to build formal guiding skills further, not just in interpretation skills, but in health and safety and marketing.

The rest of the community also has a valuable role in looking after visitors and making them feel welcome. Being friendly and helpful is a characteristic of people in Levuka and Ovalau. The Department of Tourism has already run village tourism courses to help prepare villages that have been receiving visitors. In addition, a version of the early New Zealand Kiwi Host short course (Bula Host?) would be useful for people in Levuka, to help build awareness of the importance of tourism and how all local people can play a part in it.

6.3.2 WORKING SMARTER – USING MODERN TECHNOLOGY

The way things are trending in international tourism marketing, Levuka is ideally poised to promote and present cultural heritage and the businesses that offer services for visitors, via the internet.

Internet technology has already revolutionised marketing for tourism for the island, with most tourism businesses having their own web site or sharing with others. The Levuka Ovalau Tourism Association has a good presence, at www.levukafiji.com, although this depends on volunteers and they have been struggling to keep the site up-to-date or to expand it. The use of the web can be broadened to help with cultural heritage interpretation as well as marketing. For tourism, the normal basic minimum marketing requirement for each enterprise has been a brochure and yet many of the players on the island cannot afford to develop well-designed printed brochures, keep them in print and adequately distributed.

Businesses can get economies of scale and better overall presentation of the attractions of the island by redeveloping the internet site so as a minimum it offers an „e-brochure“ for each as well as linking with businesses’ own sites where they have them. The e-brochures would be able to be viewed as a web-page, printed off on home A4 printers (in black and white and colour), photocopied from a master, or downloaded to a smartphone or net-book for on-site use. The tourism associations would manage the commercial component of the web-site. As well as cultural heritage, the site would include natural heritage, recreation activities and visitor services.

This website would also host or link to viewable or downloadable interpretative e-brochures on 'things to do' on the island and on the main interpretation themes.

KEY PROJECT: REDEVELOPMENT OF THE ISLAND WEB SITE TO BETTER PRESENT AND PROMOTE THE ATTRACTIONS, SERVICES AND INTERPRETIVE STORIES OF THE ISLAND.
6.3.3 PUBLIC SIGNS AND INTERPRETATION PANELS

The package of public signage (including interpretation panels) required for information and interpretation for Levuka and Ovalau will be integrated through the Design Manual. (See Section 5.6).

Signage will be coordinated by the National Trust, working closely with the Levuka Town Council. All signs will be recorded on the Levuka Asset Register to aid future management.

Signs will be kept to a minimum to keep capital and maintenance costs down, and because the use of local people as guides and modern technology provide better alternatives. However some signs are required and will be provided as follows:

- **Main entry signs** - These will require review when the World Heritage decision is made. In the meantime the present signs at the northern and southern entrances to town will be maintained. The other entry signs will be at the Kings Wharf gate, the Buresala Jetty and Bureta airport.

- **World Heritage Commemorative Plaque** - This will be decided when the decision is made. If Levuka is inscribed on the list then commemorative plaque will in erected outside the Town Hall. This is the best site for both visitors and the community.

- **Heritage Place location signs** - The present location signs are fine and the system will be maintained and extended as required to other heritage places.

- **Street signs** - The design for these will be reviewed as part of the development of the Design Manual. Some of the existing signs have heritage value themselves and should be retained. The emphasis will be on new street signs where none exist at present.

- **Village signs** - These are simple signs with village names, to be displayed on the around-island road at each end of the village. This will help visitors orientate themselves when they are travelling away from Levuka. If possible they will be incorporated with existing 'Slow-village' advisory signs to avoid proliferation of signage.

- **Other signs** - Signs are required for public toilets, at the wharf entrance (to show where public access is allowed), elsewhere where conditions of public access need to be explained (Draiba Cemetery, churches?), in locations where unguided public access is not allowed, but has been a problem, for example Levuka Village?, and for public facilities that are not heritage places (such as the market or bus stops/taxi stands).
6.3.4 HERITAGE PANELS FOR HERITAGE PLACES

This is a scheme to assist owners of individual heritage places, to be supplied with an A3 or A2 panel that tells the story of their building, for them to display privately or publicly. There will be a well designed common template (included in the Design Manual) for each panel, with the story told unique to each place. Typically each panel would tell the history of the site, the building and previous owners, with historic photos of the building and people. The Trust will provide the research, write the story and arrange of the production of each panel, with property owners meeting the costs of printing the panels. There will be a budget option which is a laminated paper copy, but where possible the panels will be printed in colour-fast inks on durable material so they can be displayed in full light if required.

KEY PROJECT: DESIGN AND IMPLEMENTATION OF A SYSTEM OF HERITAGE PANELS FOR HERITAGE PLACES.

6.3.5 LEVUKA: LIVING HERITAGE

The book, Levuka: Living Heritage is such a wonderful resource for telling the stories of Levuka that it needs to be kept in print. It can be purchased in Levuka or from the Institute of Pacific Studies' web site: http://ipsbooks.usp.ac.fj. Ideally it should also be available as an e-book. (Fiji's first e-book?).

6.3.6 MAPS

Many visitors like using maps to orientate themselves, to find their way around, and to understand their environment. The current Google Map for Levuka and Ovalau are not detailed or accurate, but the satellite images of Levuka, the island and neighbouring islands are good. There are three excellent printed maps for Levuka and Ovalau but they have not been available for sale on the island. In the future they will be stocked at the Visitor Centre. The maps are:

- Levuka Towns and Environs. 1:3,000. 2009 reprint. - Lands and Survey Department. The best map for street and footpath names and locations, shows many prominent heritage buildings, also visitor accommodation. A
valuable map which every accommodation and restaurant should have on the wall. Needs to be updated before the next printing.

- **Ovalau. 1:50,000 Topographical Map. Fiji Series 31. Sheet P27.** - An excellent topographic map of the whole island. The best map for trips away from Levuka, for example to Lovoni or round the island.

- **Ovalau and Levuka Harbour. Marine Chart H O 1244.** - This chart is useful for an understanding of the waters of Levuka Harbour and the rest of the island.

### 6.3.7 VISITOR CENTRE

The Community Centre houses a number of activities in a heritage building (Old Morris Hedstrom Store). It is managed on a day-to-day basis by the National Trust. The street front end of the building provides a number of services for local people and for visitors. These include:

- National Trust office which provides some visitor information and has a small souvenir shop.

- Fiji Museum displays on Levuka (care taking by Trust).

- Shop-front window displays, changed regularly, usually on heritage themes.

- Starting point for guided Town tours run by National Trust staff.

- Island public library, including the nucleus of a Pacific and Fiji section. (The library is a good meeting place for locals and visitors).

Decisions need to be made about just what functions this building should have for visitors. There is some confusion at present, especially about what visitor information it might provide. It is also not clear to visitors what is on offer, what has to be paid for and what is free. Even the name ‘Community Centre’ is confusing to visitors. It may be better to call the National Trust office, museum and library portions of the building the 'Levuka Visitor Centre'.

The building also has a number of problems that need to be addressed for it to be fully functional. It suffers badly from FEA power plant noise and from the stench from the fish factory. It is also susceptible to low level flooding and siltation when in high rainfall the stream across the road bursts out of its drain and cannot reach the sea. Also, while the building has had past repairs, there is work still to do and it would be best if a conservation plan was prepared to guide this over the long-term. In its present state it is not entirely suitable for any of its functions but it is well worth trying to sort the issues out.

The overall aim should be to make this the main office and visitor centre for the Levuka and Ovalau (World) Heritage area.
The main steps would be as follows:

- Clarify with the community how the building is going to be used and the role of the National Trust and others in ongoing management.

- Solve the noise, odour and flooding problems first, or at least have agreements in place that guarantee these problems are going to be solved in a given time.

- Prepare a conservation plan to guide future repair and use of the building.

- Confirm the heritage related functions, suggested as follows:

1. National Trust management office, housing Heritage Advisor, other staff of the National Trust and Department of National Heritage, Culture and Arts staff. Additional office space for visiting workers, including visiting researchers. Computer, internet and printing/photocopying facilities.

2. Visitor centre, with basic orientation displays and continued limited ‘museum’ displays of objects central to the main island themes. Objects must able to be safely housed. Changing displays for special occasions. Computer stations with access to Levuka and Ovalau database information. Emphasis on friendly, knowledgeable, helpful local staff available to inform and advise people.

3. Centre to provide information on the rest of Lomaiviti Province, especially those islands with visitor facilities.

4. Objective information to be provided on services. Strictly limited retail and sale of accommodation or activities. Provide access to public phones and internet station for people to make their own bookings, as far as possible. Part of the aim of the centre is to help build heritage-based business on the island so it will need to be careful not to undermine this by providing services outside its nominate property and which others could adequately provide.

5. Levuka Town Tours. Continued on-demand standard and specialist guided heritage tours. While these could be provided by others, this is core business of the Trust. Care needs to be taken not to expand past a core service, especially if there are other businesses able and willing to do so.

6. Library. But with Fiji section strengthened. Books of special relevance to Levuka to be specially housed and plenty of copies available so reference copies always on hand and sufficient loan copies to meet island demand.

**KEY PROJECT: REVITALISATION OF LEVUKA VISITOR CENTRE WITH PROTECTION FROM NUISANCES, CONSERVATION PLAN, CONSERVATION OF BUILDING, RECONFIGURATION OF LAYOUT AND A FRESH APPROACH TO VISITOR SERVICES AND INTERPRETATION.**
6.4 PRIORITY REVITALISATION PROJECTS

There are a number of projects which individually would not make much impact, but cumulatively would make a big difference to the presentation of Levuka and help boost morale and support for heritage conservation. These are grouped together below as ‘Priority Revitalisation Projects’, except for two bigger projects, the Levuka Market and Tidy Town, which are left as standalone but which are still high priority.

In order to make sure the proposed work is done to the right standards the proposed Design Manual and Asset Register need to be developed first and to ensure the Beach Street work elements are integrated the components need to be combined with a landscape concept plan, to be agreed with the major organisations involved: the National Trust, the Department of National Heritage, Culture and Arts, and Levuka town Council.

There are a number of matters that need to be dealt with here and to ensure they are coordinated an umbrella landscape plan should be prepared with cooperation between the Council, the Department and National Trust and other potential funders and stakeholders (e.g. Colonial Bank and PAFCO).

There is a heavy emphasis on Beach Street projects as this area has the greatest impact on both the island community and visitors. Levuka Town Council is responsible for Beach Street and the adjacent beach front park, perhaps the most important public space in Levuka. Attention to this area will greatly improve immediate impressions of town and provide a better service for visitors and residents.

The individual projects that together make up the Revitalisation Project are:

- Replanting along the foreshore. Trees and plants used should be functional (provide shade, easy care, salt tolerant) and where possible help tell the heritage story (indigenous species and plants of old Levuka). Use old style screening and amenity planting around ice plant. Once the priority beach front projects are underway, attention should be given to other key public areas such as the Cession site, and along Totoga, Levuka and Nasova Creeks.

- Signage. Refurbish existing heritage place signs where required. New entry signs at Kings Wharf and Bureta Airport.

- Beach Street seating. For under shade trees (use present system of seating using edge of planters).

- New covered rubbish bins and covered rubbish platforms: attractive, functional (dog proof and easy to use, empty and clean).

- Repair and provide water to the Renshaw Drinking Fountain (and two other historic drinking fountains at Nasau Park and the Pigeon Post site) and landscape immediate surrounds.
Repair of the Fijian War Memorial posts, chains and panel lettering, and landscaping of immediate surrounds. Removal of Millennium marker to better site.

Repair of Nasova Secession site picket fence and jetty.

Removal of dangerous features along Beach Street: broken concrete post near War Memorial, uncovered drains.

Review of parking and taxi stands (provision of phone for taxis after-hours).

In cooperation with PAFCO, prepare a plan to set back the security fence, build a footpath and provide screen planting along the length of the factory property, to provide a visual link between Nasova and the shops in Beach Street.

Plans for high standard, low maintenance, easy cleaned public toilets somewhere on Beach Street. The Kings Wharf, Taxi stand and Market building public toilets also need refurbishing and cleaning daily.

**KEY PROJECT: PRIORITY REVITALISATION PROJECTS WITH EMPHASIS ON BEACH STREET.**

### 6.4.1 LEVUKA TOWN MARKET

Levuka Town Market is a relatively new building in good condition but is under-utilised. Instead vegetables and fruit are sold at itinerant stalls along the seaward side of the south end of town, and fish is sold either on Kings Wharf or off the sea wall at the mouth of Totoga Creek.

The breakdown of the town market system has had several undesirable consequences: the function of a market as a social gathering place for people from Ovalau and other islands has been lost; the attraction of a market for visitors in town and from the resorts on neighbouring islands has been lost; businesses at the north end of shopping strips have lost foot traffic and become less viable or even non-viable; the Council has lost rent that could help with the upkeep of the building; those few businesses that continue to use the market are less viable than they would otherwise be; and there is no substantial source of fresh food in town.

The street-side alternatives suffer from no shelter, no toilet or washing facilities and the stall holders take most of the shade areas, so they are less available for townspeople and visitors. At their present level they are not a great problem in themselves, but if there is a resurgence in stall numbers they will become a major distraction away from the heritage values of Beach Street.

To rectify this, a review of what has led to the current situation needs to be undertaken by Levuka Town Council, together with a coordinated plan with cooperation of all authorities, to revitalise the market and to focus all stall activity there.
6.4.2 TIDY TOWN

Levuka suffers from a litter problem that reduces the quality of the town as a place to live and visit. Over the years there have been various campaigns to deal with this issue but after a period of better behaviour, littering seems to resurge once again. Other countries that have got on top of their litter problems have found it can take 10 years of constant effort for there to be a cultural shift so that littering is no longer acceptable.

In 1999 the Levuka Tidy Towns Committee was established as part of the national Keep Fiji Beautiful "Tidy Towns" competition. The initial efforts were so successful Levuka won the 1999 National Tidy Towns Award.

A long-term strategy - The Levuka Tidy Town Plan - is required and as the agency responsible for refuse disposal, Levuka town Council is the logical body to coordinate efforts, but dealing with litter is a responsibility of everyone in the community. Revitalisation of the Tidy towns Committee to work with the Council and someone capable of writing a comprehensive plan is a logical step. But the committee needs a comprehensive strategy that deals with all aspects of refuse from waste minimisation to engaging all in the community with a sense of shared responsibility for the problem. The legal framework already exists with the Litter Promulgation 2008.

Rather than trying to deal with all the problems at once it would be worth trialing some pilot programmes, for instance involving schools (800 children) for a month with each child picking up 5 pieces of litter each day on the way to school, or prisoners and community service 'volunteers' cleaning the beach front on both sides of the seawall. The Council could pick up the accumulated litter from school gates and from collection points along the beach front. This would mean the Council truck and staff would be used much more effectively than trying to do the litter pick up directly themselves.

KEY PROJECT: TIDY TOWN PLAN.
6.4.3 CONSERVATION AND REUSE DEMONSTRATION

There are several derelict or badly run-down heritage buildings on or close to Beach Street. They contribute to an air of decay which is bad for morale in the community. Elsewhere in such situations a very successful technique has been to prepare a conservation plan and renovate these buildings, get a viable new use for them and in some cases on-sell or lease them to allow resources to move on to another project.

This idea is worth pursuing in Levuka to help revitalise Beach Street. It could potentially help in several ways:

- It would improve the appearance of Beach Street.
- It could prevent the potential loss of a heritage building.
- It could become a capacity building project, with mentors training local people in all aspects of conservation work.
- It could contribute to the development of traditional crafts elsewhere in Ovalau if the end use was a cooperative craft gallery (including demonstrations of craft projects and helping visitors make their own simple items)
- It would become another visitor attraction.

**KEY PROJECT: PILOT HERITAGE BUILDING CONSERVATION AND REUSE PROJECT ON OR NEAR BEACH STREET.**
7.0 TOURISM AND VISITOR STRATEGY

7.1 INTRODUCTION

OBJECTIVE: TO PROVIDE A SUSTAINABLE BASE FOR HERITAGE BASED TOURISM IN LEVUKA AND ON OVALAU.

Levuka already provides an experience for visitors quite distinct from the rest of Fiji and it is the colonial heritage in the indigenous Fijian setting that sets it apart from elsewhere. However, Ovalau is away from the main tourism destinations of Fiji and despite valiant efforts by its tourism association in the past, visitor numbers have if anything decreased in recent years, due in part to factors outside local control.

Fortunately, despite all the difficulties, Levuka and Ovalau have retained a special place in the market and its share can be grown over time. The favourable write-up in Lonely Planet, 2009, is typical of the mileage the island gets in the travel media.

Tourism in Levuka needs to have a firm foundation on which to build so it can contribute to a sustainable and broadened economy for the island. If tourism in Levuka Town succeeds, there will be a spin off for tourism elsewhere on Ovalau. Visitors may be attracted in the first place to Levuka Town, but then most also want to see the rest of the island, especially to experience traditional Fijian culture and village life. There are also some niche attractions such as high quality dive sites.

Because the main attraction to Ovalau will always be the cultural heritage of Levuka, implementing the heritage conservation and interpretation measures in this Plan are crucial for the sustainable development of tourism. In addition, other measures the Plan proposes will support tourism. If these are implemented the World Heritage brand can be used to best advantage and Levuka can be a significant new product to be used in the broadened marketing of Fiji by Tourism Fiji.

The rapid development of the internet has radically changed what is possible for marketing places like Levuka. The internet will be especially important in tourism and visitor management as it offers cost effective and flexible alternatives for the provision of information, interpretation and marketing. It can offer lower set up, maintenance and replacement costs than conventional signage, brochures, panels, and museum displays.

Virtually all the actions provided for in the Plan will help set the stage for sound tourism development.

The most important provisions of the Plan, and which support tourism are as follows.
- Protecting heritage places and their landscapes, so protecting of a large part of what makes Levuka special for visitors.

- Recording and making information on Levuka and Ovalau more accessible, providing a great resource for tourism businesses and visitors.

- Coordinating stakeholder activity and providing a Management Plan and action plan that will enable tourism businesses to understand and be involved in matters that affect them.

- Providing practical advice on maintaining and restoring heritage buildings so Levuka can remain a living town while the buildings continue to be an attraction for visitors.

- Dealing with improvements in fire protection and other infrastructure that will benefit tourism operations.

- Making progress with the odour and noise problems from the fish factory and power plant, which will be a big benefit to businesses, visitors and residents.

- Better presentation and promotion of Levuka, including Beach Street revitalisation, support for redevelopment of the island website to better present and promote the attractions, services and interpretative stories of the island, and revitalisation of the Visitor Centre.

- If and when, World Heritage Status is conferred, helping to ensure that the most is made of the branding opportunity.

- Building capacity, on-island as far as possible, to manage heritage better and so looking after visitor attractions.

- Providing for development of a Bula Host short course to build tourism awareness and support in the community.

- Providing a focus which should help bring additional funding and other resources to the island, much of which will directly and indirectly benefit visitors and tourism.

There are other issues affecting tourism which the Management Plan does not address, but which are important for those involved in tourism on the island and other islands in Lomaiviti to address. These will need to be dealt with separately if tourism is to develop to its potential on Ovalau. These include:

- The air and ferry services to the island.

- Coordinating activities and marketing between Levuka, and the rest of Ovalau and Lomaiviti.

- Developing a working relationship with Tourism Fiji.
Tourism is a business in which the players are often intense competitors, but where working together is often the only way of making progress. For example, Levuka and Ovalau must be marketed as a whole, and individual businesses within this umbrella. Operators need to keep talking and working with one another if their businesses are going to flourish. Government will encourage and support the stakeholders in tourism in working together. In particular Government will help with the rebuilding of the island website, to a stage it can be maintained in Levuka on a day-to-day basis.

KEY PROJECT: SUPPORT FOR THE TOURISM ASSOCIATION ACTIVITIES AND FOR REBUILDING THE ISLAND WEBSITE.

7.1.1 THE LEVUKA CASE STUDY: CULTURE HERITAGE MANAGEMENT AND TOURISM.

This study, although prepared in 2000, has much content still relevant today. It can be found at:


In particular the characterisation of tourism services, market segments, statistics on local and international visitors, and daily rates of expenditure is useful, although it needs updating if a new marketing plan is to be developed.

The Levuka Case Study's 'projects in the pipeline' have been reviewed for the Management Plan and picked up where they are still relevant and a priority.

7.1.2 FIJI'S TOURISM DEVELOPMENT PLAN 2007-2016

The Government's aim for desirable tourism is that it should benefit the economy, the local community and be ecologically and culturally sustainable. Fiji's Tourism Development Plan provides a framework for sustainable tourism in Fiji.

The Tourism Plan looks to build the diversity of tourism products in Fiji and specifically mentions Levuka and the possibility of World Heritage status assisting it becoming a significant tourist attraction. It encourages development of the presentation of Levuka's cultural heritage and integration of this in Ovalau tourism products. It supports the development of small local cruise ships including visits to Levuka.

The Tourism Plan puts emphasis on presenting Fiji as a unique destination by ensuring 'aspects of Fiji's culture, society, landscape and culture pervade the experience and surroundings of visitors'......this 'should include celebrating Fiji's multi-ethnic society'. The combination of the authentic characters of the multi-ethnic Levuka and largely indigenous rest of Ovalau achieves this well.
The goal for regional prosperity under the Tourism Plan is to 'grow tourism that supports the prosperity of the local area, not that social structures and culture of the local area need to change to support tourism'.

The following Cultural Code is developed with this background in mind.

7.2 LEVUKA AND OVALAU CULTURAL CARE CODE

This Code draws from a draft Guideline for Cultural Tourism developed in 2009 by the Department of National Heritage, Culture and Arts to provide the framework for the use and protection of Fijian culture and traditions used in the tourism industry in Fiji. It takes that Guideline further though, as explained below.

The code is based on the premise that most visitors want authentic experiences and to be able to understand and respect the cultures of the places they visit. They will appreciate guidance on what to do and how to behave in Levuka and Ovalau.

The Levuka and Ovalau Cultural Care Code is designed to achieve several purposes:

- To be specific for the special cultural mix that characterises Levuka and Ovalau.
- To help build understanding and respect between cultures, particularly those of the island communities and businesses, and their visitors.
- To reduce the chance of visitors having an adverse impact on the cultures of the island.
- To strengthen aspects of traditional culture that community’s value.
- To ensure communities and businesses on the island present authentic stories and experiences to visitors with integrity.
- To help businesses and communities that rely on visitors for income to make those businesses more sustainable.
The Cultural Code will have several sections:

<table>
<thead>
<tr>
<th>LEVUKA CULTURAL CODE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Guidance for business selling souvenirs or other things, examples:</td>
</tr>
<tr>
<td>Guidelines for villages receiving visitors, examples:</td>
</tr>
<tr>
<td>Guideline for visitors to Levuka, examples:</td>
</tr>
<tr>
<td>Guidelines for visitors swimming, fishing and diving, examples:</td>
</tr>
<tr>
<td>Guidelines for visitors buying souvenirs, examples:</td>
</tr>
</tbody>
</table>
QUICK CULTURAL CARE GUIDE FOR VISITORS TO FIJIAN VILLAGES ON OVALAU

How to behave in the village area

- You may enter the village only after you have been welcomed by one of the villagers.
- Please do not wear sunglasses, hats and carry things such as back packs over your shoulders.
- Remove shoes and sandals when entering a village house, visitor centre or the lodge.
- When entering a house, shake hands with your hosts and sit down on the mat. Men can sit cross-legged, women can keep legs together and placed to the side.
- Wear appropriately modest clothes. Make sure your shoulders, chest and thighs are covered. During the day, long shorts and T-shirts are ideal. At night, trousers or a sulu are best.
- Sulus are available from.....?
- If offered a bowl of yagona (kava), clap your hands once, take the bowl and say “Bula” to the chief and drink all the contents. Hand back the bowl and clap three times to show your appreciation.
- Please ask before taking photos inside the buildings.
- Please take your rubbish back to Levuka with you.

Quick Cultural Care Guide for Visitors to Levuka

- How to behave in Levuka
- How to behave in Draiba Cemetery

KEY PROJECT: KEEPING THE LEVUKA AND OVALAU CULTURAL CARE CODE UNDER REVIEW AND RELEVANT TO THE NEEDS OF THE COMMUNITIES.
8.0 CAPACITY BUILDING

8.1 INTRODUCTION

**OBJECTIVE: TO BUILD CAPACITY FOR MANAGING THE HERITAGE OF LEVUKA AND OVALAU.**

The first caretakers of the cultural heritage of Levuka and Ovalau are the individuals, communities and organisations of the island. The Plan places a major focus on building capacity to manage heritage for those closest to it.

Many people on the island already have skills very useful for heritage management but they need training on how to apply these skills.

A key role for the National Trust Levuka Heritage Director will be to help build capacity by matching training needs with appropriate advisers, mentors and training opportunities.

Specialist advisers are also required for many aspects of work described within the Management Plan. In some cases it is unrealistic or inefficient to develop these resources on the island. In some cases these skills are not even adequately developed within Fiji. This is where the idea of mentoring is so important. By making available suitable mentors to local people, for as long as required, skills will be developed and ingrained on-island or within Fiji as appropriate.

Mentoring is a higher priority than on-island workshops, which is a higher priority than workshops elsewhere in Fiji, and which in turn are a higher priority than international workshops. While an international perspective is nice to have, generally the best way to get this (other than the generally excellent resources on the web), will be from focused study tours designed specifically to meet the needs of Levuka and Ovalau.

One of the early jobs of the new Heritage Adviser will be to undertake a training needs analysis and to plan a capacity building programme for heritage management. But in the meantime there are some obvious requirements as explained below.
8.2 IMPORTANCE OF THE RIGHT ATTITUDE

The biggest challenge in capacity building for caring for cultural heritage is that often an attitude or mid-set change is required. The principles in the Levuka Code, Maintenance and the Development Guidelines are in many cases quite contrary to the expectations and training many people in society have, especially in the building industry, whether they be architects, carpenters or other tradespeople. Most of these people like to build new rather than to repair old buildings.

Tradespeople want to replace whole elements of a building rather than to splice in repairs. Some of these people may never develop the right attitude for working on heritage places.

It is important to identify those that do have or might develop the right attitude and to work with them first. Even so, sufficient supervision time must be allowed for on jobs until workers can be 'trusted' to intuitively do the right thing.

The focus needs to be developing attitudes and skills for people committed to living and working on Ovalau if possible. This way, over time a pool of capable talent will be built up that will make the proper care of the island’s heritage places easier in the long-term. Trained people on Ovalau will have a future not just on the island but potentially elsewhere in Fiji.

While rapid progress can be expected once the (right) Heritage Adviser is appointed, lasting progress will take about ten years. This seems to be the time it takes to get a mindset change into enough people in a community to make the change lasting. As an example, the Tidy Town project is an example of a project that will take the active involvement of virtually everyone in town. They will only get involved in a lasting way with a change in attitude. This will take up to ten years for some families. While the superficial litter problem can be dealt with by 'tidy-ups', the real problem is only dealt with by not littering in the first place.

The Department of Conservation in New Zealand appears to be the only agency in the region that has developed, under the guidance of heritage management specialist Paul Mahoney, basic heritage care training for 'ordinary people' from the public and private sector. The principles are set out in their 'Basic Principles Heritage Course' and their 6Ps Heritage Management System. The New Zealand experience will be studied more closely to see if it is appropriate to adapt for Levuka and Ovalau.

25 http://www.doc.govt.nz/conservation/historic/managing-heritage/docs-historic-heritage-management-system/ The 6Ps system is: Place - what and where is our heritage?; Protect - how do we avoid harm to our heritage?; Prioritise - how do we choose which historic places we manage?; Plan - how do we decide what heritage work needs to be done?; Preserve - how do we achieve the best preservation results for historic places we manage?; and Promote - how do we involve and connect people to our historic places?
There are also lessons to be learned from heritage management training development at Levuka run by Dr Anita Smith and the Pacific focused training programme that resulted from this. The relevant references are:


- The training programme is presented as a CD-ROM Conserving Pacific Places (UNESCO 2005)

This material should also be drawn on for developing capacity building for heritage management in Levuka and on Ovalau.

8.3 CAPACITY BUILDING FOR BASIC MAINTENANCE

Much of the work urgently required in Levuka is basic maintenance and repair of heritage buildings and other structures. In this case, and even where buildings are receiving regular maintenance, it is ideal for owners, occupiers and workers to be trained in the identification and care of heritage. This knowledge and skill can be passed on by a combination of mentoring, and hands-on workshops where a group work on heritage buildings so that not only do they learn, but they get work done.

Many maintenance tasks can be done with very little expenditure other than time. This is why this is a series of hands-on workshops for owners, occupiers and workers of both public and private buildings is a high priority project.

**KEY PROJECT: MAINTENANCE TRAINING FOR OWNERS, OCCUPIERS AND WORKERS ON HERITAGE PLACES IN LEVUKA.**

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8.4 CAPACITY BUILDING FOR SPECIALIST PROFESSIONAL ADVISERS

There are several professions whose services are required on a part-time and ongoing basis for heritage management on the island: conservation architect, structural engineer, historian, and archaeologist. The project will need to identify suitable people in each of these fields, who can be contracted to provide professional advice when required. Where people with the right formal education and subsequent relevant experience can be found in Fiji, they can be supported if required by mentoring from international consultants. This support will probably be required on a long-term basis because both these fields are constantly developing.

This will be particularly important for the project conservation architect. This is a crucial position which must be filled if any work beyond basic maintenance and repair is going to be carried out to heritage buildings. The conservation architect will be able to help with identifying suitable people for the role of structural engineer, and any mentoring they might require.

**KEY PROJECT: EMPLOYMENT OF A PART TIME CONSERVATION ARCHITECT, AND PROVIDING MENTORING SUPPORT TO THEM AS REQUIRED.**

8.5 TECHNICAL RESOURCE CENTRE

The National Trust office and island library in the Community Centre building need to hold copies of useful reference and case study examples for people who want to delve deeper into heritage management and obtain technical advice. All such material though should have a commentary about its appropriateness for Levuka and Ovalau. There is a lot of material that, although useful in part needs interpretation to avoid the wrong message being taken.

**KEY PROJECT: ESTABLISH HERITAGE MANAGEMENT RESOURCE CENTRE AT NATIONAL TRUST OFFICE AND LIBRARY.**
9.0 FUNDING AND OTHER RESOURCES

9.1 INTRODUCTION

OBJECTIVE: TO IDENTIFY FUNDING AND OTHER RESOURCES REQUIRED FOR THE CARE OF HERITAGE IN LEVUKA AND ON OVALAU.

It is not the intention of Government to use the Management Plan to prescribe dollar amounts that projects will require, or that the Government and others might commit to the management of cultural heritage in Levuka and on Ovalau. Instead, the Plan provides the framework for what needs to be done and how to prioritise between competing demands. Government's commitment each year will be spelled out in the Annual Action Plan and Budget.

There will never be enough money for everything that might be done in heritage management, because Government has many competing demands in all its activities throughout Fiji. Despite this, a huge amount can be achieved on the island. This can be summed up in the expression: “A strong programme on a slim budget.” Government is committed to the idea of making sure it uses its money and other resources well.

Much can be achieved by better coordinated and focused use of existing resources available on and to the island. The provisions of this Plan, especially in Chapter 3, the appointment of a Senior Heritage Adviser for the National Trust in Levuka, and the overall drive of Government to focus the civil service on better public service will help in this.

Much of the work required for the protection of heritage is basic infrastructure maintenance and improvement that is the responsibility of the national government. This Plan will help prioritise this work.

Much heritage is in private hands and normal day-to-day maintenance is common sense and part of ensuring buildings are functional and do not lose value. In many cases the only help needed will be advice on how to apply the principles of the Levuka Conservation Code, and the Maintenance Guidelines. But major deferred maintenance work, major repairs and restoration will often require not just advice but labour and financial assistance.

27 Used as a theme for the historic heritage programme in New Zealand's Department of Conservation.
A well managed heritage programme will help revitalise the economy of Levuka and Ovalau. More viable businesses will in turn be more able to look after their own places properly.

The Government has a policy of trying to avoid the National Trust or departments competing directly for business with the private sector, especially in retail.

There are only about 200 ratepayers in Levuka Town. Levuka has to provide many services for the whole of Ovalau, a population of some 7,500, and on top of that provides services for others coming from elsewhere in Lomaiviti. The town has limited sources of local revenue so is constantly overstretched. Other than making better utilisation of existing resources the Council is limited in the additional resources it can apply to heritage management. It will also need national funding to review and administer the Levuka Town Scheme.

The most significant contribution the Government can make (will make) to heritage conservation in Levuka and on Ovalau is to provide a senior and competent Heritage Adviser, together with a (part time) conservation architect who can prepare project plans and funding bids. This will leverage not just in-country assistance but international assistance. This will be greatly enhanced by Levuka attaining World Heritage status. While an initial funding boost is required, Levuka and Ovalau will need long-term and ongoing assistance to properly care for cultural heritage. Government will make this a priority for Overseas Development Aid requests.

The Plan proposes use of a Heritage Fund to provide a source of contestable funds for priority heritage conservation projects, and it will encourage and facilitate the work of volunteers and researchers who are working on projects that conform with the Management Plan.

If the World Heritage Nomination succeeds, this will open another source of potential funding and technical help.

### 9.2 TRUST FUNDS

Places on the Fiji Register will have their own operating accounts and an annual fund for management.

For Levuka, it is proposed to use this fund to hold on trust any money which is donated for heritage work in Levuka and on Ovalau. This gives potential donors a secure and audited fund they can donate to, and saves the considerable administrations costs and time one-off funds require to operate. It also has the advantage of not requiring money to be spent in any one year, giving the flexibility to accumulate for larger projects and to defer expenditure until priority criteria are met.

Projects will only be funded from the trust funds where there is a Heritage Agreement in place to ensure the conditions are clearly understood.

The Heritage Fund will be used to hold funds for two special incentive funds for the island, to be administered by the National Trust as follows:
KEY PROJECT: Establishment of Levuka and Ovalau Fund, as Trust Funds.

9.3 Sponsorship and Donations

In the past there has been some generous sponsorship and donations of money, materials and services to heritage projects in Levuka. This has come from individuals and organisations on the island, elsewhere in Fiji and from international sources. Businesses that were founded in Levuka or operate there today, ex-pupils and staff of the island schools, descendants of people who have lived on Levuka and others have been sources of help in the past. With heritage management efforts ramping up once more, there will be a renewed burst of enthusiasm for sponsorship and donations. The National Trust can assist by working with donors to design projects that fit with the Management Plan and also meet donors' requirements.

It is important that sponsors' and donors' efforts are properly acknowledged. There are a number of ways of doing this: public ceremonies, media releases, the project newsletter, and for major contributions, perhaps some discrete signage. But generally the policy will be to have 'soft sponsorship' only. That is no naming rights and no larger signage.

There will also be a permanent 'roll of honour' for sponsors and donors, housed in the Visitor Centre and as a page on the project web site.

Any use of the World Heritage name and emblem will be controlled using the policy outlined in Section 5.5.8.

KEY PROJECT: Development of a Sponsorship and Donation Programme.

9.4 Volunteers

Volunteers have made a huge contribution to the care of heritage in Levuka and on Ovalau in the past and can continue in the future. The most significant are:

- The voluntary committees such as: the Levuka Cultural and Historical Society (in its various forms), the Community Centre committee, the Levuka and Ovalau Tourism Association, the Tidy Town Committee, Father's Wharf Committee, and the Back to Levuka Committee.

- Local volunteers who work on projects from time to time – school children or classes, youth groups, sports clubs.

- Individual volunteers, working by themselves or in small groups.
• Volunteers working with the National Trust or Department of Heritage and Culture under the Government's volunteer scheme.

• Students and staff, both from Fiji and international, studying and researching on heritage projects.

• Prisoners from Levuka Prison (look after Draiba Cemetery and Nasova Cession site).

• Community service 'volunteers', as a result of court sentences, that do not warrant prison terms.


There is potential to grow the volunteer contribution to heritage projects on the island significantly. This will be achieved by the National Trust designing suitable projects and supporting volunteers, starting with close to home first. One of the biggest disincentives to local volunteers is finding office space and handling administration, secretarial and treasurer's work. The National Trust will provide assistance to local committees in this regard, where they are working on key projects as identified in the Management Plan. The planned reconfiguration of the National Trust offices in Levuka should make allowance for supporting local and visiting volunteers.

Volunteer programmes will be managed carefully to make sure the benefits outweigh the costs. And if they are to be supported with National Trust resources they the work must be in accordance with the Management Plan. If volunteers cannot be managed properly then they should not be taken on.

With international volunteers, an absolute essential for most projects is that the volunteers have excellent oral and written English, and are able to fit in with Fijian protocols.

**KEY PROJECT: DEVELOPMENT OF A VOLUNTEER MANAGEMENT PROGRAMME.**
9.5 THE WORLD HERITAGE FUND

The World Heritage Fund is established under the World Heritage Convention for purposes including intentional assistance with the Operational Guidelines proviso that “to the extent possible, the World Heritage Fund should be used to mobilise additional funds for International Assistance from other sources.” The Guidelines encourage setting up of funds, like the Heritage Fund trust funds outlined in Section 9.2, to support World Heritage conservation efforts.

In addition there is provision for direct international assistance from the World Heritage Fund for protection of cultural heritage located in areas such as Levuka that are included in the Tentative Nomination List, and in the case of a successful Nomination, on the List of Inscribed Properties.

Such assistance is seen as supplementary to national efforts where adequate resources cannot be obtained from elsewhere. Preparatory assistance was received from the World Heritage Committee to assist with development of the Levuka Nomination and the Management Plan.

In the future further preparatory assistance could be sought for preparing requests for training and research assistance and for technical co-operation. Emergency assistance is also potentially available and should be kept in mind if there is ever a disaster that requires it.

If Levuka is inscribed on the List of World Heritage properties, then potentially assistance can also be provided for conservation and management in the areas of training and research, technical co-operation and promotion and education.

While priority for such international assistance is given to properties inscribed on the List of World Heritage in Danger, there is also assistance given to properties not on the List in Danger, but are Small Island Developing States (SIDS), such as Fiji. In this category priority is given to providing 'seed' money that will help leverage resources from elsewhere.

The summary table in Section VII.E. of the Operational Guidelines gives a good overview of the system of international assistance. This table is reproduced in Appendix 12.5.

The Government will explore possibilities for international assistance funding for conservation and management at Levuka with the World Heritage Committee secretariat and make applications or assistance where the Committee’s priorities and those of the Management Plan align.

Key Project: Application to the World Heritage Committee for international assistance for conservation and management at Levuka.

28 Operational Guidelines. VII. B. 255.
9.7 OVERSEAS DEVELOPMENT ASSISTANCE

The Fiji Government will explore the possibilities for Overseas Development Assistance (ODA) for projects in the Management Plan that meet the donor’s requirements. The ideal assistance would be a combination of technical assistance in the form or mentoring and training, with financial assistance for project work, tied together in a long-term package. An example of where this approach has produced sustainable economic and environmental benefits for rural areas in Fiji is the Bouma and Koroyanitu National Heritage Park projects, supported by the New Zealand-Fiji Ecotourism Programme. This programme ran for over ten years and demonstrated the value of a long-term partnership as opposed to shorter programmes.

Assistance for the Levuka and Ovalau project is an Overseas Development Assistance priority for Fiji since it meets social and economic sustainability objectives in an area of Fiji where the economy is struggling.

There are current restrictions on Overseas Development Assistance to Fiji from traditional donors such as Australia, New Zealand and the European Union. However, the projects outlined in the Management Plan will help prepare for applications to these sources when the restrictions are relaxed or when other opportunities or donors may arise.

**KEY PROJECT: EXPLORE OPPORTUNITIES FOR OVERSEAS DEVELOPMENT ASSISTANCE TO SUPPORT IMPLEMENTATION OF THE MANAGEMENT PLAN.**
10.0 ACTION PLAN FOR PRIORITY PROJECTS

10.1 INTRODUCTION

Objective: To schedule an Action Plan for Priority Projects.

In the chapters on each objective the Management Plan progressively identifies the most important work required for cultural heritage management of the town and island. These key projects are then brought together in the summarised Action Plan in this chapter. The Action Plan provides a framework for prioritising work between and within projects.

Each year the National Trust and, as applicable, other agencies will develop an Annual Action Plan and budget in accordance with the Management Plan. This will be carried out in consultation with the Levuka and Ovalau Heritage Management Forum. The aim is to ensure activities are coordinated to ensure the best use of public resources in managing cultural heritage and in supporting conservation activities of private owners of heritage places. The Annual Action Plan will allocate responsibilities for work each year.

It is expected this annual process will also test the relevance of the then current version of the Management Plan and this will be a key time for deciding if the Plan requires review. The Key Projects of the Plan will be one area that can be expected to change over time as some projects are completed and new projects come on stream. The process for such reviews is outlined in Chapter 11. The criteria for prioritising within and between projects are also likely to require review as the project progresses.
The overall priority for work on Levuka and Ovalau is to maintain each heritage place to prolong its life.

Other setting of priorities should be done with this overall priority foremost in mind.

10.2 SETTING PROJECT PRIORITIES

The following criteria will be used to decide priorities between and within projects:

Projects should:

- Be a key project in the Management Plan, or otherwise a project that conforms with the Plan.
- Be able to be undertaken to the required professional standards specified in the Management Plan, particularly the Levuka Conservation Code and the Levuka and Ovalau Cultural Guidelines.
- Where relevant, subject to a Heritage Agreement.
- Be approved by Government though the National Trust.
- Prolong the life of a heritage place and protect its stories.
- Be able to set a good leadership example to others and be models for the World Heritage Inspection Team to inspect.
- Make sense for the residents of Levuka and visitors, whether or not the World Heritage Nomination is approved.
- Be able to be commenced or continued within the planning year.
- Be cost effective (big benefit in comparison to expenditure required).
- Act as a lever or catalyst to gain additional resources, in particular, help people who help themselves.
- Be of lasting benefit.
- Where possible be likely to reduce other costs in future.
- Be achievable with either existing resources or those likely to become available within the planning year.

PRIORITIES FOR PROJECTS TO WORK ON HERITAGE PLACES
The heritage place should be a significant heritage building, included on the Levuka and Ovalau Heritage Place Register, and preferably on the National Heritage Register.

The work should:

- Be in conformity with the Levuka Conservation Code and Maintenance Guidelines.
- Have a written maintenance or conservation plan (these will also be able to be funded as a priority).

- Be essential to prolonging the life of the heritage place, such as:
  1. Structural work: essential for a safe building, able to withstand the normal rigours of the Levuka environment.
  2. Weatherproofing: deferred exterior maintenance, repairs, or replacement to roofs, guttering and spouting, exterior walls, sealing and painting.
  4. In the case of an archaeological site: clearance of large vegetation likely to cause site damage.

- Include protection and recording of the stories of the place, especially those that might otherwise be lost.

**KEY PROJECT: PREPARATION OF ANNUAL ACTION PLANS AND BUDGETS IN ACCORDANCE WITH THE MANAGEMENT PLAN AND ITS PRIORITIES.**
### 10.3 SUMMARY TABLE FOR KEY PROJECTS

<table>
<thead>
<tr>
<th>SECTION</th>
<th>KEY PROJECT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Identification of Cultural Heritage</td>
<td>Development of the Levuka and Ovalau Heritage Register and Database Completion of Cultural Mapping Work for Ovalau</td>
</tr>
<tr>
<td>Coordinated Management of Heritage</td>
<td>Appointment of Senior Heritage Adviser and Staffing Review Establishment and Resourcing of the Levuka and Ovalau Heritage Management Forum and Core Group</td>
</tr>
<tr>
<td>Protection of Heritage</td>
<td>Contracting of a Suitable Planner and Preparing for Review of the Levuka Town Scheme Reconciliation Process Preparation of a Fire Safety and Protection Plan Locate or commission report(s) on the adequacy of the present flood and land-slide protection measures, and remedial work that may be required Structural engineering evaluation of the range of building types in Levuka to determine the extent to which they are earthquake prone and likely to suffer damage, cause damage to other buildings, or cause injury or loss of life; and remedial measures required Negotiations with PAFCO/Bumblebee and FEA to end their odour and noise nuisances</td>
</tr>
<tr>
<td>Conservation of Heritage Places</td>
<td>Development of the Levuka Design Manual to guide the development of repeatedly used public facilities Development and maintenance of the Levuka Public Asset Register Maintenance Plans for all heritage places of regional or national importance. Government and Council to lead by example Salvaging Materials for Reuse on Heritage Projects Preparation of Conservation Plans for Priority Buildings</td>
</tr>
<tr>
<td>Presentation and Promotion</td>
<td>Production of a Levuka and Ovalau Cultural Heritage Newsletter, using smart technology, and with limited hard copies Redevelopment of the island web site to better present and promote the attractions, services and interpretive stories of the</td>
</tr>
</tbody>
</table>

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29 See Chapter 2 for more detail.  
30 See Chapter 3 for more detail.  
31 See Chapter 4 for more detail.  
32 See Chapter 5 for more detail.  
33 See Chapter 6 for more detail.
| Tourism and Visitor Strategy | Support for the tourism association activities and for rebuilding the island web site Keeping the Levuka and Ovalau Cultural Care Code under review and relevant to the needs of the communities |
| Capacity Building | Maintenance and basic repair training for owners, occupiers and workers on heritage places in Levuka Employment of a part time conservation architect, and providing mentoring support to them as required Establish Heritage Management Resource Centre at National Trust office and library |
| Funding and Other Resources | Establishment of Levuka and Ovalau funds, as trust funds under the Heritage Fund, for private and public heritage places Development of a sponsorship and donation programme Development of a volunteer management programme Application to the World Heritage Committee for international assistance for conservation and management at Levuka Explore opportunities for Overseas Development Assistance to support implementation of the Management Plan |
| Action Plan | Preparation of Annual Action Plans and Budgets in accordance with the Management Plan and its priorities |
| Monitoring, Reporting and Review | Preparation of a plan for monitoring, reporting and review, that supports and does not take essential resources from the care of heritage places |

Table 13 Key Projects for Levuka and Ovalau

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34 See Chapter 7 for more detail.
35 See Chapter 8 for more detail.
36 See Chapter 9 for more detail.
37 See Chapter 10 for more detail.
38 See Chapter 11 for more detail.
11.0 MONITORING, REPORTING AND REVIEW

11.1 INTRODUCTION

OBJECTIVE: TO PRESCRIBE PROCESSES FOR MONITORING, REPORTING AND REVIEW.

Requirements for monitoring, reporting and review stem from several sources:

- Operational Guidelines requirements which require monitoring of key indicators proposed to measure and assess the state of conservation of the property; the factors affecting it and of conservation measures. With periodic reporting to the World Heritage Committee on a six-yearly cycle and reactive monitoring on an as-required basis.

- Government of Fiji reporting requirements for budgeting and annual reporting for the stakeholder agencies.

- Heritage Council of Fiji requirements for reporting on development approvals, additions to local registers and exercise of delegations.

- Reporting requirements for the Levuka and Ovalau Heritage Management Forum and via the Forum, the need to keep heritage property owners and the communities of the island up to date with progress on issues that affect them.

- Specific reporting requirements of any funding agency.

- The need to provide for review of parts of the Management Plan on an as-required basis, for a update of the Plan when the results of the World Heritage Nomination process are known, and for a major review every ten years.

The overall aim of the Plan is to use the processes of monitoring, reporting and review as tools to attain improved heritage conservation results, while reducing the bureaucratic burden to a minimum.

This will be achieved by streamlining processes so that as far as possible each of the above requirements is met in one document, from which each agency can draw information for their own specific needs. In addition, where possible a sampling system, rather than 100% survey, and reporting by exception will be used.
It is absolutely crucial not to get the requirements for monitoring out of perspective. Every dollar spent on monitoring is a dollar not spent on maintenance of a heritage place to prolong its life. As a guideline, the Government expects the monitoring programme for Levuka and Ovalau to be prioritised so that it can be achieved within one person week each year. It is to be focused on key indicators of whether buildings have maintenance plans and whether this maintenance is being carried out.

The six-yearly periodic reporting to the World Heritage Committee is the responsibility of the Department of National Heritage, Culture and Arts, as the Government’s lead agency in terms of the responsibilities of State Parties under the World Heritage Convention. Most other reporting is on a yearly cycle. The prime responsibility for overall reporting will lie with the National Trust office in Levuka and other agencies responsible for drawing their information from the central report.

11.2 MONITORING AND REPORTING FOR WORLD HERITAGE

11.2.1 PERIODIC REPORTING

Each six years 'States Parties are requested to submit reports to the UNESCO General Conference through the World Heritage Committee on the legislative and administrative provisions they have adopted and other actions which they have taken for the application of the Convention, including the state of conservation of the World Heritage properties located on their territories'.

The general requirements for periodic reporting are laid out in Section V of the Operational Guidelines, and a format for reporting in Annex 7 of the Guidelines. These requirements apply to all the State Party’s responsibility under the World Heritage Convention, but some requirements, those of Section II 'State of Conservation' reports are specific to individual properties.

The Management Plan deals just with the reporting that would be required for Levuka.

While these reports are expected each six years, it is also expected that properties will be monitored in-country on an annual basis, and this information will build up to provide the core of the requirements for the six-yearly periodic reports.

It is expected 'state of conservation reports should involve those who are responsible for the day-to-day management of the property'. In the case of Levuka, this will include the Levuka staff of the National Trust, supported by an appointee of the Heritage Council, and with opportunity for input from the Levuka and Ovalau Heritage Management Forum.
The main headings for periodic reporting are as follows:

| **Statement of Outstanding Universal Value** | Is this still relevant or does it require change (in which case a submission would be required)?
| Are the boundaries for the nominated property and buffer zones still relevant or require changing (in which case a submission would be required)? |
| **Statement of authenticity and/or integrity** | What was the evaluation of the authenticity and integrity of the property at the time of inscription?
| What is the authenticity and integrity of the property at present? |
| **Management** | The Operational Guidelines requirements under the management heading are wide ranging and to focus reporting for Levuka, reporting in this area will focus on the ten objectives and the requirements of the Management Plan.
| The essential aim of the reporting on management is to determine implementation and effectiveness of the application of the Heritage Decree and the Management Plan in preserving the values described in the Statement of Outstanding Universal Value. |
| **Factors affecting the property** | Up-to-date information on all factors which are likely to affect or threaten the property, measures taken or planned to deal with them, and their impact on the value of the property. |
| **Monitoring against key indicators** | More detail of the conditions of the property on the basis of key indicators for measuring its state of conservation. It also provides the opportunity to revise the indicators if required. A preliminary Monitoring Matrix with a list of key indicators has been prepared for the nomination process. One of the first tasks of the proposed new Heritage Advisor will be to update this matrix. |
| **Summary of conclusions and recommended actions** | The main conclusions on the maintenance of outstanding universal value; management and factors affecting the property; proposed actions, responsibilities, time-frame and any need for international assistance. Also, any lessons from the lessons of Levuka that might be applicable elsewhere. |

**Table 14 Periodic Reporting Matrix**

### 11.2.2 REACTIVE MONITORING

Reactive monitoring is outlined in Chapter IV of the Operational Guidelines. It is defined as “the reporting by the Secretariat, other sectors of UNESCO and the Advisory Bodies to the Committee on the state of conservation of specific World
Heritage properties that are under threat. It is designed to avoid properties being inscribed on the list of World Heritage Properties under threat, and potentially being de-listed.

The objective of reactive monitoring is ‘that all possible measures should be taken to prevent the deletion of any property from the List’. It is anticipated technical and possibly financial assistance could be provided by the World Heritage Committee.

The trigger for the reactive monitoring process is either when an unforeseen event occurs or proposed work (either major reconstructions or new constructions) would have an adverse effect on the property to the extent the outstanding universal value is significantly affected.

The National Heritage Council will make the decision whether issues require to be notified to the World Heritage committee.

Fiji is expected by February of each year to ‘provide to the Committee specific reports and impact studies each time exceptional circumstances occur or work is undertaken which may have an [adverse] effect on the state of conservation of the property’. For new work it is expected the Committee is advised before irreversible commitments are made.

In these circumstances it is expected the World Heritage Committee would appoint an Advisory Body to carry out monitoring and reporting on its behalf on the progress of work undertaken for the preservation of properties. If this eventuates, the government will cooperate fully and provide every assistance to the monitoring team.

In the case of Levuka, the Government will ensure the annual reporting process is used to determine whether reactive monitoring might be required and in the case of any doubt, advice will be sought from the World Heritage Committee.

11.3 FIJI'S REPORTING REQUIREMENTS

The Government’s financial year runs from 1 January to 31 December. All expenditure is committed by the end of November each year and each agency prepares the annual report each year in December. Budget requests for each year are made in October and the Government announces its budget for the following year in November.

Each year in September the Levuka office of the National Trust of Fiji will, in consultation with the Heritage Management Forum, and in accordance with the Management Plan, prepare a draft annual Action Plan and Budget for the following year. This draft Plan will be confirmed in November when the Government makes its budget decision. The Action Plan and Budget will not only describe the work to come under the direct control of the National Trust, but will coordinate and include commitments to the project being made by other Government agencies and any development aid sources.
One of the first tasks of the proposed new Heritage Advisor will be to update Monitoring Matrix to coordinate it with any other reporting requirements, to make the best use of administrative time.

11.4 REVIEWS OF MANAGEMENT PLAN

The Management Plan needs to be kept up to date if it is to remain as the central planning tool for ensuring the cultural heritage values of Levuka and Ovalau are to be maintained and enhanced. Without a constantly relevant planning tool it is likely efforts will become fragmented and less effective, considering the number of stakeholders involved.

The work required for proposed changes to the Management Plan will be flagged in the Annual Action Plan and Budget.

The World Heritage Committee will be consulted where any changes are planned for the Management Plan that might lead to a requirement to change the Statement of Outstanding Universal Value, or the nominated property or buffer zone boundaries, or might adversely affect universal values.

While the initial edition of the Management Plan has been (will be) approved by Cabinet, for future changes a hierarchy of delegations will be used, depending on the likely effect of the proposed change, as follows:

APPROVALS FOR CHANGES TO MANAGEMENT PLAN

- First Management Plan, for submission to World Heritage Committee. To be approved by Cabinet on recommendation of the Director, Department of National Heritage, Culture and Arts.
- Review after decision on inscription of Levuka has been made by UNESCO. To be approved by Cabinet on recommendation of the National Heritage Council.
- Ad hoc major reviews that might be required because of significant unexpected events that might adversely affect the Outstanding Universal Values of Levuka and Ovalau and/or where a response to reactive monitoring is required. To be approved by Cabinet on recommendation of the National Heritage Council.
- Minor or progressive changes that may be required as the project progresses approved by the National Heritage Council on recommendation of the Director, National Trust of Fiji.
FORM OF THE MANAGEMENT PLAN AND CHANGES

To keep costs down and flexibility up, the master e-copy of the Management Plan will be maintained as a Microsoft Word document, with e-copies available to users as PDFs (or other formats) in file sizes suitable for net-books and smart-phones. It will not be converted to a layout format like ‘Pagemaker’ or ‘InDesign’, because of restrictions and the lack of flexibility that would mean for reviews and updating.

It is expected that the number of hard copies of the Management Plan will be kept to a minimum, especially where locations have access to computers and/or the internet. A register of hard copies will be kept, with contact details, so holders can be kept up to date with changes as they occur.

Current and past editions of the Plan will be also made available free on CD-ROM, will be on the web and will be downloadable from the web.

It is expected that major reviews will be incorporated in a rewritten Plan, whereas minor changes will be handled by way of addenda.

KEY PROJECT: PREPARATION OF A PLAN FOR MONITORING, REPORTING AND REVIEW, THAT SUPPORTS AND DOES NOT TAKE ESSENTIAL RESOURCES FROM THE CARE OF HERITAGE PLACES.
12.0 APPENDICES

12.1 REFERENCES


Operational Guidelines for the Implementation of the World Heritage Convention

Pacific Area Travel Association (PATA) Levuka and Ovalau: Tourism Development through Community Restoration. 1985. Sydney: PATA.


Smith, Dr. Anita. A Comparative Analysis of Levuka, Fiji Islands. 2004. Cultural Heritage Centre for Asia and the Pacific, Deakin University, Australia. For the National Trust of Fiji, Suva.

Aim

Development of a World Heritage Management Plan for the proposed World Heritage site of Levuka in the Fiji Islands.

Rationale for the Study

As a requirement of World Heritage Listing, and for the future conservation of the heritage of Levuka, a Management Plan needs to be developed for the proposed World Heritage site. The Government of Fiji and its agencies have limited expertise in the conservation of built heritage, and the development of Management Plans for World Heritage purposes. The Department of Culture and Heritage are therefore seeking the services of a consultant, or consultant team, to prepare a World Heritage Management Plan for the proposed Levuka World Heritage site.

Key Issues to be Considered

To develop a Management Plan for the proposed Levuka World Heritage area.

- The Management Plan must meet the requirements for World Heritage listing.
• It must meet the long-term conservation requirements of all the heritage values of Levuka, but particularly the World Heritage values.

• There must be a mechanism for funding the ongoing conservation of Levuka that does not require significant ongoing government contributions.

• There is a need to establish a management authority in Levuka, to manage the day-to-day operations of the site and recommendations on the optimal form of this organisation are required.

• It must provide for the management of sustainable tourism activities.

• It must ensure Government obligations under the 1972 UNESCO World Heritage Convention are able to be met.

• Levuka and Ovalau are to be treated as an integrated unit in development of the Management Plan.

• The development of the Management Plan must engage the people of Fiji and particularly the people of Ovalau.

• The ongoing management of the site must also engage local people.

• Residents of Fiji should be included in the development team as much as possible.

• The Management Plan will utilise existing local institutions as much as possible.

• The Management Plan will be readily implemented within the existing capacity of Fiji, both financially and technically, as much as possible. Where external assistance is considered essential, there must be a practical plan to render the external assistance unnecessary within 5 years.

• The Management Plan will be written in good English.

Local Stakeholders

There are approximately 6000 people living on the island of Ovalau, around 2000 living in the town of Levuka (townspeople) and the majority of the remainder living in the 28 indigenous villages across Ovalau (villagers). A small number of people live on properties that lie outside the town boundary and outside village boundaries.

Consultation with local people is an essential requirement of the Management Plan development. The townspeople, who will be living within the World Heritage site boundary, are the primary target for consultations. Within this group, the people who own, live and work in the heritage buildings should have a special focus.
However, the whole island if Ovalau is an integrated unit, with the majority of land being under indigenous title. It is therefore necessary that the villagers are also consulted. The villagers are expected to play a vital role in the long-term success of the World Heritage site, particularly in relation to buffer zone boundaries and tourism management.

Lastly, there are many government and non-government organisations operating in Levuka which have a major role in determining the future of the heritage of Levuka. These include the many departments and agencies of the Government of Fiji (particularly the Department of Culture and Heritage, Ministry of Tourism, Department of Town and Country Planning, and National Trust of Fiji), the Levuka Town Council, the Lomaiviti Provincial Council, the Levuka Heritage Committee, Levuka Tourism Association, and PAFCO.

While English is widely spoken in Fiji, many of the stakeholders do not speak English as a first language and it will be necessary for some of the consultations, particularly at the town and village level, to be carried out in Fijian. It may therefore be necessary for the consultant, or consultant team, to obtain the services of an interpreter for some of the project.

**Desired Outcomes/Outputs**

A comprehensive Management Plan for Levuka that meets all the requirements for World Heritage Listing and will improve the likelihood of Levuka successfully being placed on the World Heritage List.

A Management Plan that provides a vision for Levuka and the island of Ovalau for the next 30 years, and:

- Meets all the requirements for World Heritage Listing.
- Is built upon a multidisciplinary approach to site analysis which balances heritage and other values.
- Is clearly linked to the Statement of Outstanding Universal Value.
- Is built in a consensual way with the full range of stakeholders.
- Has a Vision and objectives which combine an inspirational view to the future with a set of objectives that will be a long lasting framework for delivering site conservation, enhancement and developmental change.
### 12.3 Chart of Completed Heritage Projects

This chart is lifted directly from the Levuka Case Study. 2000. It lists heritage projects carried out in Levuka between 1994 and 2000.

<table>
<thead>
<tr>
<th>Completed Project</th>
<th>Description</th>
<th>Implementation Period</th>
<th>Total Budget</th>
<th>Funding Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pavillion - Phase I</td>
<td>Originally constructed in the early 1900’s&lt;br&gt;To strengthen and renew all the old iron sheet and timber&lt;br&gt;To refurbish the toilets&lt;br&gt;To improve on storage facilities under the pavilion&lt;br&gt;Phase II&lt;br&gt;e) To establish a pavilion canteen</td>
<td>Dates: Phase I 1995&lt;br&gt;Phase II 1998&lt;br&gt;Photographs were taken before and after the alteration&lt;br&gt;Work was tendered out with the proviso that our Town Overseer supervise the work&lt;br&gt;It took 3 months to complete the work.</td>
<td>Amount tendered $11,680.&lt;br&gt;Levuka Timber &amp; Hardware Co.&lt;br&gt;Final completion figure was $12,280.&lt;br&gt;Plus canteen costs $4,000</td>
<td>Back to Levuka Funds&lt;br&gt;Levuka Town Council</td>
</tr>
<tr>
<td>Queen Victoria Memorial Hall</td>
<td>To change the whole roof and renew damaged timber&lt;br&gt;To repaint the inside and outside&lt;br&gt;Upgrade toilet facilities&lt;br&gt;d) To repair and polish the sprung wooden floor</td>
<td>This was to be implemented in three stages over a period of two years.&lt;br&gt;First phase was the veranda roof – then cleaning and painting inside&lt;br&gt;c) Finally the gabled roof &amp; toilet upgrading.</td>
<td>$6,220 roofing&lt;br&gt;Painting &amp; toilet upgrading. $2000&lt;br&gt;c) The gabled roof &amp; floor polishing $7,400</td>
<td>Back to Levuka, $6,220&lt;br&gt;Soft Loan from Conservation Committee $5,000&lt;br&gt;$7,000 from Australian Government&lt;br&gt;LTC in kind</td>
</tr>
<tr>
<td>Road &amp; Drain Upgrading</td>
<td>Vunibua Steps &amp; Drain&lt;br&gt;Mission hill drain&lt;br&gt;The Levuka Public School Bridge &amp; market bridge approach&lt;br&gt;Chapel street</td>
<td>All work was carried out in 1997, except Chapel Street and Vunibua &amp; Bentley’s Lane Bridge works which was done in 1999</td>
<td>$18,000</td>
<td>Levuka Town Council through grant provided by Fiji Government</td>
</tr>
<tr>
<td>COMPLETED PROJECT</td>
<td>DESCRIPTION</td>
<td>IMPLEMENTATION PERIOD</td>
<td>TOTAL BUDGET</td>
<td>FUNDING SOURCE</td>
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</tr>
<tr>
<td>e) Vunibua &amp; Bentley's Lane Bridge railings</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| **SEA WALL REPAIRS** | Built in 1874, it is now beginning to collapse.  
   b) Cyclone Kina, in Jan. 1994 damaged much of the sea-wall along its entire length | Possibly 1.5 months have been spent on repairs. The work done by the Public Works Department. | Approx. $40,000 has been spent | Central Government Funds |
| **HERITAGE ADVISORS/Project Manager** | Two successive Heritage advisors were appointed.  
   Gerry Takano  
   John Bennett  
   Followed by Heritage Project Manager  
   David Kirton | Gerry Takano 1994 - 96  
   John Bennett 1996 - 1997  
   David Kirton 1998 present | $20,000  
   $14,000  
   $30,000 | Pacific Asia Travel Assn  
   P.A.T.A.  
   PATA, Levuka Town Council, Fiji Telecoms & Posts Fiji |
| **TAXI SHELTERS & TOWN SIGN POST** | Three taxi shelters for use by taxi operators and the public have been erected on the sea front during 1999. These have been designed to blend in with the historic nature of the town and include public notices concerning the environment, anti-littering, and tourist information | March - June 1999 | Taxi Shelters: $6,000  
   Town Sign Post: $1,000 | Flour Mills of Fiji with supervision provided by the Levuka Town Council |
| **PUBLIC TOILET** | A public toilet was erected on the sea front for use by locals and tourists alike. | Feb - March 1997 | $12,000 | Back to Levuka carnival funds & Levuka Town Council |
| **MARKET UPGRADING** | In late 1998 it became apparent that the public market building operated by Council was in urgent need of repair. | Phase I - re-roofing Jan - March 1999  
   Phase II - gable additions April - | Phase I $10,000  
   Phase II $6,000 | Back to Levuka carnival funds & Levuka Town Council |
<table>
<thead>
<tr>
<th>COMPLETED PROJECT</th>
<th>DESCRIPTION</th>
<th>IMPLEMENTATION PERIOD</th>
<th>TOTAL BUDGET</th>
<th>FUNDING SOURCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>These repairs were carried out;</td>
<td>These repairs were carried out; at the same time the opportunity was taken to improve the appearance of the market to make it more in tune with the heritage of the town. This was done by adding two side gable roofs and decorative bargeboards.</td>
<td>June 1999</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NASOVA HOUSE</td>
<td>Nasova house was erected on the site of the first British Governor’s residence in about 1905 using materials salvaged from the remains of the original building (largely destroyed by a hurricane). The house is classic of its period, but has reflections (because of the use of the older materials) to a pre-colonial period in Fiji’s history. The building is owned by Government &amp; leased to Council. It has been sadly neglected for many years and a three-phase refurbishment plan has been agreed. Phase I of the plan was to stabilise and decorate the structure. Work was carried out by the Public Works Department.</td>
<td>Work began in October 1998 and completed in December 1998.</td>
<td>Total budget was $5,000</td>
<td>Funded by the Levuka Town Council through a soft loan supplied by the Levuka Conservation Committee.</td>
</tr>
<tr>
<td>PUBLIC WORKSHOP ON HERITAGE (Jan 1999)</td>
<td>The National Trust of Fiji, the Levuka Town Council, the Fiji Museum and the Ministry</td>
<td>January 1999.</td>
<td>Total budget: Approx.: $7,000</td>
<td>Various: National Trust of Fiji</td>
</tr>
<tr>
<td>COMPLETED PROJECT</td>
<td>DESCRIPTION</td>
<td>IMPLEMENTATION PERIOD</td>
<td>TOTAL BUDGET</td>
<td>FUNDING SOURCE</td>
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<tr>
<td>Women and Culture</td>
<td>of Women and Culture organised a two-day conference and workshop for Levuka and Ovalau stakeholders in the Levuka Heritage process.</td>
<td></td>
<td></td>
<td>Fiji Museum</td>
</tr>
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<td></td>
<td>The venue for the workshop was the Queen Victoria Memorial Hall. The output of the workshop was a report, which included outline action steps to progress the Heritage project. The formation of the Levuka Heritage Committee (which later absorbed the Levuka Conservation Committee) was a direct result of the workshop. 30 plus participants.</td>
<td></td>
<td></td>
<td>Levuka Town Council</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Ministry of Women &amp; Culture</td>
</tr>
<tr>
<td>ENVIRONMENT &amp; HERITAGE EXHIBITION (June 1998 &amp; 99)</td>
<td>For several years the LTC has recognised the necessity to consider its heritage in an environmental context and vice-versa. The two issues are inseparable in terms of conservation and tourism development. The LTC response to the UNEP Day of the Environment for both 1998 and 1999 was to arrange a full week’s program of awareness raising and environmental activity.</td>
<td>June 6 - 14th 1998</td>
<td>1998 - $5,000</td>
<td>1998 $4,250 from corporate sponsors</td>
</tr>
<tr>
<td></td>
<td>90% of the school children of Ovalau (about 3,500) attended the 1998</td>
<td>June 6th - 13th 1999</td>
<td>1999 - $2,500</td>
<td>$750 from Levuka Town Council</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1999 $1,750 from corporate sponsors</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$750 from Levuka Town Council</td>
</tr>
<tr>
<td>COMPLETED PROJECT</td>
<td>DESCRIPTION</td>
<td>IMPLEMENTATION PERIOD</td>
<td>TOTAL BUDGET</td>
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<tr>
<td>Exhibition and a case history written to cover the event (not yet published). The part time (1 day per week) appointment of an Environment Officer by the Town Council resulted from the 1998 project.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>NASOVA CESSION STONES &amp; GOVERNORS JETTY</strong></td>
<td>Following hurricane damage in 1994 the Cession Stone site was in danger of sea incursion caused by the breakdown of the sea wall. Repairs were carried out. The Cession stones mark the site of the signing of the deed of Cession to the British Crown in 1874. A re-enactment of the signing of the Deed of Cession takes place on this site in October each year. The Governor’s Jetty, adjacent to the Cession stone site was also seriously damaged by the 1994 hurricane and needed considerable repair. A Jetty has stood on this site since before Cession.</td>
<td>1996-1997</td>
<td>Approx. $10,000</td>
<td>The Government of Fiji</td>
</tr>
<tr>
<td><strong>DRAFT LEVUKA HERITAGE MASTER PLAN</strong></td>
<td>The Levuka Town Council for consideration has submitted a draft Levuka Heritage Master Plan by Government and other stakeholders. It is hoped that the plan will assist to raise awareness in decision-makers and help to attract funding for the future.</td>
<td>The draft plan has been in formulation since mid 1999. It was necessary to be aware of all the parameters before the plan could be drafted. The Heritage Project Manager prepared the draft.</td>
<td>Approx. $3,000</td>
<td>Levuka Town Council</td>
</tr>
<tr>
<td>COMPLETED PROJECT</td>
<td>DESCRIPTION</td>
<td>IMPLEMENTATION PERIOD</td>
<td>TOTAL BUDGET</td>
<td>FUNDING SOURCE</td>
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<tr>
<td>Fijian War Memorial</td>
<td>The Fijian war memorial in Levuka's main Beach Street marks the death of Fijian nationals in the first world war. A corner of the stone needle had fallen away some years ago and the plasterwork on the needle was deteriorating. Initial repair work has been completed - further repair work is required on the marble nameplates. A millennium plaque was added to the memorial site, beneath the plaque is a &quot;time capsule&quot; containing coins etc.</td>
<td>Work began in Dec. 1999 and completed the first week Jan. 2000.</td>
<td>$2,000</td>
<td>Government of Fiji</td>
</tr>
<tr>
<td>Bishops Tomb</td>
<td>The Bishops Tomb inter the remains of the first Roman Catholic Bishop of Fiji. The tomb required repairs and maintenance.</td>
<td>Work was carried out in 1997</td>
<td>$5,000</td>
<td>Ovalau Tours &amp; Transport Ltd</td>
</tr>
<tr>
<td>Cawaci Church</td>
<td>This Roman Catholic church, located at St. John's College, Cawaci, is amongst the oldest massive stone buildings in Fiji and was in dire need of repairs, caused by damp, insect and weather damage.</td>
<td>Work was carried out in 1996 - 97</td>
<td>$60,000</td>
<td>Victor Carell and the Fijian Community in Australia</td>
</tr>
<tr>
<td>Marist Convent School</td>
<td>The Marist Convent School is another old massive rubble structure (pre-dates Cawaci Church by about 10 years). The 1997 - 1999 Phase I Re-roofing main building</td>
<td>Total spend to date, approx. $120,000</td>
<td>$120,000</td>
<td>School Parents and Teachers Association: $110,000 Government</td>
</tr>
<tr>
<td>COMPLETED PROJECT</td>
<td>DESCRIPTION</td>
<td>IMPLEMENTATION PERIOD</td>
<td>TOTAL BUDGET</td>
<td>FUNDING SOURCE</td>
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</tr>
<tr>
<td>NAVOKA CHURCH REPAIRS &amp; MAINTENANCE</td>
<td>Structure was degrading as a result of water incursion through roof, walls and foundations. A new roof, guttering and drainpipes have been fitted and a ring drain put around the foundation. This has significantly reduced the degradation. Other renovation work is still needed; to deal with structural problems caused by insect and fungal damage and the need to strengthen walls. A seven-phase renovation plan has been drawn up. Phases I - III have been completed.</td>
<td>Phase II Drainage Phase III Re-roofing canteen annex</td>
<td>Balance of work remaining $400,000</td>
<td>Grant $10,000</td>
</tr>
<tr>
<td>FIJI ELECTRICITY AUTHORITY GENERATING STATION, FALSE FRONT &amp; INSTALLATION OF &quot;SILENT&quot; GENERATORS</td>
<td>The islands electricity supply is generated from a station located in the main centre of town. The Fiji Electricity Authority agreed to replace the standard generators with &quot;silent&quot; generators and to build a false front to their premises, more in keeping with the image of the main street.</td>
<td>1997 - 1998</td>
<td>$400,000</td>
<td>Fiji Electricity Authority</td>
</tr>
<tr>
<td>MARITIME</td>
<td>In June 1998 the Fiji Museum jointly with</td>
<td>June - July 1998</td>
<td>$50,000</td>
<td>Australian National</td>
</tr>
</tbody>
</table>

Navoka church is one of the oldest remaining Methodist churches in Fiji (pre-dating 1869). This simple church is still in use today. Ceiling and wall damage was being caused by water incursion through the roof. It was necessary therefore to replace part of the roof and protect the walls by painting.

Roofing repairs Painting

$3,000

The Congregation of the Church
<table>
<thead>
<tr>
<th>COMPLETED PROJECT</th>
<th>DESCRIPTION</th>
<th>IMPLEMENTATION PERIOD</th>
<th>TOTAL BUDGET</th>
<th>FUNDING SOURCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>ARCHEAOGICAL SURVEY</td>
<td>the Australian National Maritime Museum organised a maritime archaeological survey of part of the Levuka Lagoon. Three wrecks dating back to 1840 were located.</td>
<td></td>
<td></td>
<td>Maritime Museum and the Fiji Museum</td>
</tr>
<tr>
<td>LEVUKA COMMUNITY CENTRE</td>
<td>The Levuka Historical and Cultural Society with the National Trust for Fiji were able to acquire the original Morris Hedstrom store and warehouse in Levuka. Morris Hedstrom became the largest wholesaler and retailer in Fiji until modern times. The store required significant structural repair, which included re-roofing, rewiring, re-flooring, drainage etc. The work was carried out with a combination of contractors and volunteers.</td>
<td>1979 - 1981</td>
<td>$60,000</td>
<td>The Levuka Community with assistance from Mr. Victor Carrel and others.</td>
</tr>
<tr>
<td>Renovation of European War memorial</td>
<td>The Fijian war memorial was renovated as part of the Millennium Celebrations. We now wish to renovate the &quot;European&quot; War memorial. Renovations are to the structure. Repairs are also required to the plaques.</td>
<td>Jan-Feb 2000</td>
<td>$1000</td>
<td>OT &amp; T - $800 District Office - $100</td>
</tr>
<tr>
<td>23. PRIVATE BUILDING RENOVATIONS</td>
<td>Of the 152 Building Development applications registered by the LTC for the five year period 1995 - 1999, 68 were for renovations or repairs to historic buildings listed in the Hubbard Report. The total registered value of the 68 applications is recorded in the Levuka Town Council’s</td>
<td>1995-1999</td>
<td>$149,770</td>
<td>Levuka Property Owners</td>
</tr>
<tr>
<td>COMPLETED PROJECT</td>
<td>DESCRIPTION</td>
<td>IMPLEMENTATION PERIOD</td>
<td>TOTAL BUDGET</td>
<td>FUNDING SOURCE</td>
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</tr>
<tr>
<td>Building Register</td>
<td>Building Register as $F149,770 (this is likely to be a conservative figure).</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>STUDENT RESEARCH-DRAIBA CEMETERY</td>
<td>In June 1999 a third year Art and History student from Edinburgh University spent 4 weeks in Levuka working with the Heritage Project on plotting and researching grave-sites in the Draiba cemetery. The student also carried out research into Dr. John Hutchison, who invented the water spirometer, who died as a pauper in Levuka in July 1881.</td>
<td>June/July 1999</td>
<td>Estimated Cost $6000</td>
<td>University Bursary $3,300 Personal students costs $2,700</td>
</tr>
<tr>
<td>PADI ENVIRONMENT AWARENESS</td>
<td>In September 1999, Ovalau water Sports Ltd, a professional dive company operating in Levuka, was one of the few Professional Association of Diving Instructors (PADI) companies to respond to the PADI International project Environment Awareness Day. In Levuka a one day foreshore clean up was organised in conjunction with the LTC and Tidy Towns Committee. 500kg of rubbish was collected between the low and high tide water marks over a half a kilometre stretch of Levuka’s beach.</td>
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<tr>
<td>COMPLETED PROJECT</td>
<td>DESCRIPTION</td>
<td>IMPLEMENTATION PERIOD</td>
<td>TOTAL BUDGET</td>
<td>FUNDING SOURCE</td>
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<tr>
<td>TIDY TOWNS STREET LITTER SURVEY</td>
<td>Amongst other things, the Levuka Tidy Towns Committee instigated a street litter survey. It is believed to be the only regular survey of its kind in the country. The contents of this survey differ greatly from the rubbish collected from the beach area.</td>
<td></td>
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</tbody>
</table>

*Table 15 Completed Heritage Projects in Levuka*
12.4 PROCESS FOR CONTROLS IN LEVUKA

Application for work made to Levuka Town Council for every work/development in Levuka unless an exemption applies.

12.5 POTENTIAL WORLD HERITAGE COMMITTEE
INTERNATIONAL ASSISTANCE: SUMMARY

<table>
<thead>
<tr>
<th>TYPES OF INTERNATIONAL ASSISTANCE</th>
<th>PURPOSE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Emergency Assistance</td>
<td>This assistance may be requested to address ascertained or potential threats facing properties included on the List of World Heritage in Danger and the World Heritage List, which have suffered severe damage or are in imminent danger of severe damage due to sudden, unexpected phenomena. Such phenomena may include land subsidence, extensive fires, explosions, flooding or man-made disasters including war. This assistance does not concern cases of damage or deterioration caused by gradual processes of decay, pollution or erosion. It addresses emergency situations strictly relating to the conversation of a World Heritage property (see Decision 28 COM 10B 2.c). It may be made available,</td>
</tr>
<tr>
<td></td>
<td>Up to US$ 5,000</td>
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<tr>
<td></td>
<td>At any time</td>
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<tr>
<td></td>
<td>Director of the World Heritage Centre</td>
</tr>
<tr>
<td></td>
<td>Between US$ 5,001 and 75,000</td>
</tr>
<tr>
<td></td>
<td>At any time</td>
</tr>
<tr>
<td></td>
<td>Chairperson of the Committee</td>
</tr>
<tr>
<td></td>
<td>Over US$ 75,000</td>
</tr>
<tr>
<td></td>
<td>1 February</td>
</tr>
<tr>
<td></td>
<td>Committee</td>
</tr>
</tbody>
</table>

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Information in this table is copied from the *Operational Guidelines* VII. E.
if necessary, to more than one World Heritage property in a single State Party (see Decision 6 EXT. COM 15.2). The budget ceilings relate to a single World Heritage property.

The assistance may be requested to:
- Undertake emergency measures for the safeguarding of the property;
- Draw up an emergency plan for the property.

<table>
<thead>
<tr>
<th>Preparatory assistance</th>
<th>This assistance may be requested to:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Prepare or update national Tentative Lists of properties suitable for inscription on the World Heritage List;</td>
</tr>
<tr>
<td></td>
<td>Organise meetings for the harmonisation of national Tentative Lists within the same geo-cultural area;</td>
</tr>
<tr>
<td></td>
<td>Prepare nominations of properties for inscription on the World Heritage List (this may include the preparation of a comparative analysis of the property in relation to other similar properties (see 3.c of Annex5);</td>
</tr>
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</table>
|                        | Prepare requests for training and research assistance and for technical co-operation for World Heritage properties. Requests by States Parties whose heritage is un-represented or under-

<table>
<thead>
<tr>
<th>Assistance</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preparatory assistance</td>
<td>Up to US$5,000 At any time Director of the World Heritage Centre</td>
</tr>
<tr>
<td></td>
<td>Between US$5,001 and 30,000 At any time Chairperson of the Committee</td>
</tr>
<tr>
<td>Conservation and Management Assistance (Incorporating Training and Research assistance, Technical co-operation assistance and Promotion education assistance)</td>
<td>This assistance may be requested for: The training of staff and specialists at all levels in the fields of identification, monitoring, conservation, management and presentation of World Heritage, with an emphasis on group training; Scientific research benefiting World Heritage properties; Studies on scientific and technical problems of conservation, management and presentation of World Heritage properties. Note: Requests for support for individual training courses from UNESCO should be submitted on the standard “Application for fellowship” form available from the Secretariat. Provision of experts, technicians and skilled labour for the conservation, management, and presentation of properties inscribed on the List of World Heritage in Danger and the World Heritage List. Supply of equipment which the State Party Requires for the conservation,</td>
</tr>
</tbody>
</table>
management and presentation of properties inscribed on the List of World Heritage in Danger and the World Heritage List.

Low interest or interest free loans for undertaking activities for the conservation, management, and preservation of properties inscribed on the List of World Heritage in Danger, and the World Heritage List, which may be repayable on a long-term basis.

At the regional and international levels for Programmes, activities and the holding of meetings that could:

Help to create interest in the Convention within the countries of a given region.

Create a greater awareness of the different issues related to the implementation of the Convention to promote more active involvement in its application.

Be a means of exchanging experiences.

Stimulate joint education, information and promotional programmes and activities, especially when they involve the participation of young people for the benefit of World Heritage conservation.

At the national level for
Meetings specifically organised to make the Convention better known, especially amongst young people, or for the creation of national World Heritage associations, in accordance with Article 17 of the Convention.

Preparation and discussion of education and information material (such as brochures, publications, exhibitions, films, multimedia tools) for the general promotion of the Convention and the World Heritage List and not for the promotion of a particular property, and especially for young people.

| TABLE 16 | POTENTIAL INTERNATIONAL ASSISTANCE – WORLD HERITAGE COMMITTEE |
DRAFT FIJI WORLD HERITAGE DECREE 2011

Attachment No. 2

FRANGIPANI FLOWERS, COMMON THROUGHOUT OVALAU
**ARRANGEMENT OF SECTIONS**

**PART 1 – PRELIMINARY**

1. Short Title and Commencement  
2. Objects of Decree  
3. Guiding Principles  
4. Interpretation  
5. Application  
6. Decree Binds the State

**PART 2 – FIJI WORLD HERITAGE COUNCIL**

7. Establishment and Membership  
8. Functions of the Council  
9. Meetings of the Council  
10. Annual Report  
11. Duties of the Department of National Heritage, Culture and Arts

**PART 3 – FIJI REGISTER OF POTENTIAL WORLD HERITAGE PLACES**

12. Establishment  
13. Potential World Heritage Place  
14. Notice of Nomination to the Fiji Register

**PART 4 – MANAGEMENT OF PLACES**

15. Implementation of Management Plan  
16. Potential World Heritage Place as ‘National Heritage Area’  
17. Potential World Heritage Place as ‘Monument’  
18. Potential World Heritage Place to be Graded  
19. Development of Potential World Heritage Place  
20. Failure to Uphold Agreement or Comply with Order

**PART 5 – FUNDS FOR FIJI’S HERITAGE**

21. Council to Oversee the Fiji Heritage Foundation  
22. Individual Operating Trust Fund

**PART 6 – WORLD HERITAGE**
FIJI WORLD HERITAGE DECREE 2011

A DECREE TO PROVIDE FOR THE RECOGNITION AND MANAGEMENT OF PLACES HAVING WORLD HERITAGE VALUES IN FIJI

PART 1 – PRELIMINARY

Short Title and Commencement

1. This Decree may be cited as the Fiji World Heritage Decree 2010 and comes into force on a date appointed by the Minister, by notice in the Gazette.

Objects of Decree

2. The objects of this Decree are –
   a. to provide for the recognition and management of places having potential and actual World Heritage values;
   b. to establish the Fiji World Heritage Council and grant functions, powers and duties for safeguarding the integrity of places having potential and actual World Heritage values;
   c. to establish and observe the Fiji Register of Potential World Heritage Places;
   d. to provide for the management of places on the Fiji Register;
   e. to provide for individual operating trust funds for places on the Fiji Register;
   f. to implement the World Heritage Convention; and
   g. to provide for incidental matters.

Guiding Principles

3. In exercising the powers conferred by this Decree, the Minister, the Fiji World Heritage Council and any person or entity concerned in its administration, is guided by these principles –
   a. Fiji’s heritage is held in public trust for future generations and shall be protected as the common heritage of Fiji and the world;
   b. the greatest sustainable benefit derived from Fiji’s heritage is consistent with its conservation;
   c. Fiji’s obligation to the World Heritage Convention to recognise and manage the heritage significance of places having potential and actual World Heritage values;
d. the development of management plans for places having potential and actual World Heritage values, taking into consideration vulnerable ecosystems and best-practices suited to Fiji, in as far as possible;

e. the participation of all parties, in particular local communities and land-owning units, in the governance and management of Fiji’s heritage;

f. the promotion of intergovernmental and stakeholder co-ordination and cooperation relating to World Heritage;

g. the promotion of an informed consultative process that considers the interests, needs and values of all interested and affected parties;

h. the promotion of community well-being and empowerment through education, awareness and knowledge sharing; and

i. the resolution of actual or potential conflicts through appropriate procedures.

**Interpretation**

4. In this Decree, unless the context otherwise requires, -

“**Chairperson**” means the Chairperson of the Fiji World Heritage Council;

“**Council**” means the Fiji World Heritage Council established by section 7;

"**cultural heritage**" takes its meaning from the World Heritage Convention Article 1 and means the following:

a. monuments: architectural works, works of monumental sculpture and painting, elements or structures of an archaeological nature, inscriptions, cave dwellings and combinations of features, which are of outstanding universal value from the point of view of history, art or science;

b. groups of buildings: groups of separate or connected buildings which, because of their architecture, their homogeneity or their place in the landscape, are of outstanding universal value from the point of view of history, art or science;

c. sites: works of [human] or the combined works of nature and [humans], and areas including archaeological sites which are of outstanding universal value from the historical, aesthetic, ethnological or anthropological point of view;

“**Director**” means the Director of the Department of National Heritage, Culture and Arts;


“**Fiji Register**” means the Fiji Register of Potential World Heritage Places established by section 12;

“**heritage**” includes, either or both, cultural heritage and natural heritage;

"**natural heritage**" takes its meaning from the World Heritage Convention Article 2 and means the following:

a. natural features consisting of physical and biological formations or groups of such formations, which are of outstanding universal value from the aesthetic or scientific point of view;

b. geological and physiographical formations and precisely delineated areas which constitute the habitat of threatened species of animals and plants of outstanding universal value from the point of view of science or conservation;

c. natural sites or precisely delineated natural areas of outstanding universal value from the point of view of science, conservation or natural beauty;

“**management**” in relation to a heritage place, includes -

a. the retention and transmission of the heritage significance of the place; and

b. any protection, conservation, presentation, promotion, maintenance, preservation, restoration, reconstruction or adaptation of the place;

“**member**” means any member of the Fiji World Heritage Council as prescribed by section 7(1);

“**Minister**” means the Minister responsible for National Heritage, Culture and Arts;

“**National Trust**” means the National Trust of Fiji;

"**person**" and "**party**" include any company or association or body of persons, corporate or unincorporate;
“Penalty unit” means a penalty unit as decreed by Government;
“Potential World Heritage Place” means any place entered in the Fiji Register of Potential World Heritage Places by section 13(3) and which the Council has declared by notice in the Gazette, by section 13(4);
“Tentative List” refers to Part II.C (Article 62 to Article 76) of the Operational Guidelines for the Implementation of the World Heritage Convention, 2008;
“World Heritage List” refers to Part II (Article 45 to Article 119) of the Operational Guidelines for the Implementation of the World Heritage Convention, 2008;
“World Heritage Convention” means the UNESCO Convention Concerning the Protection of the World Cultural and Natural Heritage, 1972;
“World Heritage criteria” is prescribed by the Article 77 of the Operational Guidelines for the Implementation of the World Heritage Convention, 2008, as follows –

i. (the place) represent(s) a masterpiece of human creative genius;

ii. (the place) exhibit(s) an important interchange of human values, over a span of time or within a cultural area of the world, on developments in architecture or technology, monumental arts, town-planning or landscape design;

iii. (the place) bear(s) a unique or at least exceptional testimony to a cultural tradition or to a civilization which is living or which has disappeared;

iv. be an outstanding example of a type of building, architectural or technological ensemble or landscape which illustrates (a) significant stage(s) in human history;

v. be an outstanding example of a traditional human settlement, land-use, or sea-use which is representative of a culture (or cultures), or human interaction with the environment especially when it has become vulnerable under the impact of irreversible change;

vi. be directly or tangibly associated with events or living traditions, with ideas, or with beliefs, with artistic and literary works of outstanding universal significance.

vii. contain superlative natural phenomena or areas of exceptional natural beauty and aesthetic importance;

viii. be outstanding examples representing major stages of earth's history, including the record of life, significant on-going geological processes in the development of landforms, or significant geomorphic or physiographic features;

ix. be outstanding examples representing significant ongoing ecological and biological processes in the evolution and development of terrestrial, fresh water, coastal and marine ecosystems and communities of plants and animals;

x. contain(s) the most important and significant natural habitats for in-situ conservation of biological diversity, including those containing threatened species of outstanding universal value from the point of view of science or conservation;

“World Heritage Property” means any place inscribed by the UNESCO World Heritage Committee to the World Heritage List according to Part III.G (Article 154 to Article 157) of the Operational Guidelines for the Implementation of the World Heritage Convention, 2008;


Application

5. (1) This Decree applies to Fiji.

(2) This Decree is subject to, but not limited by, the –

a. National Trust Act [Cap 265] and the National Trust of Fiji (Amendment) Act 1998;
b. Preservation of Objects of Archaeological and Palaeontological Interest Act [Cap 264]; and  
c. Town Planning Act [Cap 139].

**Decree Binds the State**

6. This Decree binds the State.

**PART 2 – FIJI WORLD HERITAGE COUNCIL**

**Establishment and Membership**

7. (1) The Fiji World Heritage Council is established and shall consist of 14 members comprising –
   a. the Permanent Secretary responsible for National Heritage, Culture and Arts, as Chairperson;
   b. the Secretary General, Fiji National Commission for UNESCO;
   c. the Director, National Trust of Fiji;
   d. the Director, Fiji Museum;
   e. 1 member each from the Ministry of iTaukei Affairs, Department of Tourism, Department of Town and Country Planning and Department for Environment;
   f. 1 member from the Native Land Trust Board;
   g. 1 member from the iTaukei Affairs Board;
   h. 2 members to represent organisations dealing with the protection and management of the natural environment; and
   i. 2 members to represent organisations dealing with the protection and management of the cultural environment.

   (2) Public members of the Council are to be represented at no less than Principal level (Grade SS01) according to the Fiji Public Service Commission grading of civil servants.

   (3) The Minister shall appoint the members prescribed by subsection 2(h) and 2(i) who shall be –
      a. appointed for 3 years and eligible for re-appointment; and
      b. entitled to sitting allowance fixed by the Minister after consultation with the Higher Salaries Commission.

   (4) The Minister may appoint as co-opted members any person(s) who -
      a. in the opinion of the Council possess expert knowledge necessary in the exercise of the Council’s functions, powers and duties;
      b. any co-opted member shall be appointed for such purpose and conditions as the Council may determine; and
      c. any co-opted members who are not public servants may be entitled to sitting allowance fixed by the Minister after consultation with the Higher Salaries Commission.

   (5) Any member who, has a direct or indirect interest in a matter before the Council, as soon as possible after the relevant facts have become known, must disclose the nature of that interest to the Council and the member shall not take part in any deliberation of the Council with respect to that matter, unless the Council otherwise determines.

   (6) Any member or person acting on the direction of the Council is not personally liable for an honest act done or omission, made in the exercise or purported exercise of a power, function or duty by this Decree.

   (7) The Government shall ensure that adequate annual funding is allocated to enable the Council to execute its functions, powers and duties.
(8) The Director for the Department of National Heritage, Culture and Arts shall be the Secretary of the Council.

Functions of the Council

8. (1) The functions of the Council are –
   a. to provide advice to the Minister on -
      i. the recognition and management of places in Fiji having potential and actual World Heritage values;
      ii. the observation of Fiji’s obligations prescribed by the World Heritage Convention and any related international instrument; and
      iii. any action required to support Fiji’s Nominations to the Tentative List and the World Heritage List;
   b. to develop policy direction to support Fiji’s obligations to the World Heritage Convention;
   c. to facilitate the implementation of the Fiji Action Plan;
   d. to establish and keep the Fiji Register and monitor the status and progress of places on the Fiji Register;
   e. to receive and assist in the review and development of Fiji’s Nominations to the Tentative List and the World Heritage List;
   f. to consult with the Fiji Heritage Foundation on the funding of activities for World Heritage;
   g. to facilitate the provision of technical advice on World Heritage to the public; and
   h. to facilitate the development and implementation of education and awareness programmes about World Heritage;
   i. to facilitate capacity building programmes with the relevant Government agencies, including scholarships, for the heritage sector;
   j. to provide reports required by this Decree, the World Heritage Convention and related laws and international instruments, including periodic reports; and
   k. to perform any other function conferred by this Decree or any related law.

(2) The Council may appoint committees, including a technical committee, necessary to advise it on matters of World Heritage.

Meetings of the Council

9. (1) The Chairperson shall -
   a. convene meetings of the Council; and
   b. preside at all meetings, or if unavailable, a representative of the Permanent Secretary to preside, or failing that, the Council may elect a presiding member.

(2) There shall be not less than 4 meetings in any financial year unless the Council otherwise resolves.

(3) The quorum at any duly convened meeting of the Council is 8 members and any business of the Council shall not to be transacted unless a quorum is present.

(4) Voting at any meeting of the Council shall be as follows -
   a. each member of the Council is entitled to one vote;
   b. if there is equality of votes at a meeting, the Chairperson has the casting vote; and
   c. any co-opted member does not have the right to vote.

(5) The Secretary shall keep minutes of the Council’s meetings and a record of any resolutions made.
Annual Report

10. (1) The Council shall, as soon as practicable, at the end of each financial year, prepare and submit to the Minister an Annual Report of its proceedings and operations for the preceding year.

(2) The report shall be in a form the Council considers appropriate and shall include –
   a. activities undertaken under this Decree, the World Heritage Convention and related laws and international instruments;
   b. entries to the Fiji Register and the status of such places; and
   c. any other details the Minister may require.

(3) The Minister shall, as soon as practicable, cause the Annual Report to be tabled to Government for its information.

Duties of the Department of National Heritage, Culture and Arts

11. (1) The Council shall require the Department of National Heritage, Culture and Arts as its secretariat, to –
   a. assist the Chairperson in convening meetings of the Council;
   b. implement resolutions and instructions of the Council;
   c. maintain the Fiji Register and facilitate public access to the Fiji Register; and
   d. prepare Nomination Dossier(s) as instructed by the Council.

(2) The Council, in administering this Decree, may require the Department to -
   a. be the focal point for matters and communications with the UNESCO World Heritage Centre for World Heritage activities in Fiji;
   b. prepare advisory papers to and for the Council;
   c. develop policies on the recognition and management of Fiji’s heritage;
   d. implement and monitor the Fiji Action Plan;
   e. monitor and report the status of places -
      i. on the Fiji Register, the Tentative List and the World Heritage List; and
      ii. being considered for nomination to the Tentative List and the World Heritage List;
   f. establish, maintain and update a database for Fiji’s heritage;
   g. assist in the preparation of places nominated to the Fiji Register, the Tentative List and the World Heritage List;
   h. facilitate payment of obligatory fees required by the World Heritage Convention and related international instruments;
   i. provide technical advice to the public on World Heritage
   j. implement education and awareness programmes about World Heritage;
   k. facilitate capacity building programmes for the heritage sector;
   l. prepare reports required by this Decree, the World Heritage Convention and related international treaties to which Fiji is a party; and
   m. any other duty the Council may require.

PART 3 – FIJI REGISTER OF POTENTIAL WORLD HERITAGE PLACES

Establishment
12. (1) The Fiji Register of Potential World Heritage Places is established and shall include places, to be called Potential World Heritage Place, that the Council determines to meet its requirements under this Decree.

(2) Any place being considered for nomination to the Tentative List or the World Heritage List shall be first nominated to the Fiji Register.

(3) The Fiji Register shall consist of information the Council deems appropriate and may include –
   a. the identification of the place;
   b. the current state of the place;
   c. a draft Statement of Significance of the place according to the World Heritage Convention;
   d. a draft Management Plan, including a management authority and the protective measures for the place; and
   e. funding arrangement for the management of the place.

(4) The Council shall not exclude a place from entry in the Fiji Register on the ground that -
   a. the protection afforded by this Decree is appropriate notwithstanding that the place or object may be afforded protection by the operation of any other written law; or
   b. another place or object with similar characteristics is already entered in the Fiji Register.

(5) The Fiji Register shall be made available at the Department of National Heritage, Culture and Arts for public inspection during normal business hours and any person may inspect the Fiji Register.

Potential World Heritage Place

13. (1) The Council, on its own initiative or upon receipt of a nomination to it by any person, may determine a place as a Potential World Heritage Place if it is satisfied that the place meets the following requirements –
   a. a Status Report of the place including a physical description and any studies of the place;
   b. a proposed Statement of Significance of the place, demonstrated by –
      i. the most suitable nominating criteria;
      ii. a Statement of Outstanding Universal Value; and
      iii. a Statement of Authenticity/ Integrity;
      that is prescribed in the Operational Guidelines for the Implementation of the World Heritage Convention, 2008 (Article 77 to Article 95),
   c. a proposed Management Plan, including a management authority and the protective measures for the place;
   d. actual and potential funding arrangement for the management of the place.
   e. the use of an informed consultative process;
   f. the consent of landowners and residents for the place to be nominated to the Fiji Register; and
   g. the identification of actual and potential challenges.

(2) The Council shall, when considering a proposed Management Plan, ensure that the Plan is appropriate, achievable and contains adequate protection measures for the place.

(3) The Council shall, when satisfied that a place meets the requirements of this Part, enter a place in the Fiji Register.

(4) The Council shall, as soon as practicable after an entry is made to the Fiji Register, declare a place to be a “Potential World Heritage Place” within the meaning of this Decree, with the approval of the Minister, by order published in the Gazette.
(5) The declaration of a place as a Potential World Heritage Place by this Decree shall not affect the rights of the owner of any such place.

(6) A place may be removed from the Fiji Register if the Council is satisfied that the place has been so changed or altered that it fails to satisfy the requirements upon which it was nominated.

**Notice of Nomination to the Fiji Register**

14. (1) The Council shall, when determining a nomination to the Fiji Register, publish a notice in a newspaper published in Fiji, calling for public submissions, including objections.

(2) A notice shall include -
   a. identification of the place;
   b. a proposed Statement of Significance of the place; and
   c. invite submissions, including objections, to the nomination.

(3) The Council shall hear public submissions as part of its deliberations, to enter or otherwise, a place in the Fiji Register.

**PART 4 - MANAGEMENT OF PLACES**

*Implementation of Management Plan*

15. (1) The management of any Potential World Heritage Place shall be undertaken to the standard required by the Council -
   a. by an approved management authority; and
   b. according to its Management Plan.

(2) Any changes to the Management Plan shall be with the approval of the Council.

*Potential World Heritage Place as ‘National Heritage Area’*

16. The Council may, request the Council of the National Trust of Fiji, to declare a Potential World Heritage Place a ‘National Heritage Area’ within its meaning in the National Trust Act [Cap 265], if that place is previously not so declared.

*Potential World Heritage Place as ‘Monument’*

17. (1) The Council may, request the Board of Trustees of the Fiji Museum, to declare a Potential World Heritage Place as a ‘Monument’ within its meaning in the Preservation of Objects of Archaeological and Palaeontological Interest Act [Cap 264], if that place is previously not so declared.

(2) The Council may, as soon as practicable, for a place declared a ‘Monument’, request the Fiji Museum to undertake an Archaeological Impact Assessment, if that place has no such assessment.

*Potential World Heritage Place to be Graded*

18. The Council may, request the Director of Local Government, to grade any building situated within a declared Potential World Heritage Place as part of the respective City or Town’s Planning Scheme.
**Development of Potential World Heritage Place**

19. (1) The Director of Town and Country Planning shall, as soon as practicable after receiving an application for development for a place inscribed on the Fiji Register, invite the Council to comment on the proposed development within the meaning of ‘development’ prescribed in the Town Planning Act [Cap 139].

(2) A comment by the Council may or may not include conditions that the applicant shall comply with regarding the proposed development.

(3) An applicant for development or person who undertakes any development under this part, without the comment of the Council, is guilty of an offence and is liable for -
   a. a fine not exceeding XX penalty units for a corporate body; or
   b. a fine not exceeding XX penalty units for a person.

**Failure to Uphold Agreement or Comply with Order**

20. (1) A party to an Agreement who, fails to uphold the conditions of that Agreement concerning a Potential World Heritage Place, where that Agreement is made by the National Trust Act [Cap 265] or the Preservation of Objects of Archaeological and Palaeontological Interest Act [Cap 264], is guilty of an offence.

(2) A person who, fails to comply with an Order concerning a Potential World Heritage Place, where that Order is made by the Preservation of Objects of Archaeological and Palaeontological Interest Act [Cap 264], is guilty of an offence.

(3) The Council may, dependent on the primary legislation under which an Agreement or Order is made, in consultation with the National Trust of Fiji or the Fiji Museum, elect to penalise the offending party by -
   a. the National Trust Act [Cap 265]; or
   b. the Preservation of Objects of Archaeological and Palaeontological Interest Act [Cap 264]; or
   c. this Decree for -
      i. a fine not exceeding XX penalty units for a corporate body; or
      ii. a fine not exceeding XX penalty units for a person.

**PART 5 – FUNDS FOR FIJI’S HERITAGE**

**Council to Consult with Fiji Heritage Foundation**

21. The Council shall consult with the Fiji Heritage Foundation on the funding of activities for World Heritage.

**Individual Operating Trust Fund**

22. (1) A place declared as a Potential World Heritage Place or a World Heritage Property shall have its own individual operational trust fund, which may accept funds, whether from public or private sources, through lawful means, for the recognition and management of that place.

(2) Any individual operational trust fund shall, with approval of the Council, be administered by the management authority for the place.
PART 6 - WORLD HERITAGE

Nomination to the Tentative List and the World Heritage List

23. (1) The Minister may, on a recommendation by the Council, propose to Government to nominate a place to the Tentative List and the World Heritage List, where the Minister is satisfied that the property has, or is likely to be found to have, World Heritage values.

(2) The Council shall, before making a recommendation to the Minister under this section, invite public submissions, including objections, to the proposed nomination to the Tentative List and the World Heritage List.

(3) If Government agrees to the Minister’s proposal to nominate a place to the Tentative List and the World Heritage List, the Council shall publish a notice in a newspaper published in Fiji, including –
   a. its intention to nominate;
   b. a locality map with the location and boundaries of the place; and
   c. proposed Statement of Significance for the place.

(4) The Council shall, with the approval of Government, submit a nomination to the UNESCO World Heritage Committee through the Secretary General Fiji National Commission for UNESCO and the Minister.

(5) The Government’s decision is final and no objection or appeal shall be heard on the submission of a nomination to the Tentative List or the World Heritage List.

Preparation of Nomination Dossier to the World Heritage List

24. A Nomination Dossier to the World Heritage List shall be -
   a. prepared by the Department of National Heritage, Culture and Arts in partnership with relevant stakeholders;
   b. approved by the Council; and
   c. in accordance with the requirements of the Operational Guidelines for the Implementation of the World Heritage Convention.

World Heritage Property

25. (1) A Potential World Heritage Place included in the World Heritage List for Fiji shall be declared by the Minister, by notice in the Gazette, a ‘World Heritage Property’ for so long as the property is included by the UNESCO World Heritage Committee in the List.

(2) Such a declaration shall revoke a prior declaration for the place as a Potential World Heritage Place.

Management of World Heritage Property

26. (1) The management of any World Heritage Property shall be undertaken according to its Management Plan to the standard required by the World Heritage Operational Guidelines, and in accordance with the funding and international responsibilities of a State Party.

(2) The Government shall, on the advice of the Council, delegate the management of a World Heritage Property to the National Trust of Fiji with an adequate annual budget.
(3) The National Trust of Fiji may, manage a World Heritage Property in partnership with an appropriate management authority, on the approval of the Council.

*Duty of User*

27. Any person shall be under a duty to be aware of the conditions of the relevant Management Plan and the conditions imposed by that Plan for a World Heritage Property where such a person -
   a. intends to or purchases land or other property; or
   b. intends to or use, lease, or occupy a property by whatever means, where the property is situated within a declared World Heritage Property.

*Development of World Heritage Property*

28. No development shall be undertaken on any property or place within a declared World Heritage Property unless that development has been approved and certified in writing by the Council as being within the Management Plan approved by the UNESCO World Heritage Committee.

**PART 7 - OTHER MATTERS**

*Guidelines*

29. The Council shall have the power to make guidelines necessary for the administration of this Decree and the execution of its functions, powers and duties.

*Regulations*

30. The Minister may make regulations for matters necessary for the objects of this Decree.

*Administration of Decree*

31. (1) The administration of this Decree is assigned to the Minister responsible for National Heritage, Culture and Arts.

(2) The Department responsible to the Minister in relation to the administration of this Decree is the Department of National Heritage, Culture and Arts.

*Dissolution of the National Committee for World Heritage*

32. The National Committee for World Heritage is hereby dissolved on the coming into force of this Decree.
LUSH GREENS FOUND THROUGHOUT GARDENS IN OVALAU
CHAPTER 265

NATIONAL TRUST FOR FIJI

Ordinance No. 24 of 1970.

AN ACT TO INCORPORATE AND CONFER POWERS UPON THE NATIONAL TRUST FOR FIJI AND FOR MATTERS INCIDENTAL THERETO.

[4th September, 1970.]

Short title

1. This Act may be cited as the National Trust for Fiji Act.

Interpretation

2. In this Act, unless the context otherwise requires:-

"Council" means the Council of the Trust established under the provisions of section 4;

"secretary" means the person appointed to be secretary of the Trust under the provisions of this Act;

"Trust" means the National Trust for Fiji incorporated under the provisions of this Act;
“Trust property” includes all property real or personal from time to time vested in the Trust.

General purpose of the Trust

3. The purpose of the Trust shall be:-

(a) to promote the permanent preservation for the benefit of the nation of lands (including reefs), buildings, furniture, pictures and chattels of every description having national, historic, architectural or natural interest or beauty;

(b) the protection and augmentation of the amenities of any such land or buildings and their surroundings and to preserve their natural aspect and features;

(c) to protect animal and plant life; and

(d) to provide for the access to and enjoyment by the public of such lands, buildings and chattels.

Establishment of Trust

4. - (1) There is hereby established a trust to be known as the National Trust for Fiji which shall be a body corporate under that name with perpetual succession and a common seal which may in such name sue and be sued and may enter into contracts and may acquire, purchase, take, hold and enjoy real and personal property of every description and may, subject to the provisions of this Act, convey, assign, surrender and yield up, charge, mortgage, transfer or otherwise dispose of or deal with any real and personal property vested in it upon such terms as it deems fit.

(2) Any deeds, documents and other instruments required to be sealed with the common seal of the Trust shall be sealed therewith in the presence of the chairman or vice chairman and of the secretary or some other person authorised by the Council to act in that behalf who shall sign any such deed, document or other instrument to which the seal is affixed and such signing shall be sufficient evidence that such seal was duly and properly affixed and that the same is the lawful seal of the Trust.
(3) Service of any document upon the Trust shall be deemed to be effected by delivering the same or by sending it by registered post to the secretary.

The Council

5.-(1) Until such time as the Minister shall make an order under the provisions of subsection (2), the Council of the Trust shall consist of ten members, including the chairman and vice-chairman, all to be appointed by the Minister.

(2) The Minister may, when he is satisfied that conditions exist so as to enable the members of the Council to be elected or appointed by the members of the Trust or by responsible bodies or associations associated with the Trust or its functions, by order, provide for the members of the Council so to be elected or appointed.

(3) Each member of the Council shall be appointed thereto for a period not exceeding two years.

(4) The chairman of the Council or, in his absence, the vice-chairman of the Council or, in his absence, a member elected by the meeting to be chairman, shall preside at every meeting of the Council and at any general meeting of the members of the trust.

(5) The Council may from time to time appoint as co-opted members of the Council any person or persons who in the opinion of the Council possess expert knowledge of advantage to the Trust in the exercise of its functions and every such co-opted member shall be appointed for such period not exceeding two years and for such purpose and subject to such conditions and with such voting powers as the Council may determine.

(6) The Council may make payments to members thereof in reimbursement of expenses incurred by them in attending meetings of the Council or in carrying out their functions under the provisions of this Act.

Powers and proceedings of Council
6.- (1) The entire business of the Trust shall be arranged and managed by the Council who may exercise all such powers of the Trust as are not exercisable in general meeting.

(2) The Council shall have power to make rules to regulate its own procedure and for the despatch of business at general meetings.

(3) The Council may exercise the powers of borrowing on mortgage which are conferred on the Trust by this Act.

Membership

7. The Council may make rules as to classification of, and as to the minimum subscriptions payable by, members:

Provided that after an order has been made under the provisions of subsection (2) of section 5, no change in the amount of the minimum subscription may take place except with the approval of the Trust in general meeting.

Liability of members

8. No member of the Trust shall be liable for or to contribute towards the payment of the debts and liabilities of the Trust beyond the amount of the subscription of such member or of any contribution agreed to be given and remaining unpaid.

General meetings

9.- (1) General meetings of the Trust shall be held at least once in every period of twelve months.

(2) Special meetings of the Trust may be convened at any time by the chairman who shall call a special meeting whenever requested so to do by not less than five members of the Trust.
Special powers of the Trust

10. Notwithstanding the generality of the provisions of section 3, the Trust shall be empowered-

(a) to purchase, accept gifts or devises or take on lease (including purchases out of any funds applicable for the general purposes of the Trust or liable to be invested in the purchase of land) and to retain any lands or buildings and any rights, easements or interests therein or thereover which in the opinion of the trustees it may be desirable to hold as investments with a view to the provision out of the rents and profits thereof of funds applicable for the maintenance and preservation of any other part of the Trust property or for any particular purpose of the Trust or for its general purposes;

(b) to acquire in any manner and retain any investments (being at the time of acquisition authorised under the provisions of this Act or of a nature authorised by the trusts imposed by the donor thereof or of the funds out of which the sum shall be acquired) the income whereof shall be applicable, subject to any trusts imposed by the donor otherwise affecting the same, at the discretion of the trustees, for the preservation and maintenance of the trust property or any specified part or parts thereof or for any particular purpose of the Trust or for its general purposes;

(c) in a case where any person is willing to agree with the Trust that any land or any part thereof shall, so far as his interest in the land enables him to bind it, he made subject either permanently or for a specified period to conditions restricting the planning, development or use thereof in any manner, to enter into an agreement with such person or accept a covenant from him to that effect and to enforce such agreement or covenant against persons deriving title under him in the like manner and to the like extent as if the Trust, were possessed of or entitled to or interested in adjacent land and as if the agreement or covenant had been or had been expressed to be entered into for the benefit of that adjacent land.

Trust not to divide profit among members

11. No dividend, bonus or profit shall at any time be paid out of the income or property of the Trust to any member thereof.

Funds of the Trust

12. The funds of the Trust shall comprise-
(a) all money received by the Trust out of money appropriated by Parliament for the purposes of this Act;

(b) all money that may be contributed to the Trust or that may otherwise be lawfully payable to the Trust;

(c) all money received by the Trust by way of fees, rent and otherwise in respect of any Trust property;

(d) all accumulations of money belonging to the Trust.

Borrowing powers

13. The Trust shall not borrow any money or mortgage or charge any of its property without the prior written consent of the Minister responsible for finance.

Accounts and annual report

14.- (1) The Trust shall keep full and correct accounts of all money received and expended by it and such accounts shall be audited by the Auditor-General or such other auditor as may be approved in that behalf by the Minister responsible for finance.

(2) The Trust shall as soon as possible after the close of its financial year prepare and furnish to every member of the Trust an annual report of its proceedings and operations for the preceding financial year including a copy of its audited accounts.

(3) A copy of the report and accounts of the Trust shall be laid before Parliament.

Consultation with Fiji Museum in certain cases
15. In relation to the acquisition, maintenance or management of archaeological or palaeontological sites or monuments the Trust shall act in consultation with the Trustees of the Fiji Museum.

**Appointment of officers**

16. The Council shall appoint a secretary and such other officers as may be necessary for the efficient carrying out of the functions of the Trust.

**Charges for admission to Trust property**

17. The Trust may make such reasonable charges for the admission of the public to any of its property or any part or parts thereof or for the use by the public of any such property as it may from time to time determine.

**By-laws**

18. Subject to the provisions of subsection (2) of section 6 and of section 7 the Council may make by-laws for the purpose of carrying out the functions of the Trust including the regulation and protection of, the prevention of nuisances and the preservation of order upon, any lands or other property of the Trust:

Provided that after an order has been made under the provisions of subsection (2) of section 5, any such by-laws made thereafter shall be subject to the approval of the Trust in general meeting.

**Exemption from taxes and duties**

19.- (1) No stamp duty shall be payable upon any instrument whereby any land or any interest in land is conveyed, assigned, transferred or leased or is agreed to be conveyed, assigned, transferred or leased to the Trust for the purposes of this Act.
(2) No gift duty shall be payable on any gift made to the Trust for the purposes of this Act, and no such gift shall be included in the dutiable estate of the donor notwithstanding that he may die within five years after having made the gift.

(3) Where, by virtue of a devise or bequest made by any person the whole of his estate or interest in any property becomes, on his death, indefeasibly vested in the Trust and held by the Trust for the purposes of this Act free of any trust for the benefit of any other person, that estate or interest shall not form part of the dutiable estate of that person for the purposes of the Estate and Gift Duties Act.

(Cap. 203.)

(4) All land vested in the Trust and held by it under the provisions of this Act other than land occupied by a tenant for a period of more than six months shall not be rateable property for the purposes of any Act relating to local government.

(5) The income of the Trust shall be exempt from income tax.

Controlled by Ministry of Works and Communications
FIJI ISLANDS

NATIONAL TRUST OF FIJI (AMENDMENT) ACT
NO. 40 OF 1998

I assent.

[17 September 1998]

AN ACT

TO AMEND THE NATIONAL TRUST OF FIJI ACT

ENACTED by the Parliament of the Fiji Islands-

Short title

1.- (1) This Act may be cited as the National Trust of Fiji (Amendment) Act 1998.

(2) In this Act, the National Trust of Fiji Act (Cap. 265) is referred to as the "principal Act."

The Council

2. Section 5 of the principal Act is amended-

(a) in subsection (1), by deleting "ten" and substituting "6";

(b) in subsection (3), by deleting "two" and substituting "3"; and

(c) by inserting the following new subsections after subsection (6)-

"(7) A member of the Council, other than a co-opted member, who is absent from 3 consecutive meetings of the Council without the consent of the chairman ceases to be a member of the Council."
(8) The Council may appoint one or more technical committees consisting of persons with relevant expertise from non-government organisations, government departments and the general public to assist the Council in the performance of its functions under this Act.

3. Section 7 of the principal Act is amended by adding "of the Trust" after "members".

New section 20 added

4. The principal Act is amended by inserting after section 19 the following new section-

"National Heritage Register

20. (1) The Council may, with the approval of the Minister, by order published in the Gazette declare any area of land (including reefs) and any building, furniture, picture or chattel as being of national historical, architectural or natural interest or beauty.

(2) An area of land or reef declared under subsection (1) is to be known as a National Heritage Area.

(3) A building declared under subsection (1) is to be known as a National Heritage Building.

(4) Any furniture, picture or chattel declared under subsection (1) is to be known as a National Heritage Artefact.

(5) The Council must keep and maintain a National Heritage Register for the purpose of recording the details of and relevant information relating to every National Heritage Area, National Heritage Building and National Heritage Artefact.

(6) The declaration of any area, building or artefact under this section does not affect the rights of the owner of any such area, building or artefact.".

---------------------------------------------

Passed by the House of Representatives this 10th day of August 1998.
Passed by the Senate this 7th day of September, 1998.
Republic of the Fiji Islands

PRESERVATION OF OBJECTS OF ARCHAEOLOGICAL AND PALAEONTOLOGICAL AND INTEREST ACT [CAP 264]

Attachment No. 4

FRUITS FROM THE LEVUKA MARKET
Preservation of Objects of Archaeological and Palaeontological Interest Act [Cap 264]

LAWS OF FIJI

Ed. 1978]

CHAPTER 264

Ordinances Nos. 6 of 1940, 2 of 1945

PRESERVATION OF OBJECTS OF ARCHAEOLOGICAL AND PALAEONTOLOGICAL INTEREST

AN ACT TO PROVIDE FOR THE PRESERVATION OF OBJECTS OF ARCHAEOLOGICAL AND PALAEONTOLOGICAL INTEREST.

[28th February, 1940.]

Short title

1. This Act may be cited as the Preservation of Objects of Archaeological and Palaeontological Interest Act.

Interpretation

2. In this Act, unless the context otherwise requires-

"Board" means the Board of Trustees established under the provisions of the Fiji Museum Act; (Cap. 263.)

"maintain" and "maintenance" include the fencing, covering in, repairing, restoring and cleansing of a monument, and the doing of any act which may be necessary for the purpose of maintaining a monument or of securing convenient access thereto;

"monument" means-

(a) any object of archaeological or palaeontological interest, and

(b) any area of land in which any such object is believed to exist,
which the Minister has by notice in the Gazette declared under section 6 to be a monument;

"object of archaeological or palaeontological interest" means any structure, erection, memorial, tumulus, cairn, place of interment, pit-dwelling, trench, fortification, irradiation work, mound, excavation, cave, rock, rockdrawing, painting, sculpture, inscription, monolith, or any remains thereof, fossil remains of man or animals or plants or any bed or beds containing, such fossil remains thereof, or any object (or any remains thereof) which is or are of archaeological, anthropological, ethnological, prehistoric, or historic interest, and includes-

(a) the site on which such object of archaeological or palaeontological interest was discovered or exists;

(b) such portion of land adjoining the said site as may be required for fencing or covering in or otherwise preserving such object of archaeological or palaeontological interest; and

(c) the means of access to and convenient inspection of such object of archaeological or palaeontological interest;

"owner" includes a joint owners, and any agent or trustee exercising powers of management over a monument, and the successor in title of any such owner and the successor in office of any such agent or trustee:

Provided that nothing in this Act shall be deemed to extend the powers which may lawfully be exercised by such manager or trustee.

Prohibition of certain acts unless authorised by permit

3.- (1) Unless authorised by a permit issued by the Board, no person shall by means of excavation or surface operations search for any object of archaeological or palaeontological interest. Such permit shall, so far as is practicable, be in Form A set out in the Schedule.

(2) The Board shall, before issuing a permit under this section, satisfy itself that the applicant is competent both by training or experience to carry out an exploration or excavation in accordance with the most recent scientific methods, and may, in its discretion, require to be satisfied that the applicant has the support, financial and otherwise, of an archaeological or scientific society or institution of repute.

(3) In every permit issued under this section there shall be implied an undertaking on the part of the permit-holder that he, or the institution which he represents, will, within a period of two years after the
completion of the exploration or excavation authorised by the permit or within such longer period as the Board may in writing approve, produce an adequate scientific report or publication on the results of the exploration and/or excavation, as the case may be, and will deposit with the Board two copies of such report or publication.

(4) The Board may at any time, without assigning any reason, revoke a permit given under this section.

A permit may specify limitations and conditions

4. A permit given under section 3 may specify, in regard to the acts which it authorises, such limitations and conditions as the Board may consider necessary in order to protect any object of archaeological or palaeontological interest from injury, removal or dispersion, or may authorise excavation for and its removal to a place within Fiji subject to such limitations and conditions as to the Board shall seem fit.

Discoverer of any object to inform the Board

5.- (1) Where any person discovers any object of archaeological or palaeontological interest in the course of operations permitted by a permit issued under section 3, he shall, without undue delay, give notice thereof to the Board.

(2) Where any person discovers any object of archaeological or palaeontological interest, otherwise than in the course of operations permitted by a permit issued under section 3, he shall, without undue delay, give notice thereof, indicating the precise site and the circumstances of the discovery, to the Board, and shall, if so instructed by the Board, deliver such object to the Board.

(3) Any person who fails to comply with the provisions of subsection (1) or subsection (2), as the case may be, shall be guilty of an offence, and shall be liable to a fine of two hundred dollars or to imprisonment for six months, or to both such fine and imprisonment. (Amended by 2 of 1945, s. 124.)

Power to declare object to be monument

6.- (1) The Minister may, by notice in the Gazette, declare any object of archaeological or palaeontological interest and/or any area of land in which such objects are believed to exist to be a monument within the
meaning of this Act. Such notice shall state that objections to the declaration of such object or such area as a monument shall be lodged with the Permanent Secretary to the Ministry within one month from the date of the publication of the notice.

(2) A copy of every notice published under the provisions of subsection (1) shall forthwith be posted by the Board in a conspicuous place on or near the object or on the area to which it relates.

(3) On the expiration of the said period of one month, the Minister after considering the objections, if any, shall confirm or withdraw the notice.

(4) A notice published under this section shall, unless and until it is withdrawn, be conclusive evidence of the fact that the object of archaeological or palaeontological interest or area to which it relates is a monument within the meaning of this Act.

Acquisition of rights in or guardianship over monuments

7.- (1) The Board may, with the sanction of the Minister, purchase or take a lease of any monument.

(2) The Board may, with the like sanction, accept a gift or bequest of any monument.

(3) The owner of any monument may by written instrument constitute the Board the guardian of such monument, and the Board may, with the sanction of the Minister, accept such guardianship.

(4) When the Board has accepted the guardianship of a monument under the provisions of subsection (3) the owner shall, except as expressly provided in this Act, have the same estate, right, title and interest in and to such monument as if the Board had not been constituted guardian thereof.

(5) When the Board has accepted the guardianship of a monument under the provisions of subsection (3) the provisions of this Act relating to agreements executed under section 8 shall apply to the written instrument executed under the said subsection.

(6) Where a monument is without an owner, the Board may, with the sanction of the Minister, assume the guardianship of such monument.

Preservation of monuments by agreement
8.- (1) The Board may, with the sanction of the Minister, enter into a written agreement with the owner of any monument for the protection or preservation of such monument.

(2) An agreement under this section may provide for all or any of the following matters:-

(a) the maintenance of the monument;

(b) the custody of the monument and the duties of any person who may be employed in connexion therewith;

(c) the restriction of the owner's right to destroy, remove, alter or deface the monument or to build on or near the site of the monument;

(d) the facilities of access to be permitted to the public or to any portion of the public and to persons deputed by the owner or the Board to inspect or to maintain the monument;

(e) the notice to be given to the Board in case the land on which the monument is situated is offered for sale by the owner, and the right to be reserved to the Board to purchase such land or any specified portion of such land at its market value;

(f) the payment of any expenses incurred by the owner or by the Board in connexion with the protection or preservation of the monument;

(g) the procedure relating to the settlement of any dispute arising out of the agreement;

(h) any matter connected with the preservation of the monument which is a proper subject of agreement between the owner and the authority; and

(i) the removal subject to the provisions of this Act of the monument to a place of safe custody.

(3) The terms of an agreement under this section may be altered from time to time with the sanction of the Minister and with the consent of the owner.

(4) Subject to the sanction of the Minister, the Board may terminate an agreement under this section on giving six months' notice in writing to the owner.

(5) The owner may terminate the agreement under this section on giving six months' notice to the Board.
(6) An agreement under this section shall be binding on any person claiming to be owner of the monument to which it relates, through or under a party by whom or on whose behalf the agreement was executed.

(7) Any rights acquired by the Board in respect of expenses incurred in protecting or preserving a monument shall not be affected by the termination of an agreement under this section.

Owners under disability

9. If the owner is unable, by reason of infancy or other disability to act for himself, the person legally competent to act on his behalf may exercise the powers conferred upon an owner by section 8.

Enforcement of agreement

10.-(1) If the Board apprehends that the owner or occupier of a monument intends to build on or near the site of such monument in contravention of the terms of an agreement for its protection or preservation under section 8, the Board may make an order prohibiting any such contravention of the agreement.

(2) If an owner or other person who is bound by an agreement for the protection, preservation or maintenance of a monument under section 8 refuses to do any act which is in the opinion of the Board necessary to such protection, preservation or maintenance, or neglects to do any such act within such reasonable time as may be fixed by the Board, the Board may authorise any person to do any such act, and the expenses of doing any such act or such portion of the expense as the owner may be liable to pay under the agreement may be recovered from the owner.

(3) A person aggrieved by an order made under this section may appeal to the Minister who may cancel or modify it and whose decision shall be final.

Compulsory purchase of monuments

11.-(1) If the Minister apprehends that a monument is in danger of being destroyed, injured or allowed to fall into decay, he may proceed to acquire such monument under the provisions of the Crown Acquisition of Lands Act, as if the preservation of such monument were a "public purpose" within the meaning of the Act.
(2) The powers of compulsory purchase conferred by the provisions of subsection (1) shall not be exercised in case of-

(a) any monument which, or any part of which, is periodically used for religious observances; or

(b) any monument which is the subject of a subsisting agreement executed under section 8.

(3) In any case other than the cases referred to in subsection (2) the said powers of compulsory purchase shall not be exercised unless the owner or other person competent to enter into an agreement under section 8 has failed, within such reasonable period as the Minister may fix in this behalf, to enter into an agreement under the said section, or has terminated or given notice of his intention to terminate such an agreement.

Maintenance of monuments

12.- (1) Every monument in respect of which the Board has acquired any of the rights mentioned in section 7 or which has been compulsorily purchased under section 11 shall be maintained by the Board.

(2) When the Board has accepted the guardianship of a monument under section 7 the Board shall, for the purpose of maintaining such monument, have access to the monument at all reasonable times for the purpose of inspection and for the purpose of bringing such materials and doing such acts as the Board may consider necessary for the maintenance or preservation thereof:

Provided that the right of access conferred on the Board under this subsection shall be deemed to extend to the duly authorised agents, inspectors and workmen of the Board.

Voluntary contributions

13. The Board may receive voluntary contributions towards the cost of maintaining a monument and may, subject to the approval of the Minister, give orders as to the management and application of any funds so received:

Provided that no contribution received under this section shall be applied to any purpose other than the purpose for which it was contributed.
Protection of places of worship, etc., from misuse, pollution or desecration

14.-(1) A place of worship or tomb maintained by the Board under this Act shall not be used for any purpose inconsistent with its character.

(2) When the Board has, under section 7, purchased or taken a lease of any monument, or has accepted a gift or bequest thereof, or has accepted the guardianship thereof, and such monument or any part thereof is periodically used for religious worship or observances by any community, the Board shall make due provision for the protection of such monument or such part thereof from pollution or desecration-

(a) by prohibiting the entry therein, except in accordance with conditions prescribed with the concurrence of the persons in religious charge of the said monument or part thereof, of any person not entitled so to enter by the religious usages of the community by which the monument or part thereof is used; or

(b) by taking such other action as the Board may think necessary in this behalf.

Relinquishment of rights in a monument

15. Subject to the sanction of the Minister, the Board may-

(a) where rights have been acquired by such authority in respect of a monument under this Act by virtue of any sale, lease, gift or will, relinquish the rights so acquired to the person who would for the time being be the owner of the monument if such rights had not been acquired; or

(b) relinquish any guardianship which the Board has accepted under this Act.

Right of access by public to monuments

16. Subject to such regulations as may be made by the Minister under section 23, the public shall have a right of access to any monument maintained by the Board under this Act.

Offences

17. Save as is provided in this Act, any person who destroys, removes,
injures, alters, defaces or imperils a monument, or any object of archaeological or palaeontological interest, and any owner or occupier who contravenes an order made under subsection (1) of section 10, and any person who contravenes any of the terms and conditions imposed in a permit granted under this Act, and any person who contravenes any of the provisions of subsection (1) or (3), of section 3 or subsection (1) of section 19, shall be guilty of an offence and shall be liable to a fine of two hundred dollars or to imprisonment for six months or to both such fine and imprisonment.

(Amended by 2 of 1945, s. 124.)

Permit to excavate or remove a monument

18. Notwithstanding anything contained in this Act, where the Board is of the opinion that the excavation or removal of any monument is desirable in the interests of archaeology, science, history or art, it may grant a permit to any person to excavate and/or remove to a place within Fiji any such monument, or any part thereof, on such terms and subject to such conditions as it may think fit. Such permit shall, as far as is practicable, be in Form B set out in the Schedule.

Permit to remove any object or monument from Fiji

19.- (1) No monument or object of archaeological or palaeontological interest may be removed from Fiji unless such removal has been authorised by a permit issued by the Board. Such permit shall, so far as is practicable, be in Form C set out in the Schedule.

(2) The Board may issue a permit subject to such terms and conditions, which may include the surrender to the Crown of a portion of the monument or object of archaeological or palaeontological interest, as it may deem fit, or it may, without assigning the reason, refuse to issue a permit.

(3) Where under the provisions of subsection (2) any portion of a monument or of an object of archaeological or palaeontological interest has been surrendered to the Crown, the Minister may deposit the portion so surrendered in any museum or similar institution in Fiji or elsewhere.

(4) An application for a permit under this section shall be made in writing to the Board at least thirty days before the date of the proposed removal and shall contain a full description of the monument or object of archaeological or palaeontological interest in respect of which the application is made. Before issuing a permit under this section, the Board
may cause an inspection to be made and may cause the monument or object of archaeological or palaeontological interest to be sealed:

Provided that no such permit shall authorise the removal from Fiji of any monument or object of archaeological or palaeontological interest except through a customs port of entry and such permit shall be surrendered to a customs officer before export is effected. A customs officer shall detain any monument or object of archaeological or palaeontological interest until such permit shall have been surrendered. Any monument or object of archaeological or palaeontological interest may be confiscated and disposed of as the Minister may direct if such permit is not produced and surrendered within a reasonable period of time.

**Power to inspect and order cessation of work**

20.-(1) The Board and any other person specially authorised by the Minister, may, at any time, inspect work being done in connexion with objects of archaeological or palaeontological interest or a monument, and may order cessation of such work pending further orders from the Minister.

(2) Any person who fails to comply with an order issued under this section shall be guilty of an offence, and shall be liable to a fine of two hundred dollars or to imprisonment for six months or to both such fine and imprisonment.

*(Amended by 2 of 1945, s. 124.)*

**Assessment of market value**

21. The market value of any property which the Minister is empowered to purchase at such value under this Act shall, where any dispute arises touching the amount of such market value, be ascertained in the manner provided by the [Crown Acquisition of Lands Act](#), so far as it can be made applicable.

*(Cap. 135.)*

**Exemption from stamp duty**

22. Any instrument executed under section 7 or section 8 shall be exempt from stamp duty.

**Power to make regulations**
23. The Minister may make regulations for carrying out any of the purposes of this Act.

SCHEDULE

FORM A

(Sections 3 and 4)

THE PRESERVATION OF OBJECTS OF ARCHAEOLOGICAL AND PALAEONTOLOGICAL INTEREST ACT

PERMIT TO SEARCH FOR AND/OR TO REMOVE WITHIN FIJI OBJECTS OF ARCHAEOLOGICAL AND PALAEONTOLOGICAL INTEREST

Subject to the limitations and conditions set out hereunder, ......................................, of ......................................., is hereby authorised to search in Fiji either by means of excavation or surface operations for objects of archaeological and palaeontological interest and to remove such objects from the site on which they are found to ........................................

Trustees of the Fiji Museum.

Suva, this ................. day of ................, 19 ......

Conditions:-

FORM B

(Section 18)

THE PRESERVATION OF OBJECTS OF ARCHAEOLOGICAL AND PALAEONTOLOGICAL INTEREST ACT

PERMIT TO EXCAVATE OR REMOVE A MONUMENT WITHIN FIJI

Subject to the terms and conditions set out hereunder, ...............................................,
of ..................................., is hereby granted permission to excavate and/or to remove to ............ the following monument:

Trustees of the Fiji Museum.

Suva, this ............ day of ............, 19 .......
Conditions:-

FORM C

THE PRESERVATION OF OBJECTS OF ARCHAEOLOGICAL AND PALAEONTOLOGICAL INTEREST ACT

PERMIT TO REMOVE FROM FIJI AN OBJECT OF ARCHAEOLOGICAL AND PALAEONTOLOGICAL INTEREST OR A MONUMENT

Subject to the terms and conditions set out hereunder, ............................................., of .............................................. is hereby authorised to remove from Fiji by air/ship through the port of ................................ the following object(s) of archaeological and palaeontological interest/monument(s) to

Trustees of the Fiji Museum.

Suva, this ............ day of ............, 19 .......
Conditions:-

Controlled by Ministry of Education

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Republic of the Fiji Islands

TOWN AND COUNTRY PLANNING ACT
[CAP 139]

Attachment No. 5

COMMON HIBISCUS IN OVALAU
LAWS OF FIJI

Ed. 1978]

CHAPTER 139

TOWN PLANNING

ARRANGEMENT OF SECTIONS

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5. Appeals.
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8. Compensation for refusal of permission or conditional approval in certain cases.
9. Revocation and modification of permission to develop.
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14. Power to require proper maintenance of waste land, etc.
15. Power to close streets.
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17. Contents of schemes.
18. Preparation of scheme.
19. Provisional approval of scheme.
20. Objections to scheme.
21. Objections to be submitted to board.
22. Hearing of objections.
23. Directors determination of objections.
24. Final approval of scheme by Director.
25. Operation of scheme.
26. Modification and suspension of approved scheme.

PART III-POWERS OF LOCAL AUTHORITY

27. Power to enforce and carry into effect schemes.

PART IV-COMPENSATION FOR INJURIOUS AFFECTION AND CLAIMS FOR INCREASE IN VALUE

28. Provisions as to compensation for injurious affection, etc.
29. No compensation in certain classes of cases.
30. Exclusion or limitation of compensation in certain other cases.
31. Recovery of increase in value from owners of land.
32. Making of claims for compensation or increase in value.
33. Special assessment; recovery of expenses.
34. Determination of claims and recovery of amounts due.

35. Local authority may abandon or modify scheme after award of compensation.

36. Award of compensation not enforceable within one month from date of award.

PART V-PURCHASE AND COMPULSORY ACQUISITION OF LAND

37. Local authority may purchase land included in scheme.

38. Utilization of acquired land.

39. Resale of land acquired under scheme.

PART VI-MISCELLANEOUS

40. Indemnification of members of Board or local authority and other persons.

41. Power of entry.

42. Assault on authorised person.

43. Service of notices.

44. Penalties not otherwise provided for.

45. Regulations.

TOWN PLANNING


Act No. 22 of 1973
AN ACT RELATING TO TOWN PLANNING

[1st August, 1946]

PART I-PRELIMINARY

Short title

1. This Act may be cited as the Town Planning Act.

Interpretation

2. In this Act, unless the context otherwise requires-

“advertisement” means any word, letter, model, sign, placard, board, notice, device or representation, employed wholly or in part for the purposes of advertisement, announcement or direction, and without prejudice to the foregoing provision includes any hoarding or similar structure used or adapted for use for the display of advertisements, and references to the display of advertisements shall be construed accordingly;

(Inserted by 22 of 1958, s. 2.)

“Advisory Committee” means the Town and Country Planning Advisory Committee appointed under the provisions of section 4;

“agriculture” includes horticulture, fruit farming, the growing of crops of all descriptions, dairy farming, bee keeping, poultry keeping and breeding, and the breeding and keeping of livestock;

(Inserted by 22 of 1958, s. 2.)

“building” includes any house, hut, shed, or roofed enclosure, whether used for the purpose of a human habitation or otherwise, and also any wall, fence, platform, septic tank, staging, gate, post, pillar, paling, frame, hoarding, slip, dock, wharf, pier, jetty, landing stage or bridge or any structure or erection connected with the foregoing;
"Court" means the Supreme Court;

"development" in relation to any land means any building operations or rebuilding operations, including the making of an alteration, addition or structural repair to any building, the formation, laying out or material widening of a street or a means of vehicular access thereto, and any use of the land or any building, either wholly or in part, which is materially different from the purpose for which the land or building was last being used:

Provided that the following operations or uses of land shall not be deemed to involve development of land, that is to say:-

(a) the carrying out of works for the repair, improvement or other alteration of any building, being works which affect only the interior of the building;

(b) the use (not involving building or rebuilding operations other than those specified in paragraph (a)) of land or of any building within the curtilage of a dwelling-house for any purpose incidental to the enjoyment of the dwelling-house as such;

(c) the use (not involving building or rebuilding operations other than those specified in paragraph (a)) of land for the purposes of agriculture or forestry, and the use for any of those purposes of any building occupied together with land so used;

(Substituted by 22 of 1958, s. 2.)

"Director" means the Director of Town and Country Planning for the time being appointed under the provisions of section 3;

"existing building" and "existing work" means respectively a building or work erected, constructed or carried out before the material date; and include also a building or work-

(a) erected, constructed or carried out in pursuance of a contract made before the material date; or

(b) begun before, but completed after, that date:
Provided that-

(i) a building erected or constructed in substitution for a previous building in accordance with the provisions of the scheme relating to substituted buildings shall be deemed to be an existing building; and

(ii) a building shall not cease to be, or deemed to be an existing building by reason of its alteration or extension in accordance with the provision of the scheme relating to the alteration or extension of existing buildings, and any such alteration or extension shall itself be deemed to be part of the existing building;

"existing use" means, in relation to any building or land, a use of that building or land for any purpose of the same or a similar character to that for which it was last used before the material date, or, in the case of a newly erected building which has not been used before that date, a use for any purpose for which it was designed:

Provided that-

(a) (i) such land or building is used continuously only for a purpose for which it was used on the material date; or

(ii) such land or building is used only for a purpose for which it was used on the material date and such use has not thereafter been discontinued for any period of more than twelve months; or

(iii) such land or building is, within twelve months after the material date, used only for a purpose for which it was last used prior to the material date and such use has not thereafter been discontinued for any period of more than twelve months;

(b) where at the material date a person who was using any land for the purpose of mining, quarrying, the digging of clay, gravel or sand, or the deposit of waste materials or refuse, or any other purpose of a similar nature, was entitled also to use neighbouring land for any such purpose, the user under that title of that neighbouring land for any such purpose, whether before or after the material date, shall be deemed to be an existing use;
"house" includes a residential building, church, warehouse, office, hospital, counting-house, shop, factory, and school or any other building in which persons reside or are employed;

"local authority" means-

(a) a town council constituted under the provisions of the Local Government Act;

(Cap. 125.)

(b) in respect of land outside the boundaries of any town, the local authority of a rural sanitary district constituted under the provisions of the Public Health Act;

(Cap. 111.)

(Amended by 22 of 1947, s. 2 and 14 of 1975 s. 29.)

"material date" means, in relation to any provision contained in a scheme, the date of the order constituting the town planning area;

"occupier" means the person in occupation of the holding or building in respect of which the word is used, or having the charge, management, or control thereof either on his own account or as agent of another person, but does not include a lodger;

"owner" in relation to any land, means a person, other than a mortgagee not in possession, who is for the time being entitled to dispose of the fee simple of the land, whether in possession or in reversion, and includes also a person holding or entitled to the rents and profits of the land under a lease or agreement;

"scheme" means a scheme under this Act, and, save as otherwise expressly provided in this Act, includes a substituted scheme and a scheme modifying or altering an existing scheme;

"site" in relation to a building includes the area of any offices, out-buildings, yard, court or garden occupied or intended to be occupied therewith;
"street" includes any road, square, footway or passage, whether a thoroughfare or not, over which the public has a right of way, and also the way over any public bridge, and also includes any road, footway or passage, open court or open alley, used or intended to be used as a means of access to two or more houses whether the public has a right of way thereover or not, and all channels, drains and ditches at the side of any street shall be deemed to be part of such street;

"subdivision" means the division of a parcel of land for sale, conveyance, transfer, lease, sublease, mortgage, agreement, partition or other dealing, or by procuring the issue of a separate instrument of title under the provisions of the Land Transfer Act in respect of any portion of land or by parting with the possession of any part thereof, or by depositing a plan of subdivision with the Registrar of Titles under the provisions of the last mentioned Act.

(Cap. 131.)

**Director of Town and Country Planning**

3.- (1) There shall be an officer appointed by the Public Service Commission with the title of Director of Town and Country Planning who shall be responsible to the Minister.

(2) The Director shall carry out such duties as are set out in this Act and in the Subdivision of Land Act and such other duties as the Minister may from time to time direct.

(Cap. 140.)

(Section substituted by 22 of 1973, s. 3.)

**Town and Country Planning Advisory Committee**

4.- (1) The Minister shall appoint a committee to be known as the Town and Country Planning Advisory Committee.

(2) The Advisory Committee shall comprise a chairman and not more than four other members.

(3) Three members of the Advisory Committee shall form a quorum.
4. In the event of the absence of the chairman from any meeting, the members present shall select one of their number to be chairman for that meeting.

5. The Advisory Committee shall perform the following functions:

(a) advise the Minister on and about appeals under the provisions of section 5, and of section 14 of the Subdivision of Land Act; and

(Cap. 140.)

(b) such other advisory functions as the Minister may from time to time direct.

(Section inserted by 22 of 1973 s. 3.)

Appeals

5.-(1) There shall be a right of appeal, subject to the provisions of this section, from decisions of the Director to the Minister within twenty eight days of notification of the decision to the appellant, and the decision of the Minister on the matter at issue shall be final:

Provided that the Minister may for good cause extend the said period of twenty-eight days.

(2) The right of appeal shall be exercisable by-

(a) any applicant and any local authority dissatisfied with the grant or refusal of development permission or the conditions attached to such permission or the prohibition of the grant of such permission under the provisions of subsection (3) of section 7;

(b) any person having an interest in the land and any local authority dissatisfied with the revocation or modification of or refusal to revoke or modify development permission under the provisions of subsection (1) of section 9;
(c) any person having an interest in the land and any local authority dissatisfied with the confirmation of or refusal to confirm an order requiring discontinuance of use or an order imposing conditions on the continuance thereof or an order requiring steps to be taken for the alteration or removal of buildings or works under the provisions of subsection (1) of section 10;

(d) any objector and any local authority dissatisfied with a decision of the Director under the provisions of section 23;

(e) any objector and any local authority dissatisfied with a decision of the Director under the provisions of subsection (4) of section 27.

(Section inserted by 14 of 1961, s. 3 and amended by 14 of 1975 s. 29.)

Constitution of town planning areas

6.-(1) Upon application in that behalf made by the Director, or by any local authority with the approval of the Director, the Minister may order that any area shall be a town planning area, or that a town planning area which has already been constituted by order under this section or any similar enactment preceding it shall be varied as to its limits or shall no longer be a town planning area.

(2) Such order shall be published in the Gazette and a newspaper published in Fiji, and shall be posted at the office of the Director, at the office of the Commissioner for the Division in which the town planning area is situated, and at the office of the local authority.

(3) The limits of a town planning area shall be fixed by the Director, or by the local authority with the approval of the Director, and shall be stated in the order referred to in subsection (1).

(4) The provisions of this Act relating to town planning areas shall, from the date of any order under this section declaring an area to be no longer a town planning area, cease to apply to such area:

Provided that nothing in this section shall be deemed to prohibit the Minister in accordance with the provisions of this section, from again constituting such area a town planning area.

(Section substituted by 22 of 1958, s. 3.)
Restriction on carrying out of development
after constitution of town planning areas

7.- (1) Subject to the provisions of this section, the permission of the local authority shall be required in respect of any development of land carried out within a town planning area during the period before a scheme affecting such area has been finally approved.

(2) The use for the display of advertisements of any external part of a building which has not normally been used for that purpose shall be treated for the purposes of this section as involving a material change in the use of that part of the building.

(3) The local authority shall not grant or refuse permission under this section without the prior consent of the Director and the Director may approve such grant or refusal either unconditionally or subject to conditions and may prohibit such grant or refusal.

(Substituted by 14 of 1961, s. 4.)

(4) In dealing with applications for permission to develop land under this section, the local authority and the Director shall have regard to the matters set out in the Schedule, to provisions proposed to be included in a scheme and to any other material considerations.

(5) Regulations may be made by the Minister prescribing matters relating to the control of development under this section, and in particular, without prejudice to the generality of the foregoing, scheduling any development or development of any class, in respect of which permission under this section shall be deemed to be granted by the regulations themselves.

(6) Where any development of land has been carried out without the grant of permission required in that behalf under this section, or any conditions subject to which permission was granted under this section have not been complied with, the local authority may at any time, and at the cost of the person in default, take such steps as may be required for restoring the land to its condition before the development took place, or for securing compliance with the conditions, as the case may be, and any expenses lawfully incurred by the local authority in so doing may be recovered as a civil debt.
(7) Every person who-

(a) carries out any development of land without the grant of permission required in that behalf under the provisions of this section; or

(b) contravenes or fails to comply with any conditions subject to which permission has been granted under the provisions of this section; or

(c) obstructs or interferes with the exercise by the local authority of the powers vested in it by the provisions of this section,

shall, in addition to any civil liability, be guilty of an offence and be liable on conviction to a fine not exceeding one hundred dollars or to imprisonment for a period not exceeding three months; and if such contravention, failure to comply, obstruction or interference is continued after the conviction, he shall be guilty of a further offence and liable on conviction to a fine not exceeding twenty dollars for every day on which the contravention, failure to comply, obstruction or interference is so continued.

(Section substituted by 22 of 1958, s. 3, and amended by 37 of 1966, s. 27.)

Compensation for refusal of permission or conditional approval in certain cases

8. Where permission to develop land is refused or the grant of permission is subject to conditions under the provisions of section 7 and the land has become incapable of reasonably beneficial use in its existing state, and cannot be rendered capable of reasonably beneficial use, by reason of such refusal or attachment of conditions, any person having an interest in the land shall be entitled to compensation from the local authority in respect thereof:

Provided that-

(a) the total amount of compensation payable under this section shall not exceed the amount of rent and rates lawfully due and paid by the claimant or claimants in respect of such land between the date of such refusal or conditional approval and the date of resumption of reasonably beneficial use of the land; and where no rent is payable and the land nevertheless has a rental
value, such rental value shall be taken into account in the assessment of the amount of compensation payable;

(b) no compensation shall be payable if the land can be rendered capable of reasonably beneficial use by the carrying out of any other development for which permission has been granted under the provisions of section 7, or for which the local authority, with the approval of the Director, has undertaken to grant permission;

(c) where compensation as aforesaid is payable under the provisions of this section, the local authority, where a town council, may purchase by private treaty the interest of any person in any or all of the land affected by a claim for compensation under this section, in which case compensation in respect of such interest in the land shall relate only to the period between the date of the refusal of permission or attachment of conditions and the date on which such interest is acquired by the local authority.

(Section substituted by 22 of 1958, s. 3 and amended by 14 of 1975 s. 29.)

Revocation and modification of permission to develop

9.- (1) Subject to the provisions of this section, if it appears to the local authority that it is expedient, having regard to the provisions which are likely to be included in a scheme and to any other material considerations, including the matters set out in the Schedule, that any permission to develop land under the provisions of section 7 should be revoked or modified, it may revoke or modify the permission to such extent as appears to it to be expedient as aforesaid:

Provided that no such revocation or modification shall take effect unless and until it is confirmed by the Director and unless it conforms to the procedure as to service of notices laid down by this Act or any regulations made thereunder.

(2) The power conferred by this section to revoke or modify permission to develop land may be exercised-

(a) where the permission relates to the carrying out of building or other operations, at any time before those operations have been completed;

(b) where the permission related to a change of the use of any land, at any time before the change has taken place:
Provided that the revocation or modification of permission for the carrying out of building or other operations shall not affect so much of those operations as has been previously carried out.

(3) Where permission to develop land is revoked or modified under this section, then if, on a claim made to the local authority, it is shown that any person interested in the land has incurred expenditure in carrying out work in pursuance of such permission which is rendered abortive by the revocation or modification or has otherwise sustained actual loss or damage which is directly attributable to the revocation or modification, that authority shall pay to that person compensation in respect of that expenditure, loss or damage.

(4) The provisions of section 8 shall apply in relation to the revocation or modification of permission to develop land, as they apply in relation to the refusal or conditional approval of an application for such permission.

(Section substituted by 22 of 1958, s. 3, and amended by 37 of 1966, s. 27.)

Powers relating to authorised development

10.- (1) If it appears to the local authority that it is expedient, having regard to the provisions which are likely to be included in a scheme and to any other material considerations, including the matters set out in the Schedule-

(a) that any use of land should be discontinued, or that any conditions should be imposed on the continuance thereof; or

(b) that any buildings or works should be altered or removed, it may by order require the discontinuance of that use, or impose conditions on the continuance thereof, or require steps to be taken for the alteration or removal of the building or works, as the case may be:

Provided that no such order shall take effect unless and until it is confirmed by the Director and unless it conforms to any procedure as to the making of such order which may be prescribed in regulations made under the provisions of section 7.
(2) If the use of any land is continued or no steps have been taken to alter or remove any buildings or works, in contravention of the terms of an order under subsection (1) the provisions of subsections (6) and (7) of section 7 shall apply in relation to such contravention, as they apply in relation to any development of land carried out without the grant of permission, or the contravention of any conditions attached to the grant of permission, under that section.

(3) Where the requirements of any order under this section will involve the displacement of persons residing in any premises, it shall be the duty of the local authority in so far as there is not other residential accommodation suitable to the reasonable requirements of those persons available on reasonable terms, to secure the provision of such accommodation to the satisfaction of the Director, in advance of the displacement.

(4) Where an order is made under this section, then if, on a claim made to the local authority it is shown that any person has suffered damage in consequence of the order by the depreciation of any interest in the land to which he is entitled or by being disturbed in his enjoyment of the land, that authority shall pay to that person compensation in respect of that damage.

(5) Without prejudice to the foregoing provisions of this section, any person who carries out any works in compliance with an order under this section shall be entitled, on a claim as aforesaid, to recover from the local authority compensation in respect of any expenses reasonably incurred by him in that behalf:

Provided that the amount of such compensation shall be reduced by the value to such person of any timber, apparatus or other materials removed for the purpose of complying with that order.

(6) The provisions of section 8 shall apply in relation to an order under this section, as they apply in relation to the refusal or conditional approval of an application for permission to develop land.

(Section substituted by 22 of 1958, s. 3, and amended by 37 of 1966, s. 27.)

Restriction on forfeiture of lease

11.-(1) Notwithstanding provisions to the contrary contained in any lease, no lease shall be forfeited for any breach of any covenant or condition rendered incapable of performance by any decision or order given or made under the provisions of sections 7, 9 or 10.
(2) For the purposes of this section "lease" includes a sub-lease.

(Section inserted by 22 of 1958, s. 3.)

Power to acquire land before final approval of scheme

12.- (1) If during the period before a scheme for a town planning area has been finally approved the local authority, where a town council, is satisfied that the acquisition of any land under this section is expedient for any purpose which appears to it to be necessary in the interests of the proper planning of that area, the local authority may purchase by private treaty the interest of any person in such land.

(2) If any owner of any such land does not agree to sell the same to the town council, or does not agree to sell at a reasonable price, the Minister may acquire all or any of such land under the provisions of the Crown Acquisition of Lands Act and the town council shall pay all charges for compensation and all costs incurred by the Minister in respect of such acquisition. When all such charges and costs shall have been paid by the town council the Minister shall cause the interest in such land so acquired by him to be transferred to such town council.

(3) For the purposes of this section a reasonable price shall be deemed to be the price which a willing buyer would pay to a willing seller, no regard being paid to the purposes for which the land is being acquired.

(Section inserted by 22 of 1958, s. 3, and amended by 14 of 1975, s. 29.)

Provisions supplementary to section 12

13.- (1) Notwithstanding the provisions of subsection (1) of section 38, any land which has been acquired under the provisions of section 12 or of sections 8, 9 or 10 shall be dealt with in accordance with the interests of the proper planning of the area, as determined by the Director:

Provided that-
(a) land which has been compulsorily acquired under section 12 shall be dealt with for the particular purpose in the interests of the proper planning of the area for which such land was acquired;

(b) where premises are required for the purpose of demolition, the carrying out of which will involve the displacement of persons residing in such premises, it shall be the duty of the local authority in so far as there is not other residential accommodation suitable to the reasonable requirements of those persons available on reasonable terms, to secure the provision of such accommodation, to the satisfaction of the Director in advance of the displacement.

(2) Notwithstanding the provisions of subsection (2) of section 38, any land which has been acquired under the provisions of section 12 or of section 7 may be let by the town council-

(a) with the consent of the Minister, for any term;

(b) without the consent of the Minister, for a term not exceeding five years.

(3) Notwithstanding the provisions of subsection (2) of section 38, any land which has been acquired under the provisions of section 12 or of sections 8, 9 or 10 may, with the consent of the Minister-

(a) be resold by the town council where such land is not required for the purpose for which it was acquired or is being used; or

(b) be exchanged for other land either with or without paying or receiving any money for equality of exchange.

(Section inserted by 22 of 1958, s. 3.)

Power to require proper maintenance of waste land, etc.

14.- (1) If it appears to a local authority that the amenity of any part of a town planning area in respect of which a scheme has not finally been approved, is seriously injured by the condition of any garden, vacant site or open land in that area or by the presence in such garden, site or land of any waste or derelict material or object, then subject to the approval of the Director, the authority may
serve on the owner and occupier of the land a notice requiring such steps for abating the injury as may be specified in the notice to be taken within such period as may be so specified.

(2) The provisions of subsections (6) and (7) of section 7 shall apply in relation to a notice served under this section as they apply in relation to any refusal or conditional approval of an application for permission to develop land under the provisions of the said section 7.

(Section inserted by 22 of 1958, s. 3.)

Power to close streets

15.- (1) Notwithstanding the provisions of section 4 of the Roads Act, the Permanent Secretary for Works may, during the period before a scheme for a town planning area has been finally approved, if it is certified by the Director that such action is necessary in the interests of the proper planning of the area, order that any street or portion thereof for which the local authority is not a town council be closed:

(Cap. 1975.)

Provided that-

(a) no order made under this section shall affect any street declared as a public road by the Minister under the provisions of section 3 of the Roads Act;

(Cap. 175.)

(b) no order made under this section shall take effect unless a reasonably convenient and adequate alternative route would be available after the closing of such street or streets or portions thereof as may be specified in such order.

(2) Where a street or portion of a street is closed in conformity with an order made under this section-

(a) the public shall, in the case of a street over which the public has a right of way, cease to have a right of way over such street or portion thereof as is closed;
PART II-TOWN PLANNING SCHEMES

Objects of schemes

16.- (1) A scheme may be made, in accordance with the provisions of this Act, with respect to any land with the general object of controlling the development of the land to which such scheme applies, and of securing suitable provision for traffic, transportation, disposition of commercial, residential, and industrial areas, proper sanitary conditions, amenities and conveniences, parks, gardens and reserves, and of making suitable provision for the use of land for building or other purposes, and as more particularly set out in the Schedule.

(2) With those objects such scheme may provide for planning, replanning, pooling, redistributing, or reconstructing the whole or any part of the area comprised in the scheme.

Contents of schemes

17.- (1) Every scheme shall specify and define clearly the area to which it applies.

(2) Every scheme shall consist of a scheme plan and contain such provisions as are necessary or expedient for prohibiting or regulating the development of land in the area to which the scheme applies and generally for carrying out any of the objects for which the scheme is made, and in particular for dealing with any of the matters mentioned in the Schedule.

(Amended by 56 of 1965, s. 2.)

(3) The provisions contained in a scheme may-
(a) differ as respects different parts of the area to which the scheme applies; and

(b) be made applicable, either with or without modification, to existing buildings.

(4) Any Act, regulation, or by-law, relating to development, road construction, building operations, or sanitation, inconsistent with the provisions of a scheme or the application of which would tend to hinder the carrying out of the scheme shall, in so far as it is inconsistent with the provisions of a scheme, not apply to the area to which the scheme applies.

Preparation of scheme

18.-(1) Every local authority shall prepare and submit to the Director within such time as may be prescribed by the Director, a scheme in respect of all land within a town planning area.

(2) If a local authority fails to prepare and submit a scheme within such time as may be prescribed by the Director, the Director may prepare a scheme and such scheme shall for all the purposes of this Act be deemed to be a scheme prepared and submitted to the Director by the local authority, and any expenses incurred by the Director in the preparation of any such scheme shall be payable by the local authority and shall be recoverable, at the option of the Director by instalments or as a civil debt.

Provisional approval of scheme

19.-(1) Any scheme submitted to the Director by a local authority as required by this Act, may be provisionally approved by the Director subject to such alteration and modification as the Director may decide.

Provisionally approved scheme shall be publicly notified

(2) So soon as a scheme has been provisionally approved by the Director as herein provided, the local authority shall, in manner prescribed by regulations, publicly notify the scheme, and shall deposit in the office of the local authority for
public inspection a copy of all maps, plans, and other particulars comprised in the scheme.

Objections to scheme

20. Every owner or occupier of land within the area covered by a scheme shall have a right of objection to the scheme, and may, by notice in writing addressed to the local authority, give notice of such objection, and of the grounds thereof, at any time within three months after the first public notification of the scheme as required by this section.

Objections to be submitted to Board

21. So soon as practicable after the receipt of any objections under section 20 the local authority shall forward the same to the Director, together with a statement of its opinion as to the merits of the several objections.

Hearing of objections

22.- (1) The Director shall so soon as practicable considers all such objections.

(2) At the hearing of any objection under this section the Director shall have power to summon witnesses and to hear evidence on oath. The local authority or any objector may be represented by barrister and solicitor.

(3) The procedure for the institution, hearing, and determination of proceedings under this section shall be in accordance with regulations to be made under the provisions of this Act, and subject to such regulations or so far as they do not extend, the Director shall determine the procedure.

(Section amended by 22 of 1973, s. 55.)

Director's determination of objections
23. On the determination of any objection under this Act the Director may uphold
the objection in whole or in part, and may require the modification of the scheme
accordingly, or may dismiss the objection.

(Amended by 14 of 1961, s. 7.)

Final approval of scheme by Director

24.- (1) After all objections have been disposed of, and the requirements of the
Director, if any, for the modification of the scheme have been complied with, the
Director shall finally approve the scheme, and shall signify his approval by
signing the same.

(Amended by 22 of 1973, s. 7.)

Public notification of scheme

(2) When the Director shall have finally approved a scheme the local authority
concerned shall publicly notify the same in accordance with regulations to be
made under this Act.

Approved scheme to be open to inspection

(3) The approved scheme and a copy of all maps, plans and other particulars
comprised therein shall be exhibited at some convenient place in the offices of
the Director, and the local authority, and shall be open to the inspection of the
public free of any charge whatsoever at any time during the office hours of the
Director and the local authority.

Operation of scheme

25. When a scheme has been finally approved by the Director as aforesaid it
shall be the duty of the local authority to observe and to enforce the observance
of the requirements of the scheme in respect of all development of any
description thereafter undertaken within the area to which the scheme applies,
whether by the local authority or by any person, and, save with the consent in
writing of the Director, the local authority shall not thereafter undertake or permit
any alteration or modification of any existing buildings or works if such
modification or alteration would tend to prevent or delay their being brought into conformity with the requirements of the approved scheme.

Modification and suspension of approved scheme

26.- (1) Any local authority may from time to time of its own motion, and shall if so required by the Director or by the Minister, elaborate any of the provisions of an approved scheme, enlarge the scheme, modify or alter any of the details of the scheme or substitute a new scheme for the approved scheme.

(Substituted by 56 of 1965, s. 3.)

(2) The foregoing provisions as to the public notification of a scheme, the hearing of objections to a scheme, and the approval of the scheme by the Director, shall apply with respect to every alteration or addition to a scheme, and to every new scheme substituted for an approved scheme.

(3) In any case where a local authority proposes, or is required by the Director or by the Minister, to modify or alter any of the details of an approved scheme or to substitute a new scheme therefore, the Minister may, by notification in the Gazette, notify the suspension of such of the provisions of the approved scheme as he may consider necessary or expedient pending the approval of such modifications or alterations or the substitution of a new scheme and, as from the date of publication of such notification, such provisions of the approved scheme shall be suspended accordingly either with respect to the whole of the land to which the modifications or alterations or the new scheme are or is to apply or with respect to any portion thereof specified in the notification.

(Inserted by 56 of 1965, s. 3.)

(4) Where a notification has been published under the provisions of subsection (3), the provisions of this Act relating to interim development shall apply, as from the date of such publication, to development of the land specified in such notification as though no scheme had been approved in respect thereof.

(Inserted by 56 of 1965, s. 3.)

PART III-POWERS OF LOCAL AUTHORITY

Power to enforce and carry into effect schemes
27.- (1) Subject to the provisions of this section, the local authority may at any time-

(a) remove, pull down or alter, so as to bring into conformity with the provisions of the scheme, any building or other work which does not conform with those provisions or the removal, demolition or alteration of which is necessary for carrying the scheme into effect, or in the erection or carrying out of which any provision of the scheme has not been complied with; or

(b) where any building or land is being used in such a manner as to contravene any provision of the scheme, prohibit it from being so used; or

(c) where any land has since the material date been put to any use which contravenes any provision of the scheme, reinstate the land; or

(d) execute any work which it is the duty of any person to execute under the scheme in any case where delay in the execution of the work has occurred and the efficient operation of the scheme has been or will be thereby prejudiced.

(2) Before taking any action under this section the local authority shall serve a notice on the owner and on the occupier of the building or land in respect of which the action is proposed to be taken and on any other person who, in its opinion, may be affected thereby, specifying the nature of and the grounds upon which it proposes to take that action.

(3) The date stated in a notice served under this section as the date on or after which the intended exercise of the power therein mentioned is intended to be begun shall not be less than three months when any building is affected and in any other event not less than one month after the service of such notice, and the local authority shall not do any act or thing in exercise of such power in relation to the building or land mentioned in the notice before the said date.

(4) If any person served with such a notice as aforesaid considers the period fixed by such notice to be insufficient or desires to dispute any allegation or matter contained therein, he may within twenty-eight days from the date on which he received such notice give notice of objection, and of the grounds thereof, in writing addressed to the local authority, and such objections shall be submitted, heard, considered, and decided in the same manner as is provided in sections 21, 22 and 23.
(Amended by 14 of 1961, s. 8.)

(5) Every person who uses any building or land in a manner prohibited under the provisions of this section, or obstructs or interferes with the exercise by the local authority of any power vested in it shall in addition to any civil liability be guilty of an offence and liable to a fine of one hundred dollars.

(6) Any expenses lawfully incurred by the local authority under the provisions of subsection (1) may be recovered as a civil debt from the person in default.

PART IV-COMPENSATION FOR INJURIOUS AFFECTION AND CLAIMS FOR INCREASE IN VALUE

Provisions as to compensation for injurious affection, etc.

28. Subject to the provisions of this Act, any person-

(a) whose land is injuriously affected by the coming into operation of any provision contained in a scheme, or by the execution of any work under a scheme; or

(b) who for the purpose of complying with any provision contained in a scheme, or in making or resisting a claim under the provisions of this Act relating to compensation or increase in value has incurred expenditure which is rendered abortive by a subsequent modification or alteration of the scheme,

shall, if he makes a claim within the time limited for the purpose by this Act, be entitled to recover as compensation from the local authority the amount by which his property is decreased in value or, so far as it was reasonably incurred, the amount of the abortive expenditure, as the case may be.

No compensation in certain classes of cases

29.- (1) No compensation shall be payable in respect of any contract made or work done or of any building the erection of which was begun after the material
date not being for the purpose of carrying out a contract already entered into, unless such contract was made or work was done or erection was begun under and in accordance with a permit from the local authority.

(2) No compensation shall be payable in respect of any of the following provisions of an approved scheme, namely, any provision which-

(a) prescribes the location of buildings, extent of the yards, gardens, and curtilage of buildings; or

(b) imposes any sanitary conditions in connexion with buildings; or

(c) limits the number of buildings or the number of buildings of a specified class which may be constructed, erected on, or made in or under any area; or

(d) prohibits or regulates the subdivision of land; or

(e) regulates or empowers the local authority to regulate the size, height, spacing, design, colour and materials of buildings; or

(f) controls, restricts or prohibits the objects which may be affixed to buildings; or

(g) prohibits or restricts building operations permanently on the ground that by reason of the situation or nature of the land the erection of buildings thereon would be likely to involve danger or injury to health, or excessive expenditure of public money in the provision of roads, sewers, water supply or other public services; or

(h) prohibits (otherwise than by way of prohibition of building operations) the use of land for a purpose likely to involve danger or injury to health, or detriment to the neighbourhood, or restricts (otherwise than by way of restriction of building operations) the use of land so far as may be necessary for preventing such danger, injury or detriment; or

(i) restricts the purposes for and the manner in which buildings may be used or occupied, or reserves or allocates any particular land or all land in any particular area for buildings of a specified class or classes; or
(j) in the interests of safety, regulates or empowers the local authority to regulate the height and position of proposed walls, fences or hedges near the corners or bends of roads; or

(k) limits the number or prescribes the sites of new roads entering a road or the site of a proposed road;

(l) in the case of the erection of any building intended to be used for purposes of business or industry, requires the provision of accommodation for parking, loading, unloading, or fuelling vehicles, with a view to preventing obstruction of traffic on any road; or

(m) prohibits, restricts, or controls either generally or in particular places, the exhibition, whether on the ground, on any building or any temporary erection, or any vehicle, boat, or other movable object (whether on land or in water or in the air), of all or any particular forms of advertisements or other public notices; or

(n) prevents, remedies, or removes injury to amenities arising from the ruinous or neglected condition of any building or by the objectionable or neglected condition of any land attached to a building or abutting on a road or situate in a residential area; or

(o) prescribes, in the case of land exceeding one acre in extent reserved for the purpose of being developed as a building area, that a proportion of the land (not exceeding five per cent thereof) be set aside for open spaces in addition to the area required for roads.

(3) Nothing contained in subsection (2) shall preclude an owner from claiming compensation for loss or injury arising from his being prevented by the operation of a scheme from maintaining an existing building or an existing use.

Exclusion or limitation of compensation in certain other cases

30.-(1) No compensation shall be payable under the provision of this Act in respect of any land on the ground that it has been injuriously affected by any provision contained in a scheme, if and in so far as the same provision or a provision substantially to the same effect, was, at the date when the scheme came into operation, already in force by virtue of the provisions of any other Act.
(2) A person shall not be entitled to recover compensation under the provisions of this Act in respect of any action taken under section 27 except in a case where a building which the local authority has removed, pulled down or altered, was an existing building at the material date.

(3) Where any provision of a scheme is modified or altered by a subsequent scheme, no compensation shall be payable in respect of any land on the ground that it has been injuriously affected by any provision contained in the subsequent scheme if and, in so far as that later provision is the same, or substantially the same, as the earlier provision so modified or altered; but if at the date when the modification or alteration of that earlier provision becomes operative-

(a) there is still outstanding any claim for compensation duly made thereunder; or

(b) the time originally limited for making such a claim has not expired,

any such outstanding claim and any such claim made within the time so limited shall be entertained and determined, and may be enforced, in the same manner in all respects as if all the provisions of the earlier scheme had continued in operation.

Recovery of increase in value from owners of land

31.(1) Where by the coming into operation of any provision contained in a scheme, or by the execution of any work under a scheme, any land within the area to which the scheme applies is increased in value, the local authority, if it makes a claim for the purpose within twelve months after the date on which the provision came into operation, or within twelve months after the completion of the work, as the case may be, shall be entitled to recover from any person or persons having any interest in any land so increased in value an amount not exceeding three-quarters of the amount of that increase.

(2) Where any provision of a scheme is modified or altered by a subsequent scheme, no land shall be deemed to be increased in value by any provision contained in the subsequent scheme if and in so far as that provision is the same, or substantially the same, as a provision contained in the scheme so modified or altered:
Provided that, if at the date when the modification or alteration of the said scheme becomes operative there is still outstanding any claim in respect of an increase in the value of the land duly made thereunder, or the time originally limited for making such a claim has not expired, any such outstanding claim, and any such claim made within the time so limited, shall be entertained and determined and may be enforced, in the like manner in all respects as if all the provisions of the earlier scheme had continued in operation.

(3) Any claim made under this section shall take into consideration any payments made in respect to any previous claim and counterclaim in respect of the same land arising out of any previous scheme.

(4) The amount payable to a local authority in respect of the increase in the value of any land shall, save as hereinafter otherwise provided, be payable by the owner of that land and shall be recoverable as a civil debt:

Provided that where at the date of the determination of the amount of increase in value by the Court there subsists any leasehold estate in such property, the Court shall, on the application and at the expense of the owner, apportion the amount of such increase between the fee simple and such other estate or estates, and the amount payable to the local authority in respect of such increase shall be apportioned in the same manner among the several owners of such estates.

(5) Any sum recoverable under this section shall bear interest from the date of determination of such sum at the rate of five per cent per annum. The local authority may agree to accept payment of any such sum by instalments over such period and on such further terms and conditions as the local authority shall deem fit.

(6) The amount due to the local authority and for the time being outstanding in respect of any such increase in value shall constitute a charge on the fee simple or such other estate in respect of which it is payable.

(7) In any case the local authority shall, within three months after the amount payable by the owner or other person has been determined, file with the Registrar of Titles a certified copy of any judgment or order of the Court made under this section and upon registration thereof such judgment or order shall constitute a first charge on the fee simple or such other estate or estates charged by such judgment or order.
Making of claims for compensation or increase in value

32.- (1) A claim under this Act for compensation or in respect of an increase in the value of any land shall be made by serving upon the local authority or person from whom the amount alleged to be payable is claimed, a notice in writing stating the grounds of the claim and the amount claimed.

(2) Subject to the provisions of this Act, a claim under this Act for compensation may be made within twelve months after the date on which the provision giving rise to the claim came into operation or within such longer period as may be specified in the scheme, or in respect of expenditure rendered abortive by the modification or alteration of a scheme, within twelve months after the date on which the action was completed, or the modification or alteration of the scheme became operative:

Provided that in respect of a provision fixing, in relation to any street, a line beyond which no building in that street or proposed street may project, then, subject to any agreement to the contrary, the period within which a claim for compensation may be made in respect of that land shall be a period of twelve months after the date on which a new building is erected on the site in conformity with the line so fixed.

(3) Where it is alleged that land has been injuriously affected by the execution of any work, the period within which a claim in respect of that injurious affection may be made shall be a period of twelve months after the completion of the work.

Special assessment; recovery of expenses

33.- (1) A scheme may provide that the cost or a portion of the cost of any works to be executed as part of the scheme shall be a special charge upon the land within a particular area to the exclusion of the rest of the area to which the scheme applies, and the local authority may, with the approval of the Director first obtained, fix and apportion the amount of the special charge thereon and the persons and times by whom and when the same shall be payable.

(2) Whenever a scheme provides for a special assessment under the provisions of subsection (1), no claim shall be made by the local authority in respect of any increase in value against the owners of land situate within the particular area to which the assessment applies.
34.- (1) Any question arising under this Act as to-

(a) the right of a claimant to recover compensation; or

(b) the right of the local authority to recover any amount in respect of an increase in the value of any land, or by way of a special charge on any land; or

(c) the amount and manner of payment of any such recoverable compensation or amount as aforesaid,

shall, unless the local authority and all persons concerned otherwise agree, be referred to and determined by the Court. The Court shall cause the respective parties to appear before it and it shall be lawful for it to hear and determine the claim in a summary manner, and for that purpose to examine the parties or any of them and their witnesses. The determination by the Court of a claim under this section shall be final and it shall allow such costs as it may think fit.

(2) The Court charged with the duty of determining any claim as aforesaid-

(a) shall have regard to any undertaking which the local authority, or the person against whom the claim is made, may have given; and

(b) if the question arises out of the coming into operation of a substituted scheme, shall take into account any amount which the local authority has paid or is liable to pay, or has recovered or is entitled to recover, in respect of that land by reason of the coming into operation of the original scheme, or any other scheme.

35.- (1) The local authority may, at any time within one month after the date of any award of compensation (whether for land taken, for land injuriously affected by the taking of land or the carrying out of a work or for land otherwise injuriously affected by the operation of any provision of a scheme), give notice to the
claimant of its intention to abandon or modify the proposed taking or the proposed work or the provision of the scheme in respect of the operation of which such award of compensation has been made.

(2) Where such notice has been given, the local authority shall within three months thereafter submit to the claimant and to the provisions altering the scheme by way of such abandonment or modification as aforesaid, and upon approval by the Director of such provisions (whether with or without modification), and upon notification by the local authority to the claimant of such approval and of the provisions so approved, the award of compensation shall be discharged but without prejudice to the claimants right-

(a) to a reasonable sum for his costs of and in connexion with the discharged claim;

(b) to a claim for compensation in respect of the period up to the date when the approval by the Director of such provision was notified by the local authority to the claimant;

(c) to a further claim for compensation in respect of any matter arising out of the provision so approved in like manner as if such provisions were originally part of the scheme.

Award of compensation not enforceable within one month from date of award

36. No award of compensation shall be enforceable until after the expiration of one month from the making thereof, or if notice of abandonment or modification has within that period been given, then, until after the Director has given his decision as to any provisions submitted altering the scheme by way of such abandonment or modification, and such decision has been notified to the claimant.

PART V-PURCHASE AND COMPULSORY ACQUISITION OF LAND

Local authority may purchase land included in scheme

37.- (1) A town council may at any time after a scheme has been finally approved purchase by private treaty the interest of any person in any or all of the land required for the purposes of the provisions of the scheme.
(2) If any owner of any such land does not agree to sell such land under the provisions of subsection (1), the town council shall refer the matter to the Minister in which case the provisions of section 94 of the Local Government Act shall apply.

(Substituted by Order 7th October, 1970.)

(Cap. 125.)

(3) In the event of any owner of land, which under the provisions of a scheme is destined for pooling and redistribution or for the readjustment of the boundaries and areas thereof, not agreeing to the pooling and redistribution of his land or to the readjustment of the boundaries and areas thereof, the town council may, subject to the provisions of subsection (2), acquire such land or any part thereof as is necessary for carrying out such scheme.

(Amended by 14 of 1961, s. 9. and Order 7th October, 1970.)

Utilization of acquired land

38.-(1) Land which has been acquired under the provisions of this Act shall be dealt with in accordance with the scheme:

Provided that dwelling-houses which are acquired for the purpose of demolition under the scheme shall not be evacuated until suitable accommodation for all residents therein is available to the satisfaction of the Director.

(2) Any land which has been acquired under the provisions of this Act may, subject to the provisions of section 39, with the approval of the Director be resold, let, or exchanged.

Resale of land acquired under scheme

39. The vendor of land purchased by private treaty or acquired for the purpose of a scheme shall be entitled to the first offer of sale thereof at a price not greater than the sum for which the same was purchased or acquired together with any increase in value resulting from the scheme. Such price shall, in case of dispute, be referred to the Court for settlement, which shall have jurisdiction to hear and
determine the same. Any such offer shall remain open for a period of one month from the date when it is made.

PART VI-MISCELLANEOUS

Indemnification of Director, members of local authorities and other persons

40. Neither the Director nor any member of a local authority, nor any person acting under the authority of the Director or of a local authority, shall be individually liable to any action, suit or proceedings for or in respect of any act or matter bona fide done or omitted to be done without negligence in the exercise or supposed exercise of his powers under this Act.

(Amended by 22 of 1973, s. 9.)

Power of entry

41. The Director or members of any local authority or any person authorised by any of them in writing shall, for the purposes of this Act, have power at all reasonable times and after giving not less than twenty-four hours notice to the occupier and to the owner, to enter into and upon any premises for the purpose of making any survey or inspection or for the purpose of executing any work authorised by this Act to be executed without being liable to any legal proceedings or molestation whatsoever on account of such entry or of anything done upon such premises in pursuance of this Act.

(Amended by 22 of 1973, s. 10.)

Assault on authorised person

42. Any person who assaults, obstructs, or resists any person duly authorised by the Director, or by a local authority, in lawfully entering upon any land, or in performance of any other act authorised by this Act, or in the performance of his duty, or in the exercise of his powers under the provisions of this Act, shall be liable to a fine of one hundred dollars or to imprisonment for three months.

Service of notices
43.-(1) Any notice, summons, writ or other proceeding at law or otherwise required to be served on the Director or on a local authority for any of the purposes of this Act may be served upon it by delivering it to the Director or to the clerk or other appropriate official of the local authority or by leaving it at the office of the Director or local authority with some person employed there, or by sending it by post in a registered letter addressed to the Director or to such clerk or other appropriate official at his office.

(Amended by 22 of 1973, s. 11.)

(2) Subject to the provisions of subsection (1), any notice, order, or other document required or authorised to be served under this Act may be served either-

(a) by delivering it to the person on whom it is to be served; or

(b) by leaving it at the usual or last known place of abode of that person; or

(c) by sending it through the post in a registered letter addressed to that person at his usual or last known place of abode; or

(d) in the case of an incorporated company or body, by delivering it to the secretary or clerk of the company or body at its registered or principal office, or sending it through the post in a registered letter addressed to the secretary or clerk of the company or body at that office.

(3) Where any such document is to be served on a person by being sent through the registered post it shall be deemed to have been served not later than the twenty-first day succeeding the day on which it was posted, and for proof of such service it shall be sufficient to prove that the letter containing the document was properly addressed, registered and posted.

Penalties not otherwise provided for

44. Unless for any offence a penalty is expressly provided by this Act or by the regulations, any person who commits a breach thereof or disobeys a lawful order of the Director, or of a local authority, shall be liable to a fine of one hundred dollars or to imprisonment for three months.
45. The Minister may make regulations not inconsistent with the provisions of this Act, prescribing all matters which are required or permitted to be prescribed, or which are necessary or convenient to be prescribed, for carrying out or giving effect to the provisions of this Act, and in particular, without prejudice to the generality of the foregoing power, for regulating the procedure to be adopted with respect to-

(a) the preparation or adoption of a town planning scheme, and for any necessary surveys preliminary thereto;

(b) the obtaining of the provisional and final approval of the Director to a scheme;

(c) the modification or alteration of a scheme, or the substitution of a new scheme;

(d) the public notification of schemes;

(e) the making and assessment of claims for compensation, and the determination of the amount of the increase in value of any land;

(f) the inquiries, reports, notices, objections, or other matters required or arising in connexion with the preparation or adoption or approval of a scheme, or preliminary thereto, or in relation to the carrying out of a scheme or the enforcement of the observance of the provisions thereof;

(g) the prescribing of street building lines, and for any necessary surveys preliminary thereto.

(Amended by 37 of 1966, s. 27.)

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SCHEDULE
(Sections 8 and 9)

MATTERS WHICH MAY BE DEALT WITH BY GENERAL PROVISIONS IN A TOWN PLANNING SCHEME

1. Streets, roads, and rights of way generally; and particularly the levels, alteration, widening, closing, diverting, raising, lowering, aligning, re-aligning, grading, re-grading, classifying, re-classifying, naming, renaming, constructing, re-constructing, maintaining, repairing, draining, re-draining, sewering, re-sewering, beautifying, gardening, and tree planting in streets, roads and rights of way, the junctions and intersections of streets, roads, rights of way and the excision of their corners, the laying of sewers, pipes and wires, and the placing of lamps, lamp-posts, monuments, tramway poles, fences, gateways, public signs, notices, and other objects in or on land adjacent to streets, roads and rights of way.

2. Parks and open spaces generally; and particularly public reserves, gardens, playgrounds sports and recreation grounds, drill grounds, aviation grounds, public squares and other open public spaces, and fences, railings, monuments, statues, buildings, and other erections or works on parks, open spaces, public squares, and other public places.

3. Gardens and park spaces for the use of particular parts of the area, and park ways for general use.

4. Public conveniences generally; and particularly churches, schools, educational and recreational institutions, libraries, public buildings, theatres and other places of public entertainment, fountains, public comfort stations, and refreshment kiosks and other buildings.

5. The subdivision of land generally; and in particular any requirements deemed necessary-

(a) in regard to new subdivisions or re-subdivisions of any land (or maps, plans, sections, or particulars thereof) contained within the scheme area, including drainage, size and shape of allotments (or separate parcels of land), and access thereto;
(b) for the classification of, and prescribing and determining any requirements in regard to the length and width of any street, road or right of way according to the use to which such street, road or right of way is likely to be put, or according to the physical features of the land, together with design, method of construction, and cost of completion or alignment of any street, road, or right of way; and

(c) for dealing with or disposing of land acquired under this Act by a local authority, or by any other public body or person.

6. The re-planning and re-construction of the scheme area, or any part thereof, including any provisions necessary for-

(a) the pooling of the lands of several owners (or any lands, roads, streets, or rights of way adjacent or near thereto);

(b) the re-division of such land among such owners;

(c) providing and making new roads, streets or rights of way;

(d) adjusting and altering the boundaries of any such lands, roads; streets, or rights of way;

(e) effecting such exchanges of land, or cancellation of existing subdivisions as may be necessary or convenient for the purposes aforesaid;

(f) adjustment of rights between such owners or other persons interested in such lands, roads, streets, or rights of way;

(g) the vesting of such lands, roads, streets, or rights of way subject or not subject to any rights or trusts; and any other provisions necessary for giving effect to the purposes aforesaid.

7. Buildings generally; and in particular-

(a) the height, location, purpose, dimensions, or the general character of buildings;
(b) the special control and regulation of buildings;

(c) the demolition or alteration of buildings;

(d) the prevention of the erection of ugly buildings which may destroy local amenities;

(e) the prohibition or regulation of the placing, or subject to a reasonable time limit, the continuance, of advertisements, advertising hoardings, illuminated signs and other advertising devices and erections, or other disfigurements;

(f) the placing of new public buildings;

(g) harmony in the exterior designs of buildings.

8. Limiting the number of apartment, tenement, detached, or other dwelling houses to the acre generally or in any particular locality, and the extent to which each subdivision, allotment, or parcel of land is to be built upon, and providing for adequate light and air to the windows of each house, and prescribing other requirements so far as is reasonable for the purpose of securing the convenience and amenity of the scheme area and proper sanitary and hygienic conditions in connexion with any building therein.

9. The making, fixing, and altering and ascertaining of building lines irrespective of the width or alignment of any street, road, or right of way, to secure as far as practicable, having regard to the physical features of the site and the depth of the existing subdivisions, that the distance between the buildings to be erected, or buildings likely to be reconstructed, on opposite sides of the street, road or right of way, shall not be less than that fixed by the scheme, according to the prospective traffic requirements of such street, road or right of way.

10. Classification of the scheme area for residential, commercial, industrial, and other purposes respectively, including the provision of special areas for factories or for carrying on industries generally and for shops, warehouses, stores, stables and other buildings used for commercial or industrial purposes, and fixing the sites for buildings required for any charitable, religious or public purposes, or for public conveniences as mentioned in paragraph 4; and prohibiting the carrying
on of any trade or manufacture, or the erection of any building, in a particular part of the area other than in accordance with the provisions of the scheme.

11. Conservation of the natural beauties of the area, including lakes and other inland waters, banks of rivers, foreshores of harbours, and other parts of the sea, hill-slopes and summits, and valleys.

12. The preservation of historic buildings and objects of historical or scientific interest.

13. Probable routes for railways, tramways, and canals and probable sites for bridges, docks, harbours, piers, quarries, and lighting, water, drainage and sewerage, or any other private or public work or undertaking authorised by statute.

14. Works ancillary to or consequent on the scheme.

15. The extinction or variation of any right of way or easement, public or private, or of any restrictive covenant or covenants affecting land.


17. Facilities for the operation of public utilities and trading undertakings of any local authority or authorised public body, or of any society of public utility.

18. The exercise of the power of the local authority to acquire land or buildings, or to make any agreement or proposal in respect thereto.

19. Power to limit the height, at the corner of any street, road, right of way, of any wall, fence, hedge, tree or shrub or other obstruction, not being an authorised building.

20. Power of a local authority to remove, alter or demolish any building which obstructs the observance or carrying out of the scheme.
21. Power of a local authority to make agreements with owners and of owners to make agreements with one another.

22. Co-operation of a local authority and the owners of land and co-operation between owners of land.

23. The recovery of expenses incurred in giving effect to the scheme.

24. The carrying out and completion of the scheme generally; and particularly the time and manner in which, and the persons and authorities by whom or by which the scheme, or any part thereof, shall be carried out and completed and its observance ensured.

25. Any matter with respect to which under this Act an agreement relating to a scheme may be made.

26. Limitation of time for the operation of the scheme.

27. Any matter necessary or incidental to town planning or housing.

The mention of particular matters in this Schedule shall not be held to prejudice or affect the generality of any other matter.

 Controlled by Ministry of Urban, Housing and Social Welfare

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CHAPTER 139

TOWN PLANNING
SECTION 6-TOWN PLANNING AREA ORDERS

Made by the Governor or the Minister

TOWN PLANNING (BA) ORDER

9th April, 1947 (in force 18th April, 1947), 14th July, 1965

1. This order may be cited as the Town Planning (Ba) Order.

2. The area comprising the town of Ba shall be and is hereby constituted a town planning area to be known as the Ba Town Planning Area.

3. The limits of the town planning area hereby constituted shall be the limits and boundaries of the town of Ba as from time to time declared.

TOWN PLANNING (BA RURAL) ORDER

Orders: 21st July, 1948, 14th July, 1965

1. This Order may be cited as the Town Planning (Ba Rural) Order.

2. The area set out in the Schedule is hereby constituted a town planning area to be known as the Ba Rural Town Planning Area.

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SCHEDULE

BA RURAL TOWN PLANNING AREA
The town planning area hereby constituted shall be all that area of land contained within the circle of radius of two miles from a point being the western corner of Native Grant No. 103 as more particularly delineated on a plan marked "Ba Rural Town Planning Area" and deposited in the office of the Director of Town and Country Planning:

Provided that if any portion of land containing less than 20 acres and described in one instrument of title is intersected by the said circle, the whole of the lands described in such instrument of title shall be deemed to be within the limits of the said area.

Save and except the whole of the land situated within the boundaries of the town of Ba as from time to time declared.

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TOWN PLANNING (DREKETI RURAL) ORDER

Order 16th November, 1971

1. This Order may be cited as the Town Planning (Dreketi Rural) Order.

2. The area set out in the Schedule is hereby constituted a town planning area to be known as the Dreketi Rural Town Planning Area.

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SCHEDULE

DREKETI RURAL TOWN PLANNING AREA

All that portion of land in the tikina of Macuata in the province of Macuata situated wholly within the eastern part of Crown Freehold known as Nasigasiga.
The above described area is more particularly delineated on plan T.P.O. 239 deposited in the office of the Director of Town and Country Planning, Suva and copies of such plan are available for inspection at the offices of the Commissioner Northern, Labasa, and the Labasa Rural Local Authority, Labasa.

TOWN PLANNING (GENERAL) ORDER

Order 29th July, 1971

1. This Order may be cited as the Town Planning (General) Order.

2. The plots of land referred to in the Schedule are hereby constituted a town planning area to be known as the General Town Planning Area.

3. In the interpretation of the Schedule "hotel" means any premises in which accommodation is supplied to or is available to be supplied to persons in exchange for money or other valuable consideration.

SCHEDULE

GENERAL TOWN PLANNING AREA

All those plots of land wheresoever situated not referred to in any other order made under the provisions of section 6 of the Town Planning Act in which hotel or subdivisional development has taken, or is, or is proposed to be, taking place, but excluding any agricultural subdivisions and such other agricultural land as may be generally or particularly specified by the Board by notification in the Gazette.
TOWN PLANNING (LABASA) ORDER

Orders: 30th June, 1947 [in force 4th July, 1947],
14th July, 1965

1. This Order may be cited as the Town Planning (Labasa) Order.

2. The area comprising the town of Labasa shall be and is hereby constituted a town planning area to be known as the Labasa Town Planning Area.

3. The limits of the town planning area hereby constituted shall be the limits and boundaries of the town of Labasa as from time to time declared.

TOWN PLANNING (LABASA RURAL) ORDER

21st July, 1948, 14th July, 1965,
29th Dec., 1966

1. This Order may be cited as the Town Planning (Labasa Rural) Order.

2. The area set out in the Schedule is hereby constituted a town planning area to be known as the Labasa Rural Town Planning Area.

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SCHEDULE

LABASA RURAL TOWN PLANNING AREA
All that area of land situated in the Tikina of Labasa in the Province of Macuata as described hereunder and as more particularly delineated on Plan PP 26 lodged in the office of the Director of Lands, Suva, with copies in the offices of the Macuata Rural Local Authority at Labasa, and of the Director, of Town and Country Planning at Suva.

Commencing at the junction of Nasuvu Creek and Wainikoro Railway approximately 11/2 miles north-east of Labasa Town; thence by Nasuvu Creek upstream to a point near its source adjacent to the source of Wailailai Creek at the eastern corner of Plan M919; thence southerly by a straight line to the ridge above the source of Wailailai Creek; thence southerly by a straight line to Uluinadoga Trigonometrical Station, a distance of approximately 156 chains; thence westerly by a straight line to Uluiibau Trigonometrical Station, a distance of approximately 260 chains; thence westerly by a straight line to Vatia Trigonometrical Station, a distance of approximately 70 chains; thence westerly by a straight line to Uluiibenau Trigonometrical Station, a distance of approximately 171 chains; thence southerly by a straight line for a distance of approximately 114 chains to the south-eastern corner of Plan M1097 at its junction with Wailevu-Naduna Road; thence by the same line prolonged southerly 6½ chains from the centre line of the said road; thence north-westerly by a line parallel to and 6½ chains distant from the centre line of Wailevu-Naduna Road to the northern boundary of Lot 3 on Plan M1628; thence north-westerly by a straight line to Mulomulo Trigonometrical Station, a distance of approximately 75 chains; thence westerly by the southern boundary of Plan M1919 to Tukiro Creek and by that creek downstream to its confluence with the Qaloyaga River; thence upstream by the said river for a distance of approximately 40 chains to the western boundary of Plan M1919; thence northerly by the western boundary of the said plan to its junction with Cuaqalo Creek and by that creek downstream to its confluence with the Qaloyaga River; thence across the said river to a point on the right bank common to Plans M146 and M1919; thence by that common boundary easterly to the south-eastern corner of Plan M146; thence northerly by the eastern boundary of Plan M146 to the north-western corner of Plan M169; thence by the northern boundary of the said plan and by prolongation of that boundary easterly to the Wailevu River; thence downstream by that river to a point on the right bank common to Plans M145 and M77; thence easterly by the southern boundary of Plan M145 to the north-west corner of Lot 5 on Plan M1135 and by the northern boundary of that lot to its north-eastern corner; thence easterly by a straight line for a distance of approximately 19 chains to the north-western corner of Lot 4 on Plan M1018; thence by the northern boundary of Lots 4, 6, land 8 of that plan and by the western and northern boundaries of Plan M1103; thence by the western and northern boundaries of Lot 9 on Plan M1018 and by the north-eastern boundary of Lots 1 and 2 on Plan M2163; thence by the north-eastern boundaries of Lot 2 on Plan M830 and of Plan M920 and by the southern boundary of Plan M1129 to the Labasa River; thence across that river and north-easterly by the bank of the stream linking the Labasa River and the Qawa River and by the right bank of the Qawa River downstream to its confluence with Nasuvu Creek; thence upstream by that creek to the point of commencement.
Save and except the whole of the land situated within the boundaries of the Town of Labasa as from time to time declared.

TOWN PLANNING (LAMI) ORDER

Order 27th April, 1977

1. This Order may be cited as the Town Planning (Lami) Order.

2. The area comprising the Town of Lami shall be and is hereby constituted a town planning area to be known as the Lami Town Planning Area.

3. Limits of the town planning area hereby constituted shall be the limits and boundaries of the Town of Lami as from time to time declared.

TOWN PLANNING (LAUTOKA) ORDER

12th Nov., 1947 [in force 21st Nov., 1947],
14th July, 1965

1. This Order may be cited as the Town Planning (Lautoka) Order.

2. The area comprising the city of Lautoka shall be and is hereby constituted a town planning area to be known as the Lautoka Town Planning Area.
3. The limits of the town planning area hereby constituted shall be the limits and boundaries of the city of Lautoka as from time to time declared.

TOWN PLANNING (LAUTOKA RURAL) ORDER

21st July, 1948, 14th July, 1965

1. This Order may be cited as the Town Planning (Lautoka Rural) Order.

2. The area set out in the Schedule is hereby constituted a town planning area to be known as the Lautoka Rural Town Planning Area.

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SCHEDULE

LAUTOKA RURAL TOWN PLANNING AREA

The town planning area hereby constituted shall be all that area of land contained within the circle of radius of three miles from a point 53 chains due south of Navunibaka Trigonometrical Station as more particularly delineated on a plan marked "Lautoka Rural Town Planning Area" and deposited in the office of the Town Planning Board:

Provided that if any portion of land containing less than 20 acres and described in one instrument of title is intersected by the said circle, the whole of the land described in such instrument of title shall be deemed to be within the limits of the said area.

Save and except the whole of the land situated within the boundaries of the city of Lautoka as from time to time declared.

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TOWN PLANNING (LEVUKA) ORDER

30th November, 1948, 14th July, 1965

1. This Order may be cited as the Town Planning (Levuka) Order.

2. The area comprising the town of Levuka shall be and is hereby constituted a town planning area to be known as the Levuka Town Planning Area.

3. The limits of the town planning area hereby constituted shall be the limits and boundaries of the town of Levuka as from time to time declared.

TOWN PLANNING (NABOUWALU RURAL) ORDER

Order 16th November, 1971

1. This Order may be cited as the Town Planning (Nabouwalu Rural) Order.

2. The area set out in the Schedule is hereby constituted a town planning area to be known as the Nabouwalu Rural Town Planning Area.

SCHEDULE

NABOUWALU RURAL TOWN PLANNING AREA
All that portion of land in the tikina of Vuya in the province of Bua situated in and around Nabouwalu Government Station bounded generally by Wainisevu Creek to the north, Nabouwalu Creek to the South, high water mark on the sea coast to the West and extending inland for approximately 32 chains.

The above described area is more particularly delineated on plan T.P.O. 234 deposited in the office of the Director of Town and Country Planning, Suva and copies of such plan are available for inspection at the Offices of the Commissioner Northern, Labasa, and the Bua Rural Local Authority, Nabouwalu.

TOWN PLANNING (NADI) ORDER

28th March, 1947; 14th July, 1965

1. This Order may be cited as the Town Planning (Nadi) Order.

2. The area comprising the town of Nadi shall be and is hereby constituted a town planning area to be known as the Nadi Town Planning Area.

3. The limits of the town planning area hereby constituted shall be the limits and boundaries of the town of Nadi as from time to time declared.

TOWN PLANNING (NADI RURAL) ORDER

26th March, 1955 [in force 1st April, 1955];

14th July, 1965
1. This Order may be cited as the Town Planning (Nadi Rural) Order.

2. The area set out in the Schedule is hereby constituted a town planning area to be known as the Nadi Rural Town Planning Area.

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SCHEDULE

(Substituted by Order 16th March, 1970.)

NADI RURAL TOWN PLANNING AREA

All that area of land situated in the tikina of Vuda, Nadi, Nawaka and Malomalo in the provinces of Ba, Nadroga and Navosa, extending from Sabeto River to approximately two miles south of Momi village, in varying widths, from the high water mark of the sea coast to approximately half a mile inland of the proposed Suva-Nadi Highway, except that the boundary extends inland for approximately two miles from the Nadi International Airport boundary, including all the islands within a distance of three miles from the sea coast, but excluding Nadi Town and Nadi International Airport as from time to time defined, and all Fijian villages.

The area is more particularly delineated and shown verged red on Plan P.P.71 deposited in the office of the Director of Lands in Suva and available for inspection at the offices of the Permanent Secretary for Urban Development, Housing and Social Welfare, the Director of Town and Country Planning, the Commissioner, Western, and the Secretary, Nadi Rural Authority.

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TOWN PLANNING (NADROGA RURAL) ORDER

Orders 16th September, 1960; 14th July, 1965

1. This Order may be cited as the Town Planning (Nadroga Rural) Order.
2. The area set out in the Schedule is hereby constituted a town planning area to be known as the Nadroga Rural Town Planning Area.

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SCHEDULE

(Substituted by Order 16th March, 1970.)

NADROGA RURAL TOWN PLANNING AREA

All that area of land situated in the tikina of Sigatoka, Baravi, Cuvu and Malomalo in the province of Nadroga and Navosa, extending from the eastern boundary of the said province to approximately two miles south of Momi village, in varying widths, from the high water mark of the sea coast to approximately half a mile inland of the proposed Suva-Nadi Highway including all lands half a mile on either side of Sigatoka Valley Road up to Nakabuta village, and also all the islands within a distance of two miles from the sea coast but excluding the town of Sigatoka, as from time to time declared, and all Fijian villages.

The area is more particularly delineated and shown verged red on Plan P.P.72 deposited in the office of the Director of Lands in Suva and available for inspection at the offices of the Permanent Secretary for Fijian Affairs and Rural Development, the Director of Town and Country Planning, the Commissioner, Western, and the Secretary, Sigatoka Rural Authority.

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TOWN PLANNING (NAUSORI) ORDER

Orders 9th April, 1947 [in force 18th April, 1947],
14th July, 1965

1. This Order may be cited as the Town Planning (Nausori) Order.
2. The area comprising the town of Nausori shall be and is hereby constituted a town planning area to be known as the Nausori Town Planning Area.

3. The limits of the town planning area hereby constituted shall be the limits and boundaries of the town of Nausori as from time to time declared.

TOWN PLANNING (NAUSORI RURAL) ORDER

Orders 26th March, 1955 [in force 1st April, 1955],
14th July, 1965

1. This Order may be cited as the Town Planning (Nausori Rural) Order.

2. The areas set out in the Schedule are hereby constituted a town planning area to be known as the Nausori Rural Town Planning Area.

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SCHEDULE

(Substituted by Order 9th September, 1976)

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NAUSORI RURAL TOWN PLANNING AREA

Eastern Portion

All that area of land in the tikina of Naitasiri, Bau and Nakelo in the Provinces of Naitasiri and Tailevu bounded generally by the Rewa River, the Wainibokasi River, the low water mark of the sea coast and Naduruloulou Agricultural Station on the north-west.
Western Portion

All that area of land in the tikina of Naitasiri and Rewa in the Provinces of Naitasiri and Rewa bounded generally by the Northern boundaries of Suva Rural Town Planning area on one side, and the Waimanu, Rewa and Toga Rivers on the other.

The Planning Area excludes the town of Nausori, as from time to time declared, and is more particularly delineated on plan PP143 kept at the office of the Ministry of Urban Development and Housing, Suva.

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TOWN PLANNING (NAVUA RURAL) ORDER

Order 16th March, 1970

1. This Order may be cited as the Town Planning (Navua Rural) Order.

2. The area set out in the Schedule is hereby constituted a town planning area to be known as the Navua Rural Town Planning Area.

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SCHEDULE

NAVUA RURAL TOWN PLANNING AREA

All that area of land situated in the tikina of Serua, Nuku and Veivatuloa in the provinces of Serua and Namosi, extending from the western to the eastern boundaries of the said provinces respectively, in varying widths, from the high
water mark of the sea coast to approximately half a mile inland of the proposed Suva-Nadi Highway, except that the boundaries between the Taunovo River and Vunimoli and Waikalou Creeks extend from the high water mark of the sea coast to approximately four and a half miles inland of the said Highway, including all the islands within a distance of two miles from the sea coast, but excluding all Fijian villages.

The area is more particularly delineated and shown verged red on Plan PP69 deposited in the office of the Director of Lands in Suva and available for inspection at the offices of the Permanent Secretary for Urban Development and Housing, the Director of Town and Country Planning, the Commissioner, Central and the Secretary, Navua Rural Local Authority.

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TOWN PLANNING (RA RURAL) ORDER

Order 4th July, 1966

1. This Order may be cited as the Town Planning (Ra Rural) Order.

2. The area specified in the Schedule is hereby constituted a town planning area to be known as the Ra Rural Town Planning Area.

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SCHEDULE

RA RURAL TOWN PLANNING AREA

Starting at a point known as Bitutaralagi Trigonometrical Station having zero co-ordinate value of 1039098.67 North and 630312.20 East;

thence in a westerly direction on a bearing of 273 degrees 08 minutes 40 seconds for a distance of 5381 links to a point on the right bank of Wailevu creek;
thence across Wailevu creek to a point on the opposite bank;

thence in a general westerly direction following the left bank of Wailevu creek for approximately 16 chains to a point being the southern boundary of C.T. 3818 known as Nagoro;

thence in a north westerly direction following the southern boundary of the said C.T. 3818 known as Nagoro on a bearing of 316 degrees 25 minutes for a distance of 3482 links to a peg on its western boundary;

thence by a line on a bearing of 298 degrees for a distance of 3650 links to a point on the centre of the Kings Road one chain wide;

thence in a north westerly direction by a line bearing 315 degrees 21 minutes for a distance of 700 links, the said line also being at right angles to the centre-line of the Kings Road;

thence in a general north easterly direction following the Kings Road and being parallel to and distant 700 links from the centre of the road formation to a point across Rakiraki creek on its right bank;

thence following the right bank of Rakiraki creek downstream for approximately 38 chains to its mouth at the sea coast, and thence following the sea coast in a general north easterly direction along the high water mark to a point at a place called Naveiruarua being the westernmost corner of C.T. 2040 known as Volivoli;

thence by line bearing 122 degrees 55 minutes for a distance of 10280 links to a peg on Matanigaga mound;

thence on a line bearing 161 degrees 31 minutes 30 seconds for a distance of 4761.9 links to a peg on the eastern boundary of C.T. 11574;

thence following the eastern boundary of C.T. 11574 by the following lines:-
On a bearing of 186 degrees 50 minutes for a distance of 208 links to an iron peg on a bearing of 211 degrees 13 minutes for a distance of 122.4 links to an iron peg on a bearing of 193 degrees 07 minutes for a distance of 228.3 links to an iron peg on a bearing of 217 degrees 14 minutes for a distance of 145.0 links to an iron peg; thence on a line bearing 200 degrees for a distance of 3350 links to a point on the right bank of Namolau creek;

thence following the right bank of Namolau creek downstream for approximately 18 chains to its junction with the right bank of the Drauniavutia River;

thence crossing the Drauniavutia River to the left bank and following the Drauniavutia River upstream for approximately 56 chains to a point being the southern boundary of R.R. 734;

thence north westerly and generally south westerly by the following lines:-

On a bearing of 311 degrees 15 minutes 40 seconds for a distance of 530 links to an iron peg on a bearing of 253 degrees 13 minutes 40 seconds for a distance of 744.3 links to an iron peg on a bearing of 227 degrees 37 minutes 40 seconds for a distance of 661.7 links to an iron peg on a bearing of 250 degrees 46 minutes 40 seconds for a distance of 320.4 links to an iron peg on a bearing of 217 degrees 16 minutes 40 seconds for a distance of 2847.7 links to Bitutaralagi Trigonometrical Station and being the starting point.

Such area being more particularly shown on plan D.O. 355 lodged in the office of the Director of Lands, Suva.

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TOWN PLANNING (SAVUSAVU) ORDER

Order 19th Nov., 1969

1. This Order may be cited as the Town Planning (Savusavu) Order.

2. The area comprising the town of Savusavu shall be and is hereby constituted a town planning area to be known as the Savusavu Town Planning Area.
3. The limits of the town planning area hereby constituted shall be the boundaries of the town of Savusavu as from time to time declared.

**TOWN PLANNING (SAVUSAVU RURAL) ORDER**


1. This Order may be cited as the Town Planning (Savusavu Rural) Order.

2. The area set out in the Schedule is hereby constituted a town planning area to be known as the Savusavu Rural Town Planning Area.

**SCHEDULE**

**SAVUSAVU RURAL TOWN PLANNING AREA**

All that area of land situated in the Tikina of Nasavusavu, Province of Cakaudrove, the boundaries of which are as follows:-

Starting at Savanivaga Native Lands Commission mound on the western boundary of C.T. 5632 being also the south-eastern corner of C.T. X7/05, 206;

thence in a north-easterly direction on a bearing of 41 degrees 30 minutes for a distance of 48 chains more or less to a point on the common boundary of Certificates of Title 4619 and 4618;

thence in a north-westerly direction on a bearing of 308 degrees for a distance of 18 chains more or less to high water mark of the sea coast; thence in a south-westerly direction following high water mark for a distance of 229 chains more or less to a point on the eastern bank of the Nasisila Creek on the northern boundary of C.T. 5679;
thence in a southerly direction on a bearing of 161 degrees for a distance of 29 chains more or less; thence in a south-easterly direction on a bearing of 104 degrees 30 minutes for a distance of 24 chains more or less to the south-western corner of C.T. 9197; thence in an easterly direction following the southern boundary of C.T. 9197 to the south-eastern corner of said C.T. 9197;

thence in a southerly direction on a bearing of 166 degrees 30 minutes for a distance of 96'/2 chains more or less to Natoika Native Lands Commission mound situate at the south-eastern corner of C.T. 4305;

thence in an easterly direction and crossing the Vatukuro Creek to the western most corner of C.T. 10166 at high water mark of the sea coast;

thence in a general south-easterly direction following high water mark by way of the western boundary of C.T. 10166 and the southern boundary of the Savusavu Airstrip for 74'/2 chains more or less to the right bank of the Waidamudamu Stream;

hence in a north-easterly direction following the right of the Waidamudamu Stream upstream for a distance of 375 links more or less to a point; thence in a northerly direction on a bearing of 336 degrees 20 minutes for a distance of 52 chains more or less and running parallel to the centre line of the Savusavu Airstrip to a point on the left bank of the Vatukuro Creek; thence in a northerly direction following the left bank of the Vatukuro Creek upstream for a distance of 40 chains more or less to the southermost corner of Native Lease 5602 at the junction of the Waivula and Vatukuro Creeks;

thence in a north-easterly direction on a bearing of 36 degrees 30 minutes for a distance of 60'/2 chains more or less to Ranatu Native Lands Commission mound on the common boundary of Lots 16 and 11 as shown more clearly on Native Lands Commission sheet F2, 4;

hence continuing in a north-easterly direction on a bearing of 53 degrees 30 minutes for a distance of 58'/2 chains to Savanivaga Native Lands Commission mound being the starting point. Including Nawi and Bau Islands. Save and except all land within the limits and boundaries of the town of Savusavu as from time to time declared.

SEAAQA RURAL, TOWN PLANNING AREA
1. This Order may be cited as the Town Planning (Seagaqa Rural) Order.

2. The area set out in the Schedule is hereby constituted a town planning area to be known as the Seagaqa Rural Town Planning Area.

SCHEDULE

SEAGAQA RURAL TOWN PLANNING AREA

All that area of land in the tikina of Sasa in the province of Macuata lying about the junction of Natua and Wainikoro-Dama roads and being parts of lots 11 and 12 on Native Lands Commission sheet B/16 2, and bounded generally as follows:

on the north by a straight line more or less in a south-westerly direction from Native Lands Commission mound Draunutavoya 2 to the left bank of Kawakawavau Creek and by the southern alignment of a 25 links wide access reserve; on the east by part of the right banks of Vuniwaitabu Creek and Dreketi River; on the south by part of the right bank of Dreketi River; and on the west by part of the left bank of Kawakawavau Creek.

The area is more particularly shown in red on plan P.P. 141 kept in the office of the Permanent Secretary for Lands and Mineral Resources, Suva, with copies available for viewing in the offices of the Permanent Secretary for Urban Development and Housing, Suva, The Divisional Commissioner Northern and the District Officer, Macuata.

TOWN PLANNING (SIGATOKA) ORDER

Orders 21st Nov., 1959, 14th July, 1965
1. This Order may be cited as the Town Planning (Sigatoka) Order.

2. The area comprising the town of Sigatoka shall be and is hereby constituted town planning area to be known as the Sigatoka Town Planning Area.

3. The limits of the town planning area hereby constituted shall be the limits and boundaries of the town of Sigatoka as from time to time declared.

**TOWN PLANNING (SUVA) ORDER**

*Orders 4th Feb., 1947, 14th July, 1965*

1. This Order may be cited as the Town Planning (Suva) Order.

2. The area comprising the city of Suva shall be and is hereby constituted a town planning area to be known as Suva Town Planning Area.

3. The limits of the town planning area hereby constituted shall be the limits and boundaries of the city of Suva from time to time declared.

**TOWN PLANNING (SUVA RURAL) ORDER**

*Orders 28th Jan., 1948, 14th July, 1965, 27th Apr., 1977*

1. This Order may be cited as the Town Planning (Suva Rural) Order.

2. The area set out in the Schedule is hereby constituted a town planning area to be known as the Suva Rural Town Planning Area.
SCHEDULE

SUVA RURAL TOWN PLANNING AREA

All that area of land situated in the tikina of Suva and Naitasiri in the provinces of Rewa and Naitasiri, extending from the western boundary of the province of Rewa to Marshalls Mountain/Wainibuku Creek, in varying widths, from the high water mark of the sea coast to approximately half a mile inland of the proposed Suva-Nadi Highway and half a mile west of Princes Road; including Wailoku Settlement and all the islands within a distance of two miles from the said sea coast, but excluding the city of Suva and the town of Lami, as from time to time defined and all Fijian villages. The area is more particularly delineated and shown verged red on Plan P.P. 70 deposited in the office of the Director of Lands in Suva and available for inspection at the offices of the Permanent Secretary for Urban Development and Housing, the Director of Town and Country Planning, the Commissioner Central, and the Secretary, Suva Rural Authority.

TOWN PLANNING (TAVUA RURAL) ORDER

Orders 21st April, 1961, 14th July, 1956

1. This Order may be cited as the Town Planning (Tavua Rural) Order.

2. The areas set out in the Schedule are hereby constituted a, town planning area to be known as the Tavua Rural Town Planning Area.

SCHEDULE

TAVUA RURAL TOWN PLANNING AREA

An area bounded as follows:-

Starting at a point being the junction of the left bank of the Nasivi river with the southern boundary of the Fiji Sugar Corporation's railway reserve;
thence in a westerly direction and following the said southern boundary of railway reserve for a distance of approximately 66 chains to high-water-mark of the sea coast; thence in a southerly direction and following side of Queens Road;

thence in a southerly direction for 1 chain crossing Queens Road to the north-western corner of Native Lease 6314 (plan R.R. 752);

thence in a generally southerly direction and following the western boundaries of Native Leases 6314 (plan R.R. 752) 6313 (plan R.R. 752) and 7593 (plan R.R. 848) for a distance of approximately 49 chains to the southernmost corner of said Native Lease 7593;

thence in an easterly direction for a distance of approximately 12 chains crossing Tabavu expired Native Lease 1346 (plan R.R. 293) to the south-western corner of Certificate of Title No. 6159;

thence in an easterly direction and following the southern boundary of said Certificate of Title No. 6159 for a distance of approximately 8 chains to the north-western corner of Native Lease 1474 (plan R.R. 429); thence in a southerly direction and following the western boundary of said Native Lease 1474 for a distance of 14 chains;

thence in an easterly direction by a direct line for a distance of approximately 16 chains crossing said Native Lease 1474 and following the northern boundary of Native Lease 41/321 (plan R.R. 291) and its continuation easterly to the left bank of the Nasivi river;

thence in a northerly direction and following the said left bank of the Nasivi river for approximately 64 chains to the southern boundary of the Fiji Sugar Corporation's railway reserve and being the starting point. Containing an area of 320 acres more or less and being as more particularly delineated on a plan held in the office of the Director of Town and Country Planning at Suva.

TOWN PLANNING (WAINIKORO RURAL) ORDER
1. This Order may be cited as the Town Planning (Wainikoro Rural) Order.

2. The area set out in the Schedule is hereby constituted a town planning area be known as the Wainikoro Rural Town Planning Area.

SCHEDULE

WAINIKORO RURAL TOWN PLANNING AREA

All that portion of land in the Tikina of Labasa in the Province of Macuata situated on the right bank of the Wainikoro River and extending for a maximum distance of approximately twenty-five chains eastwards along part Wainikoro Lagalaga Road and part Daku-Labasa Tramline and extending approximately five chains westward along the said tramline.

The above area is shown verged red and more particularly delineated on plan T.P.O. 233 deposited in the office of the Director of Town and Country Planning, Suva and copies of such plan are available for inspection at the offices of the Commissioner Northern and the Labasa Rural Local Authority, Labasa.

SECTION 7-TOWN PLANNING (INTERIM DEVELOPMENT) REGULATIONS

Regulations 23rd June, 1960 [in force 1st Sept]., 1960),
PART I. PRELIMINARY

Short title

1. These Regulations may be cited as the Town Planning (Interim Development) Regulations.

Application

2. These Regulations shall apply to all town planning areas constituted under the Act, excepting those areas in respect of which a scheme has been approved under section 24 of the Act.

Interpretation

3. In these Regulations, unless the context otherwise requires-

"advertisement" means any word, letter, model, sign, placard, board, notice, device or representation, employed wholly or in part for the purposes of advertisement, announcement or direction, and without prejudice to the foregoing provision includes any hoarding or similar structure used or adapted for use for the display of advertisements, and references to the display of advertisements shall be construed accordingly;

"agricultural land" means land used for farming purposes including horticulture, fruit farming, the growing of crops of all descriptions, dairy farming, bee keeping, poultry keeping and breeding, and the breeding and keeping of livestock;

"building" includes any house, hut, shed, or roofed enclosure, whether used for the purpose of a human habitation or otherwise, and also any, wall, fence, platform, septic tank, staging, gate, post, pillar, paling, frame, hoarding, slip, dock, wharf, pier, jetty, landing stage or bridge or any structure or erection connected with the foregoing;
"business premises" means any building, normally used for the carrying on of any professional, commercial or industrial undertaking, or any undertaking for the provision of services for profit, and without prejudice to the generality thereof includes public restaurants, licensed premises and places of public entertainment; but in the case of any buildings used principally for residential purposes includes only that part of the building normally used as business premises;

"dwelling-house" does not include a flat or tenement building;

"enclosed land" means land which is wholly or for the most part enclosed within a hedge, fence, wall or similar screen or structure, but shall not include any public park, public garden or other land held for the use or enjoyment of the public;

"forestry" includes logging, afforestation and re-afforestation but does not include saw milling;

"front" in relation to a dwelling-house includes any wall of such dwelling house which faces towards a street other than a rear access road;

"industrial building" means a building used for the carrying on of any process for or incidental to any of the following purposes, namely-

(a) the making of any article or part of any article; or

(b) the altering, repairing, ornamenting, fishing, cleaning, washing, packing or canning, or adapting for sale, or breaking up or demolition of any article; or

(c) the getting, dressing or treatment of minerals,

being a process carried on in the course of trade or business other than agriculture, and for the purposes of this definition the expression "article" means an article of any description, including a ship or vessel;

"light industrial building" means an industrial building (not being a special industrial building) in which the processes carried on or the machinery installed are such as could be carried on or installed in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit;
"general industrial building" means an industrial building other than a light industrial building or a special industrial building;

"special industrial building" means an industrial building used for one or more of the purposes specified in Classes V, VI, VII and VIII referred to in the Third Schedule;

"original" means, in relation to a building existing at the commencement of these Regulations as existing on that date; and in relation to a building built after that date, as so built;

"shop" means a building used for the carrying on of any retail trade or retail business wherein the primary purpose is the selling of goods by retail, and includes a building used for the purposes of a hairdresser, undertaker or ticket agency or for the reception of goods to be washed, cleaned, or repaired, or for any other purpose appropriate to a shopping area, but does not include- a building used as a garage, petrol, tilling station, office, or hotel or premises licensed for the sale of intoxicating liquor for consumption on the premises;

"site" in relation to an advertisement, means any land, or any building other than an advertisement as herein defined, on which an advertisement is displayed.

Applications for permission under section 6 of the Act.

4.- (1) An application to a local authority for permission under section 6 of the Act shall be made on a form, submitted in triplicate, as set out in the Fourth Schedule, and shall include the particulars required by such form to be supplied, and be accompanied by a plan sufficient to identify the land to which it relates and such other information, plans and drawings as are necessary to describe the development which is the subject of the application.

(Amended by Regulations, 28th December, 1961.)

(2) An application, expressed to be an outline application, may be made to the local authority for approval in principle for the erection of any buildings, subject to the subsequent approval of the local authority with respect to any matters relating to the sitting, design or external appearance of the buildings, or the means of access thereto, in which case particulars and plans in regard to those matters shall not be required and approval in principle may be granted subject as aforesaid (with or without other conditions) or refused:
Provided that-

(a) no development may be commenced before the permission of the local authority has been granted under section 6 (1) of the Act with respect to the matters reserved in the approval of an outline application;

(b) where the Director is of the opinion that in the circumstances of the case the outline application ought not to be considered separately from the sitting, design or external appearance of the buildings, it shall notify the local authority that it is unable to entertain such application, specifying the matters as to which it requires further information for the purpose of arriving at a decision on the outline application in respect of the proposed development.

PART II.-GENERAL PROVISIONS

Permitted development

5.- (1) Subject to the subsequent provisions of these Regulations, development of any class specified in the First and Second Schedules is permitted by these Regulations and may be undertaken upon land to which these Regulations apply, without the express permission of the local authority under section 6 of the Act:

Provided that the permission granted by this regulation in respect of any such class of development shall be subject to any condition or limitation imposed in the First and Second Schedules in relation to that class.

(2) Nothing in this regulation, or in the First or Second Schedules shall operate so as to permit any development contrary to a condition imposed in any permission granted under section 6 of the Act otherwise than by this regulation.

Conditions applicable to all advertisements

6.- (1) Without prejudice to the power of the local authority to impose additional conditions upon a grant of permission under section 6 of the Act, the standard conditions and 2 set out in Part II of the Second Schedule shall apply without further notice to the display of all advertisements, including those being displayed on the commencement of these Regulations.
(2) For the purposes of this Regulation all advertisements existing at the commencement of these Regulations shall be deemed to be displayed in accordance with permission granted under section 6 of the Act.

Exclusion from "development" of certain changes of use

7. Where land or any building is used for a purpose of any class specified in the Third Schedule, the use of such land or building for any other purpose of the same class shall not be deemed for the purposes of the Act to involve development.

Directions restricting permitted development

8. -(1) If the Director, after consultation with the local authority, is satisfied, whether upon representations made to it by the local authority or otherwise, that it is expedient that development of any of the classes specified in the First and Second Schedules should not be carried out in any particular area, or that any particular development of those classes should not be carried out, unless permission is granted on an application in that behalf, the Director may direct that the permission granted by regulation 5 shall not apply to-

(a) all or any development of all or any of those classes in any particular area specified in the direction; or

(b) any particular development, specified in the direction, falling within any of those classes.

(2) Notice of any direction specifying any particular area given under subparagraph (a) of paragraph (1) shall be advertised in the Gazette and in one or more newspapers circulating in Fiji, and such notice shall contain a concise statement of the effect of the direction and name a place or places where a copy thereof and of a map defining the area to which it relates may be seen at all reasonable hours; and any such direction shall come into force on the date on which notice thereof is first published.

(3) Notice of any direction specifying any particular development given under sub-paragraph (b) of paragraph (1) shall be served by the local authority on the owner and occupier of the land affected, and any such direction shall come into
force on the date on which notice thereof is served on the occupier or, if there is no occupier, on the owner.

Notices relating to revocation and modification of permission

9.- (1) Where a local authority intends to revoke or modify under section 8 of the Act, any permission to develop land previously granted under section 6 of the Act, that authority shall serve notice to that effect on the owner and on the occupier of the land affected, and on any other person who in its opinion will be affected by the revocation or modification of permission.

(2) A notice under paragraph (1) shall specify the reason or reasons for, the revocation or modification of the grant of permission to which the notice refers, and shall prescribe a period (not being less than 28 days from the service of the notice) within which representations in writing may be made to the local authority.

(3) When making application to the Director for the confirmation of a revocation or modification of permission under section 8 of the Act, the local authority shall forward to the Director at the same time copies of all representations made to that authority under paragraph (2), together with a statement of its opinion as to the merits thereof.

(4) The Director shall consider all representations made to the local authority under paragraph (2) and any statement of opinion by the local authority as to the merits thereof, and may confirm, with or without modifications, or disapprove, the revocation or modification of permission.

(5) In the event of the Director confirming, with or without modifications, any revocation, or modification, under subsection (1) of section 8 of the Act, the local authority shall not be liable for any compensation under subsection (3) of that section in respect of any expenditure, loss or damage arising from any work carried out after the date of any notice served by the local authority under paragraph (1).

Orders relating to authorised development

10.- (1) An order made by a local authority under section 9 of the Act shall specify the use which is required to be discontinued, or the conditions under which such
(2) Notice of intention to make an order by a local authority under section 9 of the Act shall be served by that authority on the owner and on the occupier of the land affected, and on any other person who in its opinion will be affected by the order.

(3) A notice served under paragraph (2) shall specify the reason or reasons for the making of the order, and shall prescribe a period (not being less than 28 days from the service of the notice) within which representations in writing may be made to the local authority.

(4) When making application to the Director for the confirmation of an order under subsection (1) of section 9 of the Act, the local authority shall forward to the Director at the same time copies of all representations made to that authority under paragraph (3) together with a statement of its opinions as to the merits thereof.

(5) The Director shall consider all representations made to the local authority under paragraph (3) and any statement of opinion by the local authority as to the merits thereof, and may confirm, with or without modifications, or refuse to confirm the order.

(6) In the event of the Director confirming, with or without modifications, any order under subsection (1) of section 9 of the Act, the local authority shall not be liable for any compensation under subsection (4) of section 9 of the Act in respect of any damage arising from any building or other work carried out on the land by the owner or the occupier after the date of any notice served by the local authority under paragraph (2).

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SCHEDULE

PART I
The following development is permitted under regulation 5 subject to the conditions set out opposite the description of that development in column (2). The references in that column to standard conditions are to the conditions numbered and set out in Part II.

<table>
<thead>
<tr>
<th>Column (1)</th>
<th>Column (2)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Description of Development</strong></td>
<td><strong>Conditions</strong></td>
</tr>
</tbody>
</table>

*Class I- Development within the cartilage of a dwelling-house*

1. The enlargement, improvement or other alteration of a dwelling-house (not being a separate outbuilding) so long as the floor area of the original dwelling-house is not increased by more than 100 square feet or one-tenth, whichever is the greater.

(1) The height of such development shall not exceed the height of the original dwelling-house.

(2) No part of such development shall project beyond the forward most part of the front or the original dwelling-house.

(3) The development referred to in column (1) shall not include any development in relation to a dwelling-house which is subject to a closing order under
section 21 of the Public Health Act, or to a demolition order under section 26 of that Act.

(4) Standard conditions 1, 2 and 3.

(2) the erection, construction of placing, and the maintenance, improvements or other alteration, within the cartilage of a dwelling-house, of any building or enclosure (other than a dwelling-house or garage) required for a purpose incidental to the enjoyment of the dwelling-house as such including the keeping of poultry, bees, pet animals, birds or other livestock for the domestic needs or personal enjoyment of the occupants of the dwelling-house.

(1) The height shall not exceed, in the case of a building with a ridged roof, 12 feet, or in any other case, 10 feet.

(2) No part of such building or enclosure shall project beyond the forward most part of the front of the dwelling-house.

(3) Standard conditions 1, 2, and 3.

Class II- Sunday minor operations

The erection or construction, in materials other than sheet metal, corrugated or otherwise, of gates, fences, walls or other means of enclosure not exceeding 3 feet in height where abutting on a road or public footpath used by vehicular or pedestrian traffic or 7 feet in height in any other case, and the maintenance, improvement or other alteration of any gates, fences, walls or other means of enclosure.

(1) No improvement or alteration shall increase the height above the height appropriate for a new means of enclosure.

(2) Standard conditions 1, 2 and 3.

Class III- Changes of use
Development consisting of a change of use to use as a light industrial building from use as a general industrial building.

Class IV- Temporary buildings and uses

1. The erection or construction on land which building operations are being or about to be carried out in pursuance of permission granted or deemed to be granted under section 6 of the Act, or on adjoining land, of contractors’ huts or storage sheds needed temporarily in connexion with those operations, for the period of such operations.

2. The use of land for any purpose other than the display of advertisement, on not more than 28 days in total in any calendar year, and the erection or placing of movable structures on the land for the purpose and period of that use.

(Amended by Regulations 25th May, 1964.)

Class V-Users of land for recreational purposes

The use of land other than buildings and not within the cartilage of a dwelling-house for the purpose of recreation.

Class VI- Agricultural buildings
The carrying out on agricultural land having an area of more than one acre and comprised in one agricultural holding of building operations, other than the provision and alteration of dwellings, requisite for the use of that land for the purpose of agriculture.

**Class VII - Forestry buildings**

The carrying out on land used for the purposes of forestry of building operations, other than the provision or alteration of dwellings, requisite for the carrying on of those purposes.

**Class VIII - Development for purposes of water transport**

Development required for the purposes of shipping or in connexion with the embarking, disembarking, loading, discharging or transport of passengers, livestock or goods at a dock, pier or wharf except the construction or erection, or reconstruction or alteration as to materially to affect the design or external appearance thereof, of docks, piers and wharves, and of sheds or other roofed enclosures (not being structures required in connexion with the handling of traffic).

**Class IX - Use of aerodrome buildings**

The use of buildings on an aerodrome for purposes connected with the air transport service or other flying activities at such aerodrome.
Class X - Vehicular access

The formation, laying out or material widening of a means of vehicular access to a street, not being a street which is declared as a principal highway under section 3 of the Roads Act.

Class XI - Septic tanks

The construction of septic tanks.

PART II - STANDARD CONDITIONS

1. This permission shall not authorise any development which involves the formation, laying out or material widening of a means of access to a street, which is declared as a principal highway under section 3 of the Roads Act.

2. No development shall be carried out which creates an obstruction to the view of persons using any road used by vehicular traffic at or near any bend, corner, junction or intersection so as to be likely to cause danger to such persons.

3. This permission shall not authorise any development contrary to the provisions of restricting regulations under section 10 of the Civil Aviation Act.

SECOND SCHEDULE

PART I
The display of advertisements of the following classes is permitted under regulation 5 subject to any conditions specified within those classes and to the Standard Conditions set out in Part II.

CLASS I-TRAFFIC SIGNS AND FUNCTIONAL ADVERTISEMENTS OF PUBLIC TRANSPORT UNDERTAKERS

1. Advertisements in the nature of traffic signs employed wholly for the control, guidance or safety of traffic.

2. Advertisements employed wholly for the purposes of announcement or direction in relation to any of the functions of public transport undertakers engaged in the carriage of passengers; being advertisements which are reasonably required to be displayed in the manner in which they are displayed in order to secure the safe and efficient performance or operation of that undertaking.

CLASS II: MISCELLANEOUS ADVERTISEMENTS RELATING TO PREMISES ON WHICH THEY ARE DISPLAYED

1. Advertisements for the purpose of identification; direction or warning with respect to the land or buildings on which they are displayed, and not exceeding two square feet in area in the case of any such advertisement.

2. Advertisements relating to any person, partnership or company separately carrying on a profession, business or trade at the premises where any such advertisement is displayed; limited to one advertisement, not exceeding three square feet in area, in respect of each such person, partnership or company, or, in the case of premises with entrances on different street frontages, one such advertisement at each of two such entrances.

3. Advertisements relating to any institution of a religious, educational, cultural, recreational or medical or similar character, or to any residential hotel, block of flats, club, boarding house or hostel situated on the land on which any such advertisement is displayed; limited to one advertisement, not exceeding twelve square feet in area, in respect of each such premises or, in the case of premises with entrances on different road frontages, two such advertisements displayed on different road frontages of the premises.
CLASS III—CERTAIN ADVERTISEMENTS OF A TEMPORARY NATURE

1. Advertisements relating to the sale or letting of the land on which they are displayed; limited, in respect of each such sale or letting, to one advertisement consisting of a board (whether or not attached to a building) not exceeding twenty square feet in area, or of two conjoined boards, together not exceeding twenty-four square feet in area; no such advertisement, when displayed on a building, to project further than three feet from the face of the building.

2. Advertisements relating to the sale of goods, or the carrying out of building or similar work on the land on which they are displayed, not being land which is normally used, whether at regular intervals or otherwise, for the purpose of holding such sales or carrying out such work; limited to one advertisement not exceeding twelve square feet in area in respect of each such sale of work.

3. Advertisements relating to any event or other matter of a temporary nature in connexion with an activity promoted for non-commercial purposes by or on behalf of any organisation of a religious, educational, cultural, social or recreational character; limited to a display of advertisements occupying an area not exceeding a total of six square feet on any premises.

CLASS IV—ADVERTISEMENTS ON BUSINESS PREMISES

Advertisements displayed on business premises wholly with reference to all or any of the following matters: the business or other activity carried on, the good sold or services provided, and the name and qualifications of the person carrying on such business or activity, or supplying such goods or services on those premises, subject to-

(a) no such advertisements containing letters, figures, symbols, emblems or devices of a height exceeding two feet six inches;

(b) no such advertisements being displayed so that the highest part of the advertisement is above twelve feet from ground level: provided that advertisements of this class on a wall of a building which includes a canopy shall not be permitted by virtue of these Regulations to be displayed above the lowest face of that canopy.
CLASS V-ADVERTISEMENTS DISPLAYED ON ENCLOSED LAND

Advertisements displayed on enclosed land, and not readily visible from land outside the enclosure wherein it is displayed or from any part of such enclosure over which there is a public right-of-way or to which there is a public right-of-access.

PART II-STANDARD CONDITIONS

1. All advertisements displayed, and any land used for the display of advertisements, shall be maintained in a clean and tidy condition to the reasonable satisfaction of the local authority.

2. Any hoarding or similar structure, or any sign, placard, board or device erected or used principally for the purpose of displaying advertisements shall be maintained in a safe condition to the reasonable satisfaction of the local authority.

3. An advertisement for which permission is granted by virtue of regulation 5 (1) shall not be sited or displayed so as to obscure, or hinder, the ready interpretation of any road traffic sign, or so as otherwise to render hazardous the use of any street.

THIRD SCHEDULE

Under regulation 7, where land or any building is used for a purpose of any class specified in this schedule, the use of such land or building for any other purpose of the same class is not deemed for the purposes of the Act to involve development.

Class

*Class I*-Use as a shop for any purpose.

*Class II*-Use as an office for any purpose.

*Class III*-Use as a light industrial building for any purpose.
Class IV—Use as a general industrial building for any purpose.

Class V—Use for any of the following processes:

(i) smelting, calcining, or other reduction of ores or minerals;
(ii) converting, re-heating, annealing, hardening, forging or casting, of iron or other metals;
(iii) galvanizing;
(iv) recovery of metal from scrap;
(v) pickling or treatment of metal in acid;
(vi) chromium plating.

Class VI—Use for any of the following processes:

(i) burning of building bricks;
(ii) lime burning;
(iii) crushing or screening of stone.

Class VII—Use for any of the following purposes:

(i) the distilling, refining or blending of oils;
(ii) the employment of cellulose lacquers (except in garages in connexion with minor repairs);
(iii) paint and varnish manufacture;
(iv) the production of rubber from scrap.

Class VIII—Use for any of the following purposes:

(i) slaughtering of animals;
(ii) extracting or processing animal or fish by-products;
(iii) storing raw hides or skins.

Class IX—Use as a wholesale warehouse, bulk store or repository for any purpose.
Class X - Use as a boarding or guest house, hostel, or a hotel not licensed for the sale of intoxicating liquors for consumption on the premises

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FOURTH SCHEDULE

(Regulation 4)

(Substituted by Regulations, 28th December, 1961.)

TOWN PLANNING ACT

(CHAPERN 139)

APPLICATION FOR DEVELOPMENT PERMISSION

(Section 6)

To the........ Local Authority, being an application for permission to undertake the development described in this application and more particularly shown on the attached plans and specifications.

APPLICANT'S NAME ............................ AGENT (if any) ........

POSTAL ADDRESS ..................................................... -

TITLE OR LEASE NUMBER .................................

(If Lease state whether Crown, Native or Freehold. If Freehold state Plan and Lot number)

APPLICANT'S INTEREST IN SITE ..............................

(e.g. owner, lessee, licensee, prospective purchaser)
IF LEASE STATE NATURE OF TENANCY ............................
(e.g. Residential, Commercial, Industrial, Agricultural)

PLAN AND LOT NUMBER ..................... AREA OF SITE ..........
(where applicable)

STATE THE PURPOSE OF THE DEVELOPMENT ...........................
(e.g. Detached dwelling, Residential building, Shop, Shop with residential accommodation, Replacement of dilapidated building, Service station, Advertising hoarding, etc., etc.)

NAME AND OCCUPATION OF THE PROPOSED OCCUPANT

Applicant’s Signature ..........................
Date

Development permission is granted subject to the following conditions:

Approved Director of Town and Country Planning.

Approved Local Authority

(Three copies of this form must be filled in.)

SECTION 44.-TOWN PLANNING (PRESENTATION AND NOTIFICATION OF SCHEMES) REGULATIONS

Regulations 8th September, 1960.
Made by the Governor in Council

Short title

1. These Regulations may be cited as the Town Planning (Presentation and Notification of Schemes) Regulations.

Scope and presentation of basic surveys

2. A scheme submitted to the Director for provisional approval under subsection (1) of section 18 of the Act shall be accompanied by basic survey maps and an explanatory report in accordance with the requirements of the Director:

Provided that the Director may, in its discretion, dispense with such requirements in relation to any minor modification or alteration proposed to be made to the details of a scheme which has been finally approved under subsection (1) of section 23 of the Act.

Presentation of scheme

3. A scheme submitted to the Director for provisional approval under subsection (1) of section 18 of the Act shall include the following:

(a) a written statement setting out the broad details of the scheme, and containing such provisions as are necessary for its implementation, and for the furtherance of the objects of the Act generally; and

(b) a proposal map or maps drawn up in a form which is in accordance with the requirements of the Director.

Public notification of scheme
4. When the Director has provisionally or finally approved a scheme in accordance with the Act, the local authority shall publicly notify the same by publishing in two consecutive weeks-

(i) an advertisement in the Gazette;

(ii) an advertisement in one newspaper circulating in Fiji,

in whichever of the forms specified in the Schedule is applicable, or to the effect thereof, and shall post a copy of such advertisement at its office.

SCHEDULE

NOTICE WITH RESPECT TO TOWN PLANNING SCHEME

Public notice is hereby given that a town planning scheme for the ................. has been prepared in terms of the Town Planning Act, and has been provisionally approved by the Director of Town and Country Planning.

Particulars of the scheme have been deposited in the ................. and are there open on weekdays for public inspection between the hours of ................. and ................. until and inclusive of the ................. day of ................., 19 .................

Objection to the scheme or any part thereof may be made by way of written notice addressed to the Local Authority at any time not later than the ................. day of ................., 19 ......

Dated at .................this ................. day of ................. 19 .................

for Local Authority

NOTICE WITH RESPECT TO TOWN PLANNING SCHEME
Public notice is hereby given that a town planning scheme for the............. has been prepared in terms of the Town Planning Act, and has been finally approved and sealed by the Director of Town and Country Planning. Particulars of the scheme have been deposited in the offices of............. and are there open for public inspection on weekdays between the hours of .................and............. Dated at.............this ........day of .............,19 .......... 

for Local Authority

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Controlled by Ministry of Urban Development, Housing and Social Welfare
Republic of the Fiji Islands
FIJI ISLANDS

ENVIRONMENT MANAGEMENT ACT 2005

ACT NO. 1 OF 2005

I assent.

[L.S.]

RATU JONI MADRAIWIWI
Acting President

[17th March 2005]

AN ACT

FOR THE PROTECTION OF THE NATURAL RESOURCES AND
FOR THE CONTROL AND MANAGEMENT OF
DEVELOPMENTS, WASTE MANAGEMENT AND POLLUTION
CONTROL AND FOR THE ESTABLISHMENT OF A NATIONAL
ENVIRONMENT COUNCIL AND FOR RELATED MATTERS

ENACTED by the Parliament of the Fiji Islands-

PART 1 - PRELIMINARY

Short title and commencement

1.-(1) This Act may be cited as the Environment Management Act 2005 and comes into force on a date appointed by the Minister by notice in the Gazette.

(2) The Minister may appoint different dates for the coming into force of different sections or Parts of this Act.

Interpretation

2. In this Act, unless the context otherwise requires-

"accredited" means accredited for the purposes of this Act in accordance with the prescribed procedures;
"approving authority", in respect of a development proposal, means a Ministry, department, statutory authority, local authority or person authorised under a written law to approve the proposal;

"carrying capacity" means the optimum population of all forms of life that a habitat or land area can support indefinitely;

"Chairperson" means the Chairperson of the National Council;

"Chief Environmental Inspector" means the person mentioned under section 18;

"Chief Executive Officer" means the Chief Executive Officer of the Ministry responsible for Environment;

"coastal zone" means the area within 30 metres inland from the high water mark and includes areas from the high water mark up to the fringing reef or if there is no fringing reef within a reasonable distance from the high water mark;

"commercial or industrial facility" means-

(a) a person (including Government) who engages in-

(i) providing services; or

(ii) manufacturing, production, processing, transportation, storage and packaging, mining, quarrying, sand extraction, coral mining, tourism, commerce, the preparation or processing of any agricultural produce or food or any other activity undertaken for financial gain,

including any such services or activity conducted at or in residential premises;

(b) the place, land or premises on, at or from which the activities mentioned in paragraph (a) are carried on;

"debt for nature swap" means any debt incurred by a facility on conservation of nature initiatives, that includes compensation to land and resource owners for giving away the right of use of a piece of land and the natural resources for conservation purposes;

"Department" means the Department responsible for Environment;

"development activity or undertaking" means any activity or undertaking likely to alter the physical nature of the land in any way, and includes the construction of buildings or works, the deposit of wastes or other material from outfalls, vessels or by other means, the removal of sand, coral, shells,
natural vegetation, sea grass or other substances, dredging, filling, land reclamation, mining or drilling for minerals, but does not include fishing;

"development proposal" means a proposal for a development activity or undertaking submitted to an approving authority for approval under any written law;

"Director" means the head of the Department;

"EIA Administrator" means the Environment Impact Assessment Administrator mentioned in section 12;

"emergency action" means actions that must be performed immediately, without time for normal planning, design, or review, in order to protect against catastrophic loss of property or life, or serious harm to the environment;

"environment" means:

(a) air, land or water;

(b) all layers of the atmosphere;

(c) all organic or inorganic matter or living organisms; or

(d) the interacting natural or human system that include components referred to in paragraphs (a) to (c);

"environmental audit" means an audit conducted under section 22;

"environmental impact assessment" or "EIA" means the environment impact assessment of a development proposal approved in accordance with Part 4;

"environmental impact assessment process" or "EIA process" means the environment impact assessment process undertaken in accordance with Part 4;

"environmental management committee" means a committee established under section 16;

"environment management unit" means a unit established under section 15;

"Environmental Register" means the Environmental Register established under section 17;

"Environmental Tribunal" means the Environmental Tribunal established by section 56;
"facility" means a commercial or industrial facility;

"foreshore" means the shore of the sea, channels or creeks, that is alternately covered and uncovered by the sea at the highest or lowest tides;

"Fund" means the Environmental Trust Fund established by section 55;

"hazardous substance" means a substance which, due to its nature, condition and quantity is toxic and capable of posing an immediate or long term risk to human health or the environment;

"hazardous waste" means toxic, inflammable, corrosive, reactive, infective or explosive waste, and includes waste which is potentially hazardous to human health or the environment;

"improvement notice" means a notice issued under section 21;

"inspector" means a person designated or declared as such under section 18;

"land" includes messuages, tenements or hereditaments, corporeal and incorporeal, buildings and other fixtures, paths, passageways, watercourses, easements, plantations, gardens, mines, minerals and quarries, the foreshore and seabed or anything resting on the seabed;

"landowner" means the registered proprietor of any land, or of any estate or interest in it or proprietor of any lease or sublease and includes the mataqali or other division or subdivision of Fijians having a customary right to occupy and use any native lands;

"liquid waste" means any discarded or abandoned material which maintains the physical state of continuous volume relatively independent of pressure and which takes the shape of its container at ambient temperature;

"local authority" means-

(a) for urban areas, the appropriate city or town council constituted under the Local Government Act (Cap. 125); or

(b) for rural areas, Rural Local Authorities and the Central Board of Health constituted under the Public Health Act (Cap. 111);

"National Chemical Management Plan" means a plan specifying an overview of existing legal instruments and non-regulatory mechanism for managing chemicals, including their implementation and enforcement;
"National Chemical Profile" means a document specifying a comprehensive overview and assessment of the existing national, legal, institutional, administrative and technical infrastructure related to the sound management of chemicals;

"National Council" or "Council" means the National Environment Council established by section 7;

"National Environment Strategy" means the strategy of that name formulated under section 24;

"National Report" means the National State of the Environment Report prepared under section 23;

"National Resource Management Plan" means the plan of that name formulated under section 25;

"natural resources" means the natural resources of the Fiji Islands set out in the Natural Resource Inventory, and "resources" has a corresponding meaning;

"Natural Resource Inventory" means the inventory of that name established under section 25;

"non-traditional development activity" means development activity requiring the substantial use of modern methods, including machinery and explosives, or materials, including plastics, electricity, petrochemicals, metals, concrete and milled timber;

"non-traditional structures" means permanent or quasi-permanent dwellings, buildings, walls, or shore protective works produced from non-traditional development activities;

"permit" means a permit issued under Part 5;

"packaging" means any product made of any material of any nature to be used for the containment, protection, handling, delivery and presentation of goods from raw materials to processed goods, from the producer to the user or the consumer and includes non-returnable items used for packaging purposes;

"packaging waste" means any packaging or packaging material discarded as waste;

"pollutant" means dredged spoil, solid or liquid waste, industrial, municipal or agricultural waste, incinerator residue, sewage, sewage sludge, garbage, chemical waste, hazardous waste, biological material,
radioactive materials, wrecked or discarded equipment, oil or any oil residue and exhaust gases or other similar matter;

"pollution incident" means the introduction, either directly or indirectly, of a waste or pollutant into the environment, which results in harm to living resources and marine life, hazards to human health, hindrance to marine activities including fishing and other legitimate uses of the sea, impairment of quality for use of water, air or soil, reduction of amenities or the creation of a nuisance;

"prohibition notice" means a notice issued under section 21;

"proponent" means a person or body that proposes to carry out a development activity or undertaking, or is the owner or person having charge, management or control of the development activity or undertaking, and, where a Ministry, department or statutory authority proposes to carry out a development activity or undertaking, means that Ministry, department or authority;

"protected and endangered species" has the meaning given to it in the Protected and Endangered Species Act 2002;

"protecting the environment" means the establishment of measures to ensure the protection of human health, safety, property, legitimate uses of the environment, species of flora and fauna, ecosystems, aesthetic properties and cultural resources, or preventing nuisance or risk of harm to any such value, on a sustainable basis;

"resource management unit" means a unit mentioned in section 13;

"Scheduled Act" means an Act listed in Schedule 1 and includes any subsidiary legislation made under a Scheduled Act;

"scoping" means scoping of a development proposal under Part 4 to determine the scope of the EIA report in order to ensure that the report addresses all relevant issues and concerns arising out of the proposal;

"significant environmental or resource management impact", in relation to a development proposal, means an impact on the environment, either in the context of the setting of the proposed development or in the context of the intensity of the proposed development’s effect on the environment, and includes, but is not limited to-

(a) the degree to which public health and safety are affected;

(b) the degree to which the unique characteristics of the geographic area are affected;
(c) the degree to which effects on the environment are likely to involve controversy;

(d) the degree to which unique or unknown risks are taken;

(e) the degree to which a precedent for future action is created;

(f) the potential for cumulative environmental impacts;

(g) the degree to which the natural functioning of the ecosystem is likely to be inhibited;

(h) the degree to which a cultural, traditional, natural, scientific or historic resource may be threatened;

(i) the potential threat to the existence of protected and endangered species or their critical habitat;

(j) the degree to which fish and wildlife resources of ecological, commercial, subsistence, and recreational importance are jeopardised; or

(k) the extent to which one aspect of use of a resource may conflict or contrary with another aspect of use of that resource;

"special waste" means white goods discarded as waste including waste from chemical metal processing and pharmaceutical or agrochemical wastes;

"sustainable development" means development that meets the needs of the present generation without compromising the ability of future generations to meet their own needs, and implies using resources to improve the quality of human life within their carrying capacity;

"traditional land-use activities" means the use of customary or traditional methods, practices and materials to enhance the occupation or use of land granted through the customary land tenure system, but does not include those activities requiring the substantial use of machinery and explosives and other modern methods or plastics, electricity, petrochemicals, metals, concrete, and milled timber or other modern materials;

"traditional or customary structure" means any dwelling or other building constructed with traditional materials or a combination of traditional and modern materials or the use of traditional or customary methods or a combination of traditional or customary methods and modern methods, but does not include-

(a) any permanent dwelling, building, sea wall or shore protection works produced by modern methods or from modern materials; or
(b) a structure built on a significantly larger scale than those built historically;

"vessel" means a vessel of any type whatsoever operating in the marine environment and includes a hydrofoil, an air-cushion vehicle, a submersible, a floating craft, a hovercraft or a fixed or floating platform or a waterborne craft or any type whatsoever, whether self-propelled or not;

"waste" includes litter, garbage, refuse, excavated and dredged spoil, and other discarded materials including any derelict motor vehicles or parts, waste materials from residential, commercial or industrial facility and from community activities (excluding religious offerings), solid or dissolved material in domestic sewage or other substances in water sources, such as silt, dissolved or suspended solids in industrial wastewater effluent, dissolved materials in irrigation return flows or other common water pollutants;

"white goods" means discarded or obsolete refrigerators, washing machines, dryers, ranges, water heaters, freezers, stoves or any other similar appliances used for domestic, private, industrial or commercial purposes;

"WPC Administrator" means the Waste and Pollution Control Administrator mentioned in section 14.

**Application and purposes**

3.-(1) Without prejudice to section 5 of the [Penal Code](#), this Act extends to the exclusive economic zone within the meaning of the Marine Spaces Act.

(2) The purposes of this Act are-

(a) to apply the principles of sustainable use and development of natural resources; and

(b) to identify matters of national importance for the Fiji Islands as set out in subsection (3).

(3) A person required to perform any function under this Act relating to the use and utilization of natural and physical resources must recognize and have regard to the following matters of national importance:

(a) the preservation of the coastal environment, margins of wetlands, lakes and rivers;
(b) the protection of outstanding natural landscapes and natural features;

(c) the protection of areas of significant indigenous vegetation and significant habitat of indigenous fauna;

(d) the relationship of indigenous Fijians with their ancestral lands, waters, sites, sacred areas and other treasures; or

(e) the protection of human life and health.

(4) A person performing a function under this Act relating to the use of natural resources must have regard to the following:

(a) the traditional owners or guardians of resources;

(b) the maintenance and enhancement of amenity values;

(c) the intrinsic values of ecosystems;

(d) the maintenance and enhancement of the heritage values of building and sites;

(e) the maintenance and enhancement of the quality of the environment;

(f) the finite characteristic of natural and physical resources.

Act binds Government

4. This Act binds the Government.

Non-derogation

5. This Act is in addition to and does not derogate from any other written law.

Contracting out

6.- (1) This Act applies notwithstanding anything to the contrary contained in any contract or agreement.

(2) A contract or agreement that purports to exclude or limit the application of this Act or to exclude or limit the rights or entitlements of a person under this Act is, to that extent, void.
(3) A person who offers an inducement to another person to enter into a contract or agreement whereby that other person would, but for this section, consent or agree to the application of this Act being excluded or limited in respect of that other person, or to waive or limit that other persons rights, benefits or entitlements under this Act, commits an offence and is liable upon conviction to a fine not exceeding $5,000 or to a term of imprisonment not exceeding 12 months or both.

PART 2: ADMINISTRATION

National Environment Council

7.- (1) This section establishes the National Environment Council comprising of:

(a) the Chief Executive Officer, as Chairperson;

(b) the Chief Executive Officers for the Ministries responsible for land, mineral resources, agriculture, fisheries or forests;

(c) the Chief Executive Officer for the Ministry responsible for Fijian Affairs;

(d) the General Manager of the Native Land Trust Board;

(e) the Chief Executive Officer of the Ministry responsible for Health;

(f) the Chief Executive Officer of the Ministry responsible for Tourism;

(g) the President of the Local Government Association;

(h) a member to represent the interests of non-governmental organisations;

(i) 2 members, one to represent the interests of the general business community and one to represent the manufacturing industries; and

(j) a member to represent the interests of the academic community.

(2) The Director shall act as the Secretary of the National Council.

(3) The Minister has the power to appoint persons mentioned in paragraphs (h), (i) and (j) of subsection (1) and such persons must not be public officers.

(4) In the absence of the Chairperson, the Chairperson may, in writing,
designate a Chief Executive Officer of a Ministry who is a member to act as Chairperson.

Functions of the Council

8.- (1) The functions of the Council are-

(a) to approve the National Report;

(b) to approve the National Environment Strategy;

(c) to monitor and oversee the implementation of the National Environment Strategy;

(d) to facilitate a forum for discussion of environmental issues;

(e) to make resolutions on public and private sector efforts on environmental issues;

(f) to ensure that commitments made at regional and international fora on environment and development are implemented;

(g) to advise the Government on international and regional treaties, conventions and agreements relating to the environment; and

(h) to perform any other functions conferred under this Act or any other written law.

(2) The National Council may appoint any technical committee necessary to advise it on matters affecting environmental protection and resource management.

(3) The Council may appoint a committee for coastal zone management to prepare a coastal zone management plan.

(4) The Council shall establish a Resource Owners Committee to advise the Council on any environment matter affecting their resources.

Term of office and remuneration

9.- (1) A member of the National Council appointed under section 7(3) may be appointed for a period, not exceeding 2 years, specified in the instrument of appointment, and is eligible for re-appointment.
(2) A member of the Council or of an advisory committee, other than a public officer, is entitled to sitting allowances and other expenses to be fixed by the Minister after consulting the Higher Salaries Commission.

Meetings of the Council

10.- (1) The National Council must meet at least 4 times a year.

(2) The Chairperson presides at all meetings of the Council, and if the Chairperson is absent for any reason, the acting Chairperson must preside at that meeting.

(3) At a meeting of the Council-

(a) the Chairperson and two-thirds of the other members constitute a quorum;

(b) questions arising must be determined by a majority vote of the members present; and

(c) the Chairperson or the person presiding at a meeting has an ordinary vote and a casting vote.

(4) Subject to this Act, the Council may regulate its own procedures.

(5) The Council must keep proper records of its proceedings.

(6) The Council must prepare an annual report of its operations.

(7) The Minister must cause the annual report of the Council to be laid before each House of Parliament as soon as practicable after receiving it.

Functions, duties and powers of the Department

11.- (1) In carrying out its functions, the Council may require the Department to carry out the following-

(a) to coordinate the formulation and review of National Report;

(b) to coordinate the formulation, review and implementation of the National Environment Strategy (including national environmental and resource management policies);

(c) to implement and carry out the EIA process;
(d) to design and implement policies and programmes on pollution and waste management, abatement and reduction;

(e) to formulate, monitor and enforce environmental standards;

(f) to co-ordinate conservation and management of natural resources;

(g) to facilitate the establishment of environmental units in Ministries, departments, statutory authorities, local authorities or facilities;

(h) to establish and maintain a register of accredited persons;

(i) to provide technical advice on pollution control and abatement methods;

(j) to implement treaties and conventions on environmental and resource management to which Fiji is a party;

(k) to formulate and review a National Resource Management Plan and the Natural Resources Inventory.

(2) For the purposes of subsection (1), the Council may further require the Department to carry out the following duties-

(a) to evaluate environmental and resource management implications of major economic and sectoral policies; and

(b) to review environmental and resource data and environmental audit reports.

(3) For the purposes of carrying out the functions of the Council, the Department has the following powers-

(a) to undertake periodic inspections of any Ministry, department, statutory authority, local authority or facility relating to environmental or resource management;

(b) subject to the powers of the Director of Public Prosecutions, to institute and conduct legal proceedings under this Act in a magistrates' court; and

(c) to appoint lay persons to prosecute offences under this Act or a Schedule Act in a magistrates' court.

*Environmental impact assessment unit*
12. (1) The Department must have a unit responsible for environmental impact assessment consisting of the following public officers—

(a) an Environmental Impact Assessment Administrator; and

(b) other public officers.

(2) If, for any reason the EIA Administrator or person acting in that capacity, cannot perform any powers and functions under this Act or any other written law, the Director may perform those powers and functions.

(3) The unit must examine and process every development proposal which—

(a) is referred to the EIA Administrator by an approving authority;,

(b) may come to the attention of the unit that may have a significant environmental or resource management impact; or

(c) causes, or in the opinion of the Minister, is likely to cause, public concern.

Resource management unit

13. (1) The Department must have a unit responsible for resource management.

(2) The functions of the unit are:

(a) to formulate and review the Natural Resource Inventory after consulting any interested person (including resource owners);

(b) to formulate, implement, monitor and review the National Resource Management Plan in the prescribed manner;

(c) to co-ordinate natural resource management activities;

(d) to maintain a natural resource information database; and

(e) to advise the person or body authorised under a written law to issue permits and approvals for resource use activities within the National Resource Management Plan.
(3) The responsibilities of the unit are-

(a) to establish and maintain a coastal sensitivity atlas for disaster response planning and management;

(b) to undertake periodic inspections of suspected resource management irregularities;

(c) to provide education and awareness on resource management issues; and

(d) to liaise with the public, business community, and non-governmental organisations in relation to resource management issues.

(4) The unit may carry out surveys and inspections, and collate geographic and natural resource information for the purpose of establishing the Natural Resource Inventory;

Waste management and pollution control unit

14. (1) The Department must have a unit responsible for the waste management and pollution control consisting of the following public officers-

(a) Waste and Pollution Control Administrator; and

(b) other public officers.

(2) If, for any reason, the WPC Administrator or person acting in that capacity cannot perform any powers and functions in this Act or any other written law, the Director may perform those powers and functions.

(3) The functions of the unit are-

(a) to administer Part 5;

(b) to formulate, implement, monitor the National Solid Waste Management Strategy;

(c) to develop criteria and guidelines for landfill sites and dumps;

(d) to develop standards for the management of sanitary landfill;
(e) to formulate, implement and monitor strategies for minimization of packaging wastes, special wastes, liquid wastes and any other types of wastes; and

(f) to establish the National Chemical Management Plan based on the National Chemical Profile.

Environmental management units

15. (1) The chief executive officer of a Ministry, department, statutory authority or local authority may, if required by the Department, establish a unit responsible for environmental management.

(2) A unit established under subsection (1) must consist of employees who can effectively undertake-

(a) for a Ministry and department, processing of environmental impact assessments;

(b) formulation and implementation of environmental and resource management policies and implementation programmes;

(c) surveys, inspections and collation of geographic and natural resource information for the purpose of the Natural Resource Inventory;

(d) education and awareness; and

(e) any other duties, functions and responsibilities prescribed by the regulations.

(3) Without prejudice to subsection (1), an environmental management unit in an approving authority is responsible for-

(a) scoping a development proposal if it is to be processed by the authority;

(b) assisting the EIA Administrator in scoping a development proposal if it is to be processed by the EIA Administrator;

(c) reviewing or assisting in reviewing a completed EIA report on the proposal and making comments and recommendations on any management plan, enhancement plan or protection plan in the report;

(d) monitoring and, if necessary, enforcing any environmental or resource management conditions of an approved EIA report; and
(e) processing any development proposal at the request of the EIA Administrator.

**Environmental management committees**

16. (1) A facility must, if required by the Department, establish a committee responsible for environmental management.

(2) The functions of an environmental management committee are:

(a) to facilitate co-operation between the employer and the employees in relation to environmental management at the facility;

(b) to investigate and report on any matter at the facility-

(i) which a member of the committee or a person at the facility considers is, or may constitute, a threat to the environment;

(ii) which has been brought to the attention of the employer as a threat to the environment;

(c) to undertake education and awareness programme of environmental matters at the facility; and

(d) to perform any other functions prescribed by the regulations.

(3) A committee must be comprised of both members of the management and employees.

(4) The employer in respect of a facility that fails to establish a committee under this section commits an offence and is liable on conviction to a fine not exceeding $5,000 or to a term of imprisonment not exceeding 12 months or both.

**Environmental Register**

17. (1) The Department must establish and maintain an Environmental Register for the purposes of this Act into which prescribed matters must be recorded.

(2) A person is entitled to have access to any record or document in the Environmental Register.

**Appointment of inspectors**
18.- (1) The Department must have the following public officers for the purposes of this Act, a Chief Environmental Inspector and other inspectors.

(2) The Chief Executive Officer may appoint any other person or class of persons, other than a public officer, to be inspectors for the purposes of this Act, and such appointment must be notified in the Gazette.

(3) An inspector must carry an identification card while on inspection.

(4) A person who forges or counterfeits an identification card under subsection (3) or uses any forged, counterfeit or false identification card or impersonates the inspector named in an identification card commits an offence and is liable on conviction to a fine not exceeding $5,000 or to a term of imprisonment not exceeding 12 months or both.

Powers of inspectors

19.- (1) An inspector has the following powers-

(a) to conduct any examination or inquiry, including the examination of any plant, substance or thing, to ascertain whether there has been compliance with or breach of this Act or any Scheduled Act;

(b) to take or remove samples of any matter, substance or thing required for analysis in accordance with the prescribed procedures;

(c) to take possession of any machinery, equipment, plant or other thing for further examination or testing or for use as evidence;

(d) to take pictures, photographs or measurements or make sketches or recordings in any form;

(e) to examine any document, in any form, and to make and take copies of such document;

(f) to order that the operation of whole or part of a Ministry, department, statutory authority, local authority or facility be stopped for the purposes of inspection;

(g) to interview any person for the purpose of inspection; and

(h) to exercise any other powers conferred under this Act or any other written law.
(2) At the conclusion of an inspection, the inspector must-

(a) prepare a report on the inspection; and

(b) provide a copy of the report to the Ministry, department, statutory authority, local authority or facility.

(3) In exercising the powers under this Act, an inspector may be accompanied by a police officer, technical specialist or any other person for the purposes of inspection.

(4) If an inspector takes possession of a matter, substance, plant machinery or other item or things from a Ministry, department, statutory authority, local authority or facility, the Ministry, department, statutory authority, local authority or facility may request the Director to make a decision for the return of the matter, substance, plant machinery or other item or things.

(5) Any document or information collected for the purposes of inspection must not be disclosed unless the document or information is disclosed-

(a) for official purposes;

(b) with the consent of the person who provided the document or information or to whom the information relates;

(c) in a court or tribunal; or

(d) in the public interest.

(6) An inspector or any person assisting an inspector under subsection (3) is not personally liable for any act done in good faith in the exercise of any power under this section.

(7) A person who contravenes subsection (5) commits an offence and is liable on conviction to a fine not exceeding $2,000 or to a term of imprisonment not exceeding 6 months or both.

(8) A person who knowingly or deliberately, conceals the location or existence of any matter, substance or plant machinery from an inspector commits an offence and is liable on conviction to a fine not exceeding $5,000 or to a term of imprisonment not exceeding 12 months or both.

Powers of inspectors to enter and inspect
20.- (1) For the purpose of this Act, an inspector may, at any reasonable time-

(a) enter and inspect any facility in respect of which a permit or approval has been issued under this Act to determine whether any activity or undertaking is being carried out in contravention of the permit or approval or a condition of the permit or approval;

(b) enter and inspect any facility where the inspector has reasonable grounds to believe waste or pollutants can be found;

(c) enter and inspect any facility or place where the inspector has reasonable grounds to believe documents or information pertaining to an offence under this Act can be found;

(d) if the inspector has reasonable grounds to believe that a vessel or aircraft is contravening or has contravened this Act, stop and inspect the aircraft or vessel;

(e) require the production of any document or information required to be kept under this Act and any other document or information related to the purpose for which the inspector is exercising a power under this Act.

(2) An inspector may not enter a residential premises except-

(a) with the consent of the owner or person in possession of the premises; or

(b) pursuant to a warrant issued under subsection (3).

(3) If a magistrate is satisfied on affidavit evidence by an inspector that-

(a) it is necessary to enter a residential premises for the purposes of this Act; and

(b) the consent of the owner has not been or cannot be obtained;

the magistrate may issue a warrant authorising the inspector to enter and remain on the residential premises for the purposes of this Act.

(4) An inspector may seize anything found on the residential premises that may be used as evidence of the commission of an offence under this Act.
(5) An inspector who seizes anything from a person under subsection (4) must-

(a) inform the person of the reason for the seizure;

(b) give the person a receipt for the thing that has been seized; and

(c) remove the item to a place of safekeeping and deal with it as if it were seized pursuant to a warrant under subsection (3).

(6) It is a condition of every approval or permit issued under this Act that the holder must permit inspectors to carry out inspections required or authorised by this Act of any facility or place, other than residential premises, to which the approval or permit relates.

(7) An employee of a Ministry, department, statutory authority or local authority or the owner, occupier or employer of a facility in respect of which an inspector is exercising powers under this Act, must-

(a) give the inspector any assistance to enable the inspector to exercise powers and functions under this Act; and

(b) provide any document or information required by the inspector for the purpose of this Act.

Improvement and prohibition notices

21.- (1) If an inspector has reason to believe that a Ministry, department, statutory authority, local authority or facility is contravening or has contravened this Act or a Scheduled Act, the inspector may issue an improvement notice, in the prescribed form, to the Ministry, department, statutory authority, local authority or facility.

(2) If the Director has reason to believe that an immediate threat or risk to the environment is occurring or may occur in any activity or undertaking of a Ministry, department, statutory authority, local authority or facility, the Director may issue a prohibition notice, in the prescribed form, to stop operation of the activity or undertaking.

(3) The Director may cause the prohibition notice to be posted on the place or premises of and served on the Ministry, department, statutory authority, local authority or facility.

(4) A person who fails to comply with an improvement notice or a prohibition notice commits an offence.
(5) A person who removes, obliterates or interferes with a notice posted under subsection (3) commits an offence.

(6) A person who is aggrieved by a prohibition notice may, within 21 days after the notice is issued, appeal to the Tribunal.

Environmental audits

22.-(1) A Ministry, department, statutory authority or local authority responsible for the management of any natural resource must, in the prescribed manner, implement a system of natural resource accounting designed to quantify in financial terms-

(a) the resource capital administered by it;

(b) any expenditure incurred during the audit period in relation to exploitation, extraction or use of the resource; and

(c) any resource loss that has resulted during the audit period.

(2) An environmental auditor must, within the prescribed period, undertake sustainable development assurance audits of a Ministry, department, statutory authority and local authority that are required to implement a system of natural resource accounting under subsection (1).

(3) The environmental auditor in undertaking a sustainable development assurance audit must-

(a) verify that the natural resource accounts of the Ministry, department, statutory authority and local authority have been properly kept;

(b) verify the evaluation of resource capital administered by the Ministry, department, statutory authority or local authority;

(c) verify any expenditure that has been incurred during the audit period;

(d) verify any resource loss that has resulted during the audit period;

(e) determine whether the economic expenditure on resource use has been justified in terms of the net resource loss;

(f) determine whether the exploitation or use of living, renewable and non-renewable resources is within the carrying capacity of the resources; and
(g) provide an evaluation as to whether the Ministry, department, statutory authority or local authority has properly disbursed its annual budget in accordance with the Government's sustainable development policies.

(4) The environmental auditor must prepare and transmit to the Minister within 8 months after the completion of any sustainable development assurance audit, a report upon the examination and audit.

(5) The Minister must cause the report under subsection (4) to be laid before both Houses of Parliament as soon as practicable after receiving the report.

(6) A sustainable development assurance audit must be undertaken by an accredited environmental auditor appointed by the Minister.

(7) The Auditor General shall carry out sustainable development assurance audits required by this section for Ministries and departments.

PART 3 - ENVIRONMENT REPORTS AND PLANS

National State of the Environment Report

23.- (1) The National State of the Environment Report, must be published at least every 5 years.

(2) A Ministry, department and statutory authority must provide any technical assistance and information required by the Department in the formulation and review of the National Report.

(3) The National Report must be formulated, prepared and reviewed in accordance with the prescribed procedures and must contain the prescribed matters.

(4) After consideration of any submissions, the Department must develop a draft of the proposed National Report and circulate it for public review.


National Environment Strategy

24.- (1) The National Environment Strategy must be formulated within 12 months after the approval of the National Report.
(2) The National Environment Strategy must contain the prescribed matters.

**Natural Resource Inventory and the National Resource Management Plan**

25.- (1) The Natural Resource Inventory and the National Resource Management Plan must-

(a) for the Natural Resource Inventory, be formulated or reviewed before the National Report is formulated or reviewed;

(b) for the National Resource Management Plan, be formulated or reviewed soon after the approval of the Natural Resource Inventory; and

(c) be approved by the National Council.

(2) The Natural Resource Inventory and the National Resource Management Plan must be formulated and reviewed in the prescribed manner.

(3) The Natural Resource Inventory and the National Resource Management Plan must contain the prescribed information.

**Right to access reports or plans**

26. A person has the right to access any report or plan prepared under this Part.

**PART 4 - ENVIRONMENTAL IMPACT ASSESSMENT**

**Duties of approving authorities**

27.- (1) An approving authority must-

(a) examine every development proposal received by it; and

(b) determine whether the activity or undertaking in the development proposal is likely to cause significant environmental or resource management impact.
(2) In examining a development proposal, the approving authority must take into account-

(a) the nature and scope of the activity or undertaking in the proposed development;

(b) the significance of any environmental or resource management impact;

(c) whether there exist any technically or economically feasible measures that would prevent or mitigate any adverse environmental or resource management impact; or

(d) any public concern relating to the activity or undertaking.

(3) Any determination under subsection (1) must be submitted as soon as practicable to the EIA Administrator.

(4) If the approving authority determines that the activity or undertaking will cause a significant environmental or resource management impact, the development proposal must be subject to the EIA process and the approving authority must-

(a) for a proposal set out in Part 1 of Schedule 2, send it to the Department for processing by the EIA Administrator;

(b) for a proposal set out in Part 2 of Schedule 2, process the proposal; or

(c) for a proposal set out in Part 3 of Schedule 2, send it to the EIA Administrator to determine whether an EIA is required.

(5) If a development proposal is subject to the EIA process, the approving authority must not approve the proposal or exercise any power, duty, function or responsibility that will permit the activity or undertaking to be carried out unless the EIA report has been approved.

(6) A Ministry, department, statutory authority or local authority that makes its own proposal for development activity or undertaking must refer the proposal to the EIA Administrator for processing under this Part.

(7) An approving authority must send a copy of the assessed EIA report to the EIA Administrator as soon as it has reviewed the report, with the results of the review.

(8) If the EIA Administrator has reason to believe that there is a public
concern relating to the development proposal, the EIA Administrator may require the approving authority to submit the EIA report for consideration to take into account the public concern.

*Environmental impact assessment process*

28.- (1) The environmental impact assessment process for a development proposal must be undertaken as follows-

(a) screening in accordance with this Part;
(b) scoping in accordance with this Part;
(c) preparation of an assessment EIA report under this Part;
(d) reviewing the report under this Part;
(e) decision on the report under this Part; and
(f) in accordance with any other prescribed procedures.

(2) Scoping of a development proposal must be done within 30 days from the date the proposal is received by the EIA Administrator or the approving authority.

(3) Any terms of reference for the EIA study may, in accordance with the prescribed procedures, be prepared by the EIA Administrator, approving authority or a consultant.

(4) The EIA report must be prepared by an accredited consultant at the proponents cost.

(5) If an approving authority is involved in the preparation of an EIA report, the review and approval of EIA must be undertaken by the EIA Administrator or a consultant.

*Contents of EIA reports*

29.- (1) An EIA report must be prepared in accordance with the terms of reference produced under section 28(3).

(2) The contents of an EIA report must include matters required by the terms of reference, mitigation measures and any other prescribed matter.
Reviewing EIA reports

30.- (1) An EIA report must be reviewed-

(a) by a review committee appointed by the EIA Administrator or the approving authority; or

(b) independently by a consultant appointed by the EIA Administrator.

(2) When an EIA report is reviewed, the proponent may be required to invite public comments on the report at the proponents cost, in the manner prescribed by regulations.

(3) A member of the public may inspect and view an EIA report within 21 days after it is submitted to the EIA Administrator or the approving authority.

(4) A decision on an EIA report must be made within 14 days after the period in subsection (3) expires.

(5) The EIA Administrator or the approving authority may, for the purposes of reviewing an EIA report-

(a) request any Ministry, department, statutory authority, local authority, proponent or other person to submit comments in writing on the report;

(b) request copies of any other report, study or document mentioned in the EIA report for the purposes of review;

(c) set up a technical advisory committee to provide advice on any matter contained in an EIA report;

(d) require a proponent to carry out any further study or to submit additional document or information for the purpose of ensuring that the report is accurate.

Approval of EIA reports

31.- (1) After reviewing an EIA report, the EIA Administrator or the approving authority may-

(a) approve the report with or without conditions;

(b) recommend any additional study on the report; or
(c) not approve the report.

(2) If an EIA report is approved under subsection (1), the approval may be subject to the requirement of an environmental cash bond to be deposited into the Fund as a security to cover the probable cost of preventing or mitigating any environmental damage to the area and its surroundings.

(3) If the EIA Administrator or the approving authority reviews an EIA report, the EIA Administrator or the approving authority must within 7 days from the date of the decision on the report notify the proponent of the decision.

(4) A person who disagrees with a decision of the EIA Administrator or approving authority under subsection (1) may, within 21 days from the date of the decision, appeal to the Environmental Tribunal.

(5) An approved EIA is only valid for the specific activity or undertaking in the development proposal for which it was approved, and the approved EIA must not be transferred or used for any other purpose other than the purpose for which it was approved.

Environmental management and monitoring

32.-(1) A proponent must prepare and implement any environmental or resource management plan, monitoring programme, protection plan or mitigation measure that is required as a condition of any approved EIA.

(2) The EIA Administrator or an approving authority, may conduct any inspection to determine compliance with subsection (1).

Development proposals that are subject to an EIA

33.-(1) The EIA Administrator has the power to process the development proposal set out in Part 1 of Schedule 2.

(2) An approving authority has the power to process the development proposal set out in Part 2 of Schedule 2.

(3) A development proposal set out in Part 3 of Schedule 2 does not require any EIA subject to section 27(4)(c).

Public hearings
34.- (1) When the preparation of an EIA assessment is completed, a public hearing must be conducted by the proponent within the vicinity of the area of the proposed development.

(2) Where the Government is the proponent, the Ministry responsible for the development must establish a committee to be responsible for undertaking consultations with all interested parties.

PART 5 - WASTE MANAGEMENT AND POLLUTION CONTROL

Permits to discharge waste or pollutants

35.- (1) A facility must not-

(a) discharge any waste or pollutant into the environment;

(b) handle, store, process, or control any hazardous substance;

(c) produce or generate any waste, pollutant or hazardous substance; or

(d) engage in any activity that may have an adverse impact on human health or the environment,

unless the facility is issued with a permit under this Part.

(2) Notwithstanding section 5, if a provision of any written law is inconsistent with the provision of this Part, the provision of this Part prevails.

Power to issue permits

36.- (1) The WPC Administrator may-

(a) upon application and accompanied by the prescribed fee, grant with conditions or refuse to grant a permit under this Part; or

(b) vary or suspend a permit or conditions of a permit.

(2) A permit issued under this Part may be issued for period of up to 3 years subject to annual inspections carried out by virtue of this Act.

Facilities without permits
37.- (1) Where a facility not issued with a permit under this Part, causes
damage to the environment through discharge of waste or pollutant from
the facility, activity or undertaking, the facility is liable for inspections or
remedial actions under this Part.

(2) If the WPC Administrator has reason to believe that a facility is
operating without a permit, the Administrator may issue a notice to the
facility requiring it to apply for and obtain a permit.

(3) A facility that fails to comply with the notice issued under subsection
(2) commits an offence after the period specified in the notice expires, and
is liable on conviction to a fine not exceeding $100,000.

Power to inspect and issue notices

38.- (1) If the WPC Administrator has reason to believe that a permit or a
condition of the permit has been breached, the Administrator may, with a
warrant issued by a magistrate, enter and remain on the facility for the
purposes of inspecting, assessing and determining the nature and extent of
the breach.

(2) If after inspection under subsection (1) the WPC Administrator is
satisfied that the permit or a condition of the permit has been breached, the
Administrator may-

(a) if the breach is a minor one, require the facility to remedy the breach
within a reasonable period; or

(b) if the breach is a serious one, issue a fixed penalty notice and a
remedial notice setting out steps necessary to remedy the breach.

(3) The Minister may prescribe the penalties for a fixed penalty notice.

(4) If the penalties specified in the fixed penalty notice are paid in full, the
facility is indemnified from any further liability arising out of that
particular breach except for any liability under the remedial notice.

(5) If the facility fails to carry out the remedial action to the satisfaction of
the WPC Administrator, the Administrator may undertake the remedial
action to be paid for by the owner of the facility and any amount expended
by the Administrator is to be regarded as a debt recoverable in court.

(6) If, for any reason, the Administrator is unable to carry out remedial
action, the Administrator may apply to the court for an order compelling
the facility to carry out the remedial action at its own cost.

Order to stop work

39.- (1) The WPC Administrator may-

(a) in the case of an emergency situation, issue to a facility an order to
stop work or operation for up to 72 hours; or

(b) if a breach determined under this Part warrants an order for stop work
or operation, apply to the court for an order to stop work or operation.

(2) For the purposes of subsection (1)(a), the WPC Administrator must as
soon as practicable obtain a court order to extend the period of the order.

(3) If an order to stop work or operation is issued-

(a) the permit (including conditions) is deemed to be suspended; and

(b) the facility must be issued with a remedial notice.

(4) A facility may apply to the court to remove the order to stop work or
operation, and the court may only grant the application if it is satisfied
that-

(a) the emergency or breach has ceased;

(b) the facility has remedied the emergency or breach; or

(c) the WPC Administrator is satisfied that the emergency or breach has
been adequately controlled.

(5) If the court removes the order to stop work under subsection (4), the
WPC Administrator may, upon application, re-instate the permit deemed
to have been suspended under subsection (3)(a).

(6) In this section, "emergency situation" means any uncontrolled,
unplanned or accidental release of waste or pollutant into the environment
or any reasonable likelihood of release of waste or pollutant that may
affect the environment, human life or health or the environment on which
human health depends, and includes-
(a) soil contamination and devaluation of land;

(b) accidental spills of hazardous substances;

(c) contamination of nearby watercourse;

(d) contamination of aquifer (underground water) or drinking water when there are artesian wells in the affected area;

(e) introduction of toxic substances;

(f) any other incidents (including a failure, accidents, sabotage) that may cause environmental damage.

Environmental emergency declaration

40.-(1) Notwithstanding section 39, if the Minister considers that an emergency has arisen in an area in relation to a pollution incident, the Minister may, with the approval of the Cabinet, declare an environmental emergency in that area, by order in the Gazette.

(2) As soon as an emergency is declared under subsection (1), the Minister must establish an inter-agency emergency committee to co-ordinate the remedial emergency action under the direction and control of the Chief Executive Officer.

(3) The Minister may make regulations (the "Environment Emergency Regulations") which-

(a) specify the conditions which apply to an emergency area declared under this section;

(b) prescribe the signage to designate the area;

(c) prescribe the method of securing the area;

(d) prescribe the conditions for entry into the area and the activities which may and may not be conducted in the area;

(e) regulate the use of the area for a specified period after the lifting of emergency situation; and

(f) any other matter necessary for the purposes of such emergency.

(4) Environment Emergency Regulations may confer on the Chief Executive Officer or other public officer or persons authorised by the
Chief Executive Officer powers additional to those conferred by this Act, and in particular may-

(a) empower the Chief Executive Officer to requisition the use of any conveyance or equipment which the WPC Administrator considers would be of assistance in preventing the pollution incident;

(b) empower the Chief Executive Officer or any officer to enter upon any land at any time in order to ascertain the cause of the pollution incident;

(c) prohibit or restrict the use of any facility to the extent specified;

(d) prohibit or restrict, subject to conditions, the movement of persons or conveyances.

(5) Environmental Emergency Regulations must specify an expiry period.

Appeal

41. If a facility disputes any remedial action required to be carried out under this Part, the facility may appeal to the Tribunal.

PART 6 - OFFENCES AND PENALTIES

Limitation period for offences

42. No proceedings for an offence under this Act may be commenced 3 years after-

(a) the date on which the offence was committed; or

(b) the date on which evidence of the offence first came to the attention of the Department,

whichever is the later.

Offence of undertaking unauthorised developments

43.- (1) A person who carries out any development activity or undertaking which is subject to the EIA process without an approved EIA report, commits an offence and is liable upon conviction to a fine not exceeding $750,000 or to a term of imprisonment not exceeding 10 years or both.
(2) If a person is found to be undertaking a development activity under subsection (1), the Director may apply to the court for an order to stop work.

(3) A person who contravenes-

(a) any requirement under Part 4; or

(b) a condition for the approval of a development proposal or an approved EIA report,

commits an offence and is liable upon conviction to a fine not exceeding $250,000 or to a term of imprisonment not exceeding 3 years or both.

Other offences

44.-(1) A person who-

(a) wilfully or deliberately, provides false or misleading information in a material particular if required under this Act;

(b) wilfully or deliberately, fails to submit any report or provide any document or information if required under this Act;

(c) wilfully or deliberately, submits any false or misleading report in respect of any test or inspection required under this Act;

(d) for the purpose of procuring anything to be done or not to be done under this Act, whether for his or her own benefit or for the benefit of any other person, wilfully or deliberately, makes a statement that is false in a material particular;

(e) hinders or obstructs any other person exercising or attempting to exercise powers or carrying out duties under this Act or any Scheduled Act;

(f) fails to give all reasonable assistance to any other person exercising powers or carrying out duties, or attempting to do so, under this Act or any Scheduled Act;

(g) contravenes a term or condition of an approval or permit issued under this Act; or
(h) fails to comply with any notice, order, permit, requirement or condition imposed under this Act,

commits an offence and is liable on conviction to a fine not exceeding $10,000 or to a term of imprisonment not exceeding 2 years or both.

(2) A person who obtains accreditation under this Act by making a false declaration commits an offence and is liable on conviction to a fine not exceeding $2,000 or to a term of imprisonment not exceeding 6 months or both.

(3) A person who falsely holds himself out as being accredited under this Act commits an offence and is liable on conviction to a fine not exceeding $2,000 or to a term of imprisonment not exceeding 6 months or both.

Pollution offences

45.-(1) A person who, without lawful authority or reasonable excuse (the offender shall prove lawful authority or reasonable excuse), causes or contributes to the discharge of a waste or pollutant from any vessel, aircraft or facility commits an offence and is liable on conviction-

(a) for a first offence, to a fine not exceeding $250,000 and to a term of imprisonment not exceeding 3 years or both;

(b) for a second or subsequent offence, to a fine not exceeding $750,000 and to a term of imprisonment not exceeding 10 years or both.

(2) A person who, knowingly or intentionally or with reckless disregard to human health, safety or the environment, causes a pollution incident that results in harm to human health or safety, or severe damage to the environment commits an offence and is liable on conviction to a fine not exceeding $1,000,000 or to life imprisonment or both.

(3) Where a body corporate is convicted under this section the maximum penalty is 5 times the fine specified for that offence.

General penalties

46. A person who commits an offence against this Act for which no penalty is provided is liable on conviction to a fine not exceeding $5,000 or to a term of imprisonment not exceeding 12 months or both.
47.- (1) The court, when convicting a person for an offence under this Act and having regard to the nature of the offence and the circumstances surrounding its commission, may, in addition to any penalty imposed, make an order-

(a) prohibiting the person from doing any act or engaging in any activity or undertaking that may result in the continuation or repetition of the offence;

(b) ordering work to stop temporarily or permanently, on any activity or undertaking on a development proposal;

(c) ordering the restoration of the area on which any activity or undertaking on a development proposal is taking place, to as near to its original condition with the cost to be borne by the proponent;

(d) carrying out of improvement or remediation work on the area with the cost to be borne by the proponent;

(e) directing the person to pay into the Fund costs and other expenses associated with any inspection, audit or investigation undertaken in respect of the offence;

(f) directing the person to pay into the Fund a refundable security for costs to ensure compliance with an order made under this section;

(g) directing the seizure and forfeiture of any vessel, aircraft or thing used in the commission of an offence; or

(h) requiring the person to comply with any other condition the court considers appropriate in the circumstances.

(2) If a person is convicted of an offence under this Act, the court may, when sentencing the offender and on the application by a person aggrieved, order the convicted person to pay to the person aggrieved-

(a) compensation for loss or damage to property or income proved to have been suffered by that person as a result of the commission of the offence; or

(b) the cost of any preventative or remedial action proved to have been reasonably taken or caused to be taken by that person as a result of the act or omission that constituted the offence.
(3) An order under paragraph (a) or (b) of subsection (1) is enforceable as if it were an injunction.

(4) An order under this section relating to payment of money is enforceable as if it were a judgment debt and recoverable in a court.

(5) If a person fails to comply with a court order made under this section relating to restoration, improvement or remedial action of an area, the Department may undertake the restoration, improvement or remediation of the area, and the cost shall become a debt recoverable in the court (including using the security for costs deposited in the Fund).

Employee protection

48.- (1) No employer may-

(a) dismiss or threaten to dismiss an employee;

(b) discipline or suspend an employee;

(c) impose a penalty on an employee; or

(d) intimidate or coerce an employee,

only because the employee has reported a contravention of this Act.

(2) An employer who contravenes subsection (1) commits an offence and is liable on conviction to a fine not exceeding $5,000 or to a term of imprisonment not exceeding 12 months or both.

Defence

49. It is a defence to a proceedings involving the discharge or emission of a waste or pollutant from a facility if the facility establishes that it took all reasonable measures to prevent the discharge or emission of the waste or pollutant.

Civil claims and damages

50.- (1) A person who has suffered loss which includes contracting health-related problems as a result of any pollution incident may institute a civil claim for damages in a court, which may include a claim for-
(a) economic loss resulting from the pollution incident or from activities undertaken to prevent, mitigate, manage, clean up or remedy any pollution incident;

(b) loss of earnings arising from damage to any natural resource;

(c) loss to or of any natural environment or resource;

(d) costs incurred in any inspection, audit or investigation undertaken to determine the nature of any pollution incident or to investigate remediation options.

(2) A claim under this section may be set off against any compensation paid under section 47(2).

**Liability of corporations and directors**

51. If a corporation commits an offence under this Act, a director, officer, employee or agent of the corporation who directed, authorised, assented to, acquiesced in or participated in the commission of the offence also commits the offence, and is liable to the penalty prescribed for the offence, whether or not the corporation has been prosecuted or convicted.

**Priority of penalty or damages in cases of bankruptcy**

52. Notwithstanding any other written law, if a corporation commits an offence under this Act, penalties or damages awarded under this Act have priority over any secured or preferred claim lodged in any action for bankruptcy against the corporation.

**Evidence**

53.- (1) A report prepared and signed by an inspector or other person carrying out an inspection of a facility under this Act stating that-

(a) the condition of the facility or its equipment; or

(b) the environmental management or pollution prevention activity undertaken at the facility,

does not meet the requirements of this Act or the permits or conditions of permits issued under this Act, is evidence of the matters stated in the
(2) In a prosecution for an offence under this Act it is sufficient proof of the offence against an offender to establish that the offence was committed by an employee or agent of the offender, whether or not the employee or agent is identified or prosecuted for the offence.

(3) A certificate of an accredited analyst stating that he or she has analysed or examined a matter, substance or product and stating the result of the analysis or examination is evidence of the matters contained in the certificate and of the correctness of the result of the analysis or examination.

(4) Notwithstanding subsection (3), the party against whom a certificate of an analyst is produced may, with the leave of the court, require the attendance of the analyst for the purposes of cross-examination.

(5) No certificate of an analyst is to be received in evidence unless the party intending to produce it has given to the party against whom it is intended to be produced reasonable notice of the intention together with a copy of the certificate.

PART 7 - MISCELLANEOUS

Institution of proceedings

54.- (1) Any person may institute an action in a court to compel any Ministry, department or statutory authority to perform any duty imposed on it by this Act or a Scheduled Act.

(2) Where harm is caused by the emission of pollutant or waste from a vessel, aircraft, facility or thing and the owner cannot be located or is not known, a charge for an offence or a claim under this Act may be initially instituted in the name of the vessel, aircraft, facility or thing until the owner is identified.

Environmental Trust Fund

55.- (1) This section establishes an Environmental Trust Fund, into which shall be paid-

(a) money appropriated by Parliament;

(b) any environmental bond;
(c) any contribution or donation;

(d) fines of fixed penalties; or

(e) any other money required under this Act or any other written law to be paid into the Fund.

(2) The Department is to administer the Fund for the following purposes-

(a) payment for debts for nature swaps;

(b) payment for necessary expenses incurred in the negotiation, monitoring (including the retention of technical experts), investigation or analysis of any matter or the undertaking of any environmental monitoring or audit programme;

(c) payment for environmental rehabilitation work;

(d) payment for research programmes;

(e) if necessary, payment for refund of environmental bonds and security of costs;

(f) payment of rewards under this Act.

(3) The money standing to the credit of the Environmental Trust Fund may be paid out in accordance with the prescribed rules consistent with the requirements of the Financial Management Act 2004.

Environmental Tribunal

56.- (1) This section establishes an Environmental Tribunal comprising of-

(a) a legal practitioner qualified for appointment as a judge, as Chairperson, appointed by the Judicial Service Commission; and

(b) 2 other members, appointed by the Minister.

(2) The Tribunal may hear and determine any appeal referred to it under this Act or any other written law.

(3) The Tribunal may confirm or dismiss the appeal.
(4) In hearing an appeal, the Tribunal may state a case to the High Court for its opinion.

(5) The Chairperson and members of the Tribunal are entitled to allowances fixed by the Minister after consulting the Higher Salaries Commission.

(6) The Chief Justice may make rules and procedures of the Tribunal.

Exemption from liability

57. Any person who, in good faith, performs any duty, function or responsibility or exercises any power or issues any notice or order or enforces a notice or order under this Act is not personally liable for such act.

Power to give directions

58. The Minister may give specific or general policy directions to the Council.

Power to delegate

59. The Council, Director or an Administrator may delegate his powers, functions and duties under this Act subject to sections 31A to 31C of the Interpretation Act.

Rewards

60. A person who provides information or evidence under this Act upon which a breach of a permit or order or condition of permit or order or a breach by a facility not issued with a permit under this Act is successfully established or upon which a person is convicted for an offence under this Act is entitled to be paid a reward determined by the National Council.

Regulations

61. (1) The Minister may make regulations to give effect to the provisions of this Act, and in particular—

(a) to prescribe forms, fees and charges for the purposes of this Act;
(b) to provide for procedures relating to taking of samples under this Act;

(c) to regulate mediation and arbitration for the purposes of this Act;

(d) to prescribe other procedures and rules for the Tribunal;

(e) to prescribe minimum educational and professional requirements for any inspector, analyst, environmental auditor or laboratory required to perform any function under this Act;

(f) to regulate the accreditation of environmental consultants, auditors, mediators, remediation experts, analysts and laboratories;

(g) to regulate other matters relating to environmental audit;

(h) to prescribe procedures for environmental impact assessment in respect of any particular class of development proposal and procedures for the preparation of, or criteria for, approval of an EIA report;

(i) to prescribe the format or contents of any report or plan required under this Act;

(j) to prescribe information to be contained in an order to stop work on any development activity or undertaking or an order to restore or improve an area;

(k) to amend Schedule 1 or Schedule 2.

(2) Any regulation made under this Act may prescribe penalties not exceeding $10,000 or for a term of imprisonment not exceeding 2 years or both for an offence created under the regulation.

(3) The Minister may, after consulting the relevant Minister responsible for Fijian Affairs, land, mineral resources, agriculture, fisheries, or forestry, make regulations-

(a) to provide procedures for formulation, implementation and review of the Natural Resource Inventory and the National Resource Management Plan;

(b) to implement the National Resource Management Plan;

(c) to establish a system of approval or permit required for any natural resource area under the National Resource Management Plan;

(d) to establish enforcement mechanisms;
(e) to establish guidelines, standards and procedures for the conservation, protection or rehabilitation of any land, river or marine area.

Guidelines

62. The Director, with the approval of the Minister, may issue written guidelines setting out-

(a) criteria to be followed by the EIA Administrator or approving authorities in approving EIA reports;

(b) procedures for processing development proposals in respect of environmental impact assessment, by approving authorities;

(c) procedures for undertaking the monitoring of compliance with any conditions of an approval under Part 4;

(d) any other purpose required to give effect to Part 4.

Transitional and savings

63.- (1) For the purposes of section 6, this Act applies to any contract entered into before the commencement of this Act, to the extent that the contract is inconsistent with the requirements under this Act.

(2) The first National Report must be formulated and approved within 12 months of coming into force of this Act, and any other report or plan required for the purpose of this Act must be prepared as soon as practicable after the coming into force of this Act.

(3) For the purposes of Part 4, a proposed development that has been approved by an approving authority but the work on the proposal has yet to start, the proposal must be subject to the EIA process under Part 4.

(4) For the purposes of Part 5, an existing facility that is discharging any waste or pollutant must apply for a permit required under Part 5 within 12 months of the coming into force of this Act.

(5) Notwithstanding subsection (4), an existing facility that contravenes the requirement of this Act when this Act comes into force is subject to any enforcement provisions under this Act.
SCHEDULE 1  
(Section 2)  

ENVIRONMENT AND RESOURCE MANAGEMENT ACTS

1. Factories Act (Cap. 99)  
2. Fisheries Act (Cap. 158)  
3. Forest Decree 1992  
4. Ionizing Radiations Act (Cap. 102)  
5. Litter Decree  
6. Marine Spaces Act (Cap. 158A)  
7. Mining Act (Cap. 18)  
9. Petroleum Act (Cap. 190)  
10. Public Health Act (Cap. 111)  
11. Rivers and Streams Act (Cap. 136)  
12. Quarries Act (Cap. 147)  
13. Sewerage Act (Cap. 128)  
14. Town Planning Act (Cap. 139)  
15. Water Supply Act (Cap. 144)

SCHEDULE 2  
(Section 27)  

DEVELOPMENT PROPOSALS  

PART 1 - APPROVED BY EIA ADMINISTRATOR

1. The following development proposals are to be approved by the EIA Administrator-

(a) a proposal that could result in erosion of any coast, coastline, beach or foreshore;  

(b) a proposal that could result in the pollution of any marine waters, ground water, freshwater body or other water resource; 

(c) a proposal that could result in the contamination or degradation of any agricultural area or land important for agriculture;  

(d) a proposal for construction of an airport; 

(e) a proposal for construction of a hotel or tourist resort;
(f) a proposal for mining, reclaiming of minerals or reprocessing of tailings;

(g) a proposal for construction of a dam, artificial lake, hydro-electric scheme or irrigation project;

(h) a proposal for heavy industrial development or noxious industrial development;

(i) a proposal for commercial logging or for a saw milling operation;

(j) a proposal that could alter tidal action, wave action, currents or other natural processes of the sea, including but not limited to reclamation of the sea, mangrove areas, foreshore, rivers or creeks, or construction of a jetty, dock, wharf, pier or bridge;

(k) a proposal that would introduce pollutants or properties to the air that are disagreeable or potentially harmful to people and wildlife;

(l) a proposal that could jeopardize the continued existence of any protected, rare, threatened or endangered species or its critical habitat or nesting grounds;

(m) a proposal that could deplete populations of migratory species including, but not limited to, birds, sea turtles, fish, marine mammals;

(n) a proposal that could harm or destroy designated or proposed protected areas including, but not limited to, conservation areas, national parks, wildlife refuges, wildlife preserves, wildlife sanctuaries, mangrove conservation areas, forest reserves, fishing grounds (including reef fisheries), fish aggregation and spawning sites, fishing or gleaning areas, fish nursery areas, urban parks, recreational areas and any other category or area designated by a written law;

(o) a proposal that could destroy or damage an ecosystem of national importance, including, but not limited to, a beach, coral reef, rock and gravel deposit, sand deposit, island, native forest, agricultural area, lagoon, sea-grass bed, mangrove swamp, natural pass or channel, natural lake or pond, a pelagic (open ocean) ecosystem or an estuary;

(p) a proposal that would result in the introduction of genetically modified organisms or of non-native species that could compete with or destroy any native species;

(q) a proposal for the construction of a landfill facility, composting plant, marine outfall or waste water treatment plant;

(r) a proposal that involves dredging or excavating a river bed;
(s) a proposal that is controversial from an environmental standpoint, or is not supported for environmental or resource management reasons by a significant number of representatives from the local community, local government, churches, villages and other groups;

(i) a proposal that could lead to the depletion of non-renewable resources;

(ii) a proposal that could challenge or contravene established customary controls over the use of natural resources;

(iv) a proposal that could result in any trans-boundary movement of wastes that could have an impact on human health, the environment or natural resources in any neighbouring country;

(w) a proposal financed by an international or local development finance institution and which requires an EIA as a condition of the finance;

(x) a proposal for farming or agricultural method or system that could result in the contamination or degradation of any agricultural area or land important for agriculture;

(y) a proposal for a residential subdivision for more than 10 lots.

PART 2 - APPROVED BY APPROVING AUTHORITY

1. The following development proposals are to be approved by an approving authority-

(a) a proposal that requires processing only because it could endanger or degrade public health or sanitation;

(b) a proposal that requires processing only because it could harm or destroy important cultural resources including, but not limited to, archaeological sites, cemeteries, historic sites and landmarks;

(c) a proposal for a residential subdivision of not more than 10 lots;

(d) a proposal for civic or community development;

(e) a proposal for general commercial development;

(f) a proposal for general industrial development.

2. For the purposes of this Part, "civic or community development" means development for purposes of-
(a) a market;
(b) a car park, taxi park or any other similar development;
(c) a bus station;
(d) a town park, swimming pool, library or any other similar development;
(e) a fire station;
(f) a police station, court house, prison or any other similar development;
(g) an animal pound;
(h) government offices;
(i) recreational facilities provided by a local authority;
(j) a parade ground or barracks for the Republic of the Fiji Military Forces or for the Fiji Police Force;
(k) a radio or telecommunication installation;
(l) a library or reading room;
(m) a church, cemetery or crematorium;
(n) a school or other educational establishment and associated living accommodation;
(o) an assembly room;
(p) a kindergarten or crèche;
(q) a hospital or health care centre;
(r) a social, private or sporting club registered under a written law;

"dam" means a barrier constructed to hold back water for the purpose of production of electricity, irrigation, controlling of flooding, catchments of piped water systems or waterways;

"general commercial development", "general industrial development", "heavy industrial development" and "noxious industrial development" have the meanings respectively given to those terms under the Town Planning Act.
PART 3 - DEVELOPMENT PROPOSALS THAT MAY NOT REQUIRE THE EIA PROCESS OR AN EIA REPORT

1. Subject to section 27(4)(c), the following development proposals do not require the EIA process or an EIA report-

(a) a proposal for the construction of a single family residential building in an approved residential development area, if the construction is at least 30 metres from any river, stream or the high water mark;

(b) a proposal for an addition to an existing residential dwelling if the addition is to be used only for residential purposes and is at least 30 metres from any river, stream or the high water mark;

(c) a proposal for the construction of a traditional or customary structure (including the Fijian villages within native reserves under the Fijian Affairs Act or villages on the islands of Rotuma and Rabi made from traditional materials, or from natural rock, sand, coral, rubble, or gravel, if the construction or the customary structure is at least 30 metres from any river, stream or the high water mark;

(d) subject to paragraph 2 and 3, a proposal for emergency action.

2. For the purposes of this Part, an emergency action referred to paragraph 1(d) is action that must be performed immediately, without time for normal planning, design or review, in order to protect against catastrophic loss of property or life, or serious harm to the environment.

3. A person or agency undertaking emergency action under this Part must make all reasonable efforts to consult with the Department and to incorporate in the emergency action measures that will reduce, mitigate or avoid adverse environmental effect.

Passed by the House of Representatives this 17th day of February 2005.

Passed by the Senate this 11th day of March 2005.
Republic of the Fiji Islands

LEVUKA TOWN COUNCIL STRATEGIC PLAN 2010-2015

Attachment No. 7

COCO NUTS ABOUND IN OVALAU
LEVUKA TOWN COUNCIL
5 YEAR STRATEGIC PLAN 2009 – 2014

SECTION 1 INTRODUCTION

A Background

Levuka is the only historic town in Fiji having been declared as such in 1987 in recognition of its status as the first capital of the crown colony in 10th October, 1874. Its current population is about 1,732 and its rate payer base is about 217. Over the years the population has declined because of out migration either to the Viti Levu mainland or elsewhere in Fiji or even on many instances overseas. But it was one of the Pacific’s rather well known towns in the 1900’s right up until the 1950’s when the copra industry began to decline.

It is that famous heritage that has brought it into contention and prompted the government to want to nominate it for the World Heritage Listing. It is already in the UNESCO listing for one of the most vulnerable towns to be preserved for posterity, and the thinking is to do the detailed preparation for the World Heritage nomination in the coming year. Several earlier attempts at the listing of Levuka did not quite make the cut.

Levuka does have problems with access having been serviced by rather irregular flights from Nausori airport daily and the ferry transportation from Natovi regularly albeit it more slowly. It is not your usual isolated island in the Lomaviti group for it occupies a central place in the development of the province. But all the same, its insular status keeps it somewhat removed from the mainstream of national development.

Levuka’s spatial significance is clearly evident from the town structure formed by its history. It has a well preserved streetscape which runs along Beach Street starting from the wharf right down to the centre of town. The steep hinterland and on the West contains logically scattered residential lots. Along the north south coastal direction is the mix of traditional Fijian village and the colonial
structures of the Anglican Church, the historic wharf and fishing
port.

Levuka's landscape significance is its well-preserved geological
features such as mountains of hinterland, vegetation and coastline.
Various types of historic architecture such as schools, churches,
Police Station prevail. There are traditional houses and shops on
Beach Street. There are private approaches and concrete steps to
the residential houses on the hill.

Levuka's contemporary architecture are being built compatibly with
the historical context of the landscape of Levuka. But Levuka's
natural and built environments are complemented by its rich oral
and intangible heritage. The history of Levuka tells the story of
different people coming together of the colonial white settlers, the
Indian indentured labourers, the indigenous people and other
immigrant races from the Pacific Islands all found their place in the
"melting pot" of Levuka.

These are the ingredients that make a good heritage case to the
World Heritage Listing.

Levuka's economy is limited only to the fishing industry, mainly fish
processing which employs about 700. There are about 7 motels or
small backpacker resorts which comprise Levuka tourism and the
annual number of tourists is about 300. Heritage tourists come
mainly from the Northern European market. The dynamics are no
doubt changing with the introduction of eco tourism in some of the
villages on Ovalau.

Generally employment is severely limited by the lack of industries
in Levuka.

Government departments make up a good proportion of
serviceable employment. Since Levuka serves a regional role for
the Eastern Division many departments are still based there. The
Commissioner Eastern though is based in Suva.

Levuka prides itself in being the only historic town. The community
is very conscious of its cohensiveness and it seeks to be consulted,
on many issues current or otherwise. It is very aware of its own vulnerability and is sensitive towards the introduction of any major new initiative that may permanently alter the character of the town.

SECTION 2 STRATEGIC PLANNING

The Strategic Planning for Levuka is necessary to enable one to understand the historical socio-economic and strategic reasons for Levuka's continuing relevance.

That it's decline began many years ago since the closure of the copra industry is generally accepted. But the decline can only be arrested by a revitalization founded on strategic considerations. Turning its natural strength as a historical icon into a timeless masterpiece with the selective targeting of the audience that will lend its attention and resources to Levuka is a logical step. But its relevance should be buffered by the development of other options for development that enhance Levuka's heritage status.

The 5 years plan seeks to forecast the groups of activities that will be carried out on the basis of current resource indicators. They are by no means cast in stone. They will be subject to change as and when they do occur, and will be defined by the limitations of the budget.

The mandate for the plan had been established by the recommendations of the Local Government Review 2008 and the Minister's direction to all municipal councils to have them in place in order to clarify the directions for the future. It is also a document that will enable the Council to assess for itself its own capability in addressing future challenges. Some of these challenges are resource based. Others are systemic or even circumstantial. But planning does provide the opportunity to assess these very real and sometimes imagined threats to put them in perspective so that they can be managed in the fullness of time.
SECTION 3 ENVIRONMENTAL SCAN

3.1 Local and Regional Issues

Levuka has several major challenges which restrict the proper development of its governance system,

(a) It's insular position restricts its access to market development opportunities and investment and is removed from the centre of power. Its space limitation is also well known with the steepness in the terrain that limits any inward extension of the township.

(b) There is lack of economic diversity because of its smallness and is made worse by the heavy emphasis on heritage conservation. Governing regulations like the Levuka Scheme Plan restrict the parameters in which the town operates and affects the Council's ability to effectively manage the infrastructure.

(c) Far too much has been said of Levuka's historical significance but it is rarely matched by the activities and project development that is implemented to suit Levuka's status. If indeed Levuka is a national treasure then government must be seen to invest substantially in its future. The governance of Levuka is beyond the capacity of the local Town Council with its limited ratepayer base. With the narrow physical and economic parameters that are in place it would require major government impetus to address obstacles to good governance and economic growth.

(d) The process of World Heritage Listing has been lagging for many years and is generating frustration in the community. Associated benefits to heritage listing can only become available if Levuka has been duly recognized as a World Heritage Site.

(e) The Local Government Review 2006 had recommended a formula for assisting Levuka Town Council which has so far not been implemented. The Council's effectiveness will
continue to be limited. Having a plan and a vision does not necessarily translate into reality without the resources. This is much needed.

(f) Employment opportunities are lacking in the town. With school leavers coming out of secondary schools in and around Levuka new forms of sustainable livelihood must be sought. If not then there will be a continued migration of youth to the main centres in search of opportunities.

(g) Community values are under threat of dereliction from the process of urbanization. To preserve the authenticity of its cultural heritage Levuka must continually seek to reinvigorate its sense of community. The “outstanding universal value” of Levuka lies in its history, its clean and tidy structure and design, its attitude of sharing and caring and the “feel good” factor that discerning people often find missing in many towns.

3.2 Review of the Council’s Services

The Levuka Town Council has the following assets:
+ Roads and drains.
+ Buildings – the town hall
  - the market
+ Land – it owns the sports ground
  - the Bowling Green
  - government quarters at Vagadaci
  - vacant land at Levuka Vakaviti
  - the dumpsite
  - the taxi stand

The Council conducts various services. It collects garbage and disposes them twice in the week. It rents the market and provides the bases for taxi and carrier services. It provides litter cleaning and street cleaning 3 days a week. It rents out the sports ground during tournaments but provides it free for training. It is also responsible for the maintenance of streetlights.
These services are limited by the availability of the budget and of the resources and equipment it has at its disposal. 30% of the Council’s budget is from town rates. The rest are from business fees, market, building fees, sports ground, the hire of the hall and parking and rental. All of these are insufficient when we consider recurrent costs like road maintenance and the repair and maintenance of capital equipment like the dump truck and the backhoe which carry heavy capital costs that Council can ill afford.

The Council’s staff numbers is also comparatively small and limits its ability to carry out a wider range of functions. This is why a lot of the work is done by outside groups and associations like the Levuka Heritage Committee, the Levuka Tourism Association and the Levuka Historical Society.

3.3 Relevance of "The People’s Charter"

This government document outlines the principal commitments which government institutions and agencies should adhere to in the execution of their functions. Levuka Town Council is no exception and it abides by those principles in the document particularly those "pillars" which have direct relevance to all municipalities. Those relate to:

- Pillar 4: on Efficiency and Effectiveness of Service delivery
- Pillar 5: on Higher Economic Growth
- Pillar 6: on Making more Land available for productive and social purposes
- Pillar 7: on reducing poverty

The Strategic Plan has various aspects dealing with the principles enunciated in "the Charter".

3.4 Stakeholders Needs

a) Ratepayers

- Tarsealed roads along back roads
- Garbage collection to unserviceable areas
- Upgrading of drainage along Beach Street
- Upgrading of sewerage systems within town area
- Upgrading and installation of fire hydrants
- Proper rezoning of properties
- Beautification of waterfront
- Installation and replacing new streetlights
- Review of Town Planning Scheme

b) **Business Houses' Needs**

- Business/New investments – to expand towards the northern end of Town

c) **Government Departments Needs**

- Compliance monitoring with law enforcement agencies
- Coordination of joint projects
- Vocational schools
- Agro based opportunities
- Consistent air and sea services to and from the mainland
- Lighting at airport
- Proper traffic management
- Upgrading of office equipment

d) **Market Venors Needs**

- Shelters with proper tables for food display
- Public convenience
- Relocate close to the shopping centres/transport

e) **Bus Operators Needs**

- Bus Shelters

f) **Taxi Operators Needs**

- Illegal Operators
- Metering and conditioning of cars
• PSV code of conduct

\textit{g) Carrier Operators Needs}
• Conditioning of Carriers
• Illegal Operators

\textit{h) Mini Van Operators Needs}
• Create bases
• Illegal operators

\textit{i) Sporting Organization Needs}
Total upgrading of Park area
• Resurfacing
• Fencing of playing area
• Upgrade drainage on playing field
• Erecting full enclosure of Nasau Park
• Installation of floodlight
• Repair and reconstruction of new pavilion with changing rooms and other facilities

\textit{j) Surrounding Villages Needs}
• Transport for their mobility
• Construction of boarding houses

\textit{k) Heritage Needs}
• Town Planner
• Preservation of heritage sites
• More awareness programs in town
• Coordination with Government Departments

\textit{l) NGO's Needs}
• No available space for Office setup
- Donor sponsorship

m) Council's Needs

- Staffing
- Compactor (garbage)
- Extension of Town Boundary
- Office space
- Leasing of garbage dump
- Government departments and Provincial Department to liaise with Council
SECTION 4  THE COUNCIL’S GUIDING PRINCIPLES

The Council’s core values in the execution of its functions are:

HONESTY
To demonstrate trust and responsibility

LEADERSHIP
To demonstrate knowledge and vision in the way one does things

CUSTOMER CARE
To place the needs of the customer above all else

TRANSPARENCY
To be seen to be fair in one’s dealings with people and not to be tainted with favoritism

POLITENESS
To be respectful of all people and to demonstrate humility and good faith

These serve as a compass for our daily chores.
SECTION 5 STRATEGIC DIRECTION

Vision

To uphold the significance of Levuka’s heritage that will derive sustainable livelihood for all.

Strategic Priorities

The Council’s strategic priorities are:

i. To put Levuka on the World Heritage Listing in the next few years.

ii. To continue to maintain a cohesive society that does not compromise its core values or character and respects its past heritage.

iii. To develop a sustainable economy that addresses unemployment and promotes a sustainable livelihood.

iv. To develop a sustainable environment that promotes a healthy lifestyle for the people of Levuka.

v. To maintain and improve the appropriate infrastructure for better living.
SECTION 6

STRATEGIC PLAN AND OUTCOMES

PRIORITY 1  To put Levuka on the World Heritage Listing in the next few years.

1) To consolidate cooperation with key heritage agencies (Department of Culture and Heritage, National Trust, Fiji Museum) and major Government agencies.

2) Facilitate the review of the oral traditions of Levuka through the process of cultural mapping of all resident groups.

3) Continue to restore old historical buildings, monuments and sites.

4) Help develop local administrative mechanism for promoting heritage development in Levuka.

5) Improve streetscape management through appropriate heritage design and implementation of recommended changes.

6) Update Levuka Scheme Plan, incorporating new developments in the oral and intangible heritage.

7) To submit a case to Government for Levuka’s recognition for national treasure.
   - World Heritage Listing
   - Funding
   + Support for Local Government

8) Cooperate with the Department of Culture and Heritage in developing the groundwork for the heritage management plan.
PRIORITY 2

To continue to maintain a cohesive society that does not compromise its core values or character and respects its past heritage.

1) Support cultural events that enhance the value of Levuka
   - Cession Day
   - Back to Levuka Festival
   - Reunion
   And develop an events calendar for Levuka to celebrate its cultural diversity.

2) Better utilize the Levuka Town Hall for cultural activities and improve the conditions of the visitor centre and the museum.

3) To coordinate cultural participation of various cultural groups in Levuka.

4) Promote and facilitate research for cultural enhancement and better understanding by the Levuka Community of their own history.

5) Develop a data bank for the Levuka "Memory Community".

6) Develop the proposal for a new Library.

7) Develop the policy on cultural impact studies on major development projects introduced in Levuka and Ovalau.
PRIORITY 3  To develop a sustainable economy that addresses unemployment and promotes a sustainable livelihood

1) Promote and facilitate heritage management for tourism, through the eco museum concept.

2) Develop tourism marketing sponsorship with Tourism Fiji.

3) Introduce Integrated Human Resources Development project into Levuka and Ovalau to promote employment creation.

4) Develop the handicraft industry in Levuka and Ovalau and identify source markets for the products.

5) Closely coordinate the activities of transport industries with LTA
   - develop bus shelter
   - cooperate with LTA in metering of cars
   - monitoring of illegal operators
   - develop additional base for minivan

6) Develop further partnership with PAFCO, on business and economy.

7) Encourage more services into the town, like laundry, butchery, entertainment.

8) Identify locational issues
   - FEA
   - Levuka boarding house
   - Space for selling of farm produce
9) Encourage investors to set up Projects in Levuka and Ovalau.

10) Facilitate technical studies for market opportunities in Levuka for various products.

11) Cooperate with FC OSS and NCSMED in the introduction of microfinance on Ovalau and Levuka.
PRIORITY 4  To develop a sustainable environment that promote a healthy lifestyle for the people of Levuka

1) Closely cooperate with PAFCO on key environmental issues
   - chemical outflow
   - smell

2) Develop strategies for better sewerage disposal with key government agencies.

3) Closely cooperate with FEA on controlling noise nuisance.

4) Develop walkway along seawall

5) Examine renewable energy options, for the future with the relevant department and agency.

6) Identify projects to implement refuse, reuse, recycle in the clean up of litter in Levuka.

7) Closely cooperate with squatters on environment management.

8) Develop a benchmark for raising litter awareness and clean up of the town.

9) Implement the Litter Promulgation Decree

10) Develop options for the improvement of dumpsite.
To maintain and improve the appropriate infrastructure for better living

1) Review town boundary extension where possible to acquire additional space.

2) Review reclamation of foreshore if deemed necessary.

3) Upgrading of sporting facilities through resurfacing, upgrade of drainage, erecting an enclosure for the Park and expansion of pavilion.

4) Review and rezoning of various lots in accordance with the new scheme plan.

5) Tar sealing of Church Street and Langham Street.

6) Clearing of debris in the drains and creeks of downtown Levuka.

7) Enhance attraction of Levuka by reviewing of physical structure and improving streetscape.

8) Maintenance of streetlights and install new ones.

9) Improvements of footpaths in town.

10) Develop plans for boarding houses.

11) Valuation of Council’s properties.

12) Installation of new fire hydrants.

13) Upgrading of Nasaova jetty and Fathers Wharf.

14) Expand the pavilion at Nasau Park.
SECTION 7

ORGANIZATION REVIEW

The Council’s performance is primarily affected by the arrears it is owned by ratepayers. At the moment that amounts to .......% of the total budgeted revenue. Yet in total the overall number of ratepayers alone is 217 which is grossly inadequate for drawing any capital development budget. Some form of subsidy may indeed be required to get development commitments to be met.

The Council’s performance is directly related to the capacity of the staff and the number of people that are in office to execute the programme. Major changes are called for in Levuka to sharpen accountability amongst which is the need to go into accrual accounting sometime into the future. Unfortunately the Council does not have professionally qualified accounting staff to carry forward the momentum Training would be required in the long term.

Council will have to develop a “localization” program to help Levuka people get trained and work in Levuka so that we do not lose them to the competitive work force on the mainland.

At this point in time the Council does not quite have trained people to deliver all key areas with only 4 members of staff. We will need additional seconded staff either through donor support or locally seconded civil servants that can assist. But a human resource development programme needs to be put in place to address the key issues of skill retention, better salaries and conditions so that we can develop the Council for the long term.

The key areas of need are in accounting and finance, townscape management and heritage management and town planning. These have not been looked into in any great detail because of lack of resources. If there is any area of government support that may be needed it is human resource development. It is a major challenge for Levuka and needs to be seen in its proper perspective.
Republic of the Fiji Islands

LEVUKA TOWN SCHEME STATEMENT

Attachment No. 8

GINGER COMMONLY FOUND IN BACKYARDS IN OVALAU
LEVUKA TOWN

TOWN PLANNING SCHEME:

DRAFT REPORT OF SURVEY

Directorate of Town and Country Planning
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Acknowledgement

With the assistance and guidance from a number of people and organisations, this draft report of survey has been concluded. I wish to thank all those who in some way have assisted or contributed towards the preparation of the report. In particular I would thank the Director and senior staff of the Directorate for their guidance and encouragement; Mrsia Ubitau, Sponeri Vula, Dharam Pal Singh of the Draughting Section for their assistance in preparation of maps; Mrs. Z. Bakimaz and Mrs. A. Ratabia for typing the report; Mr. S. Naidu, the Town Clerk of Levuka, and the Health Office, Levuka, for disseminating information on Levuka and organising field trips on Ovalau. Also, my appreciation is given to the several government departments, and private and statutory organisation in particular Fiji Electricity Authority, the FFB Authority of Fiji, and the National Trust of Fiji for their contributions in their respective fields.

I also indebted to the writers of the various reports and publications from which useful information and ideas or presentation was abstracted and adapted respectively.

The availability of prior survey and plan drawings undertaken by Mr. H. S. Haulif and Mrs. Maria Ubitau greatly aided my scheme report and plan preparations. I wish to thank them for their contributions.

Mrs. Rochna Jafaun
Directorate of Town and Country Planning

May, 1985
PREFACE

This report of survey has been prepared to give the Levuka Town Council a fully documented scheme report and plan to help guide them in their development and policy planning for the town of Levuka.

As best as possible, the most up-to-date and detailed information was sought. Unfortunately, this was not possible in a number of subject areas due to lack of statistics in the particular format sought, aggregated nature of material relevant to need, at certain concentrations of material relevant to need, at certain instances.

A holistic approach to the problems and issues was taken, and recommendations were made upon consideration of the entire range of problems from the local level to the regional and in certain instances the national level as well.

This report is subject to comments and criticisms from concerned individuals and organisations and the Levuka Town Council: all of whom form part of the town or are related in any way to shaping the destiny of this important historic town, which has been the first town and capital of Fiji.

Mrs. Rosalin Jaduram
Directorate of Town and Country Planning
May, 1985
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List of Plans

1985 Levuka Town Planning Revision

1. Levuka Town Planning Scheme

Note: Two sets of plans have been prepared, one for the Levuka Town Council, and the second is with the Directorate of Town and Country Planning for reference. These plans include:

1. Topography
2. Land Tenure
3. Existing-Land Use:
4. Historic Buildings, Monuments and Forms of Architecture
5. Social Community and Recreational Facilities
6. Levuka Town Planning Scheme
List of Appendices

1. Definitions and formula used in compiling hotel statistics
1.1 Section 18 of the Town Planning Act (Cap. 129) stated that every local authority shall be responsible for the preparation of its own town planning scheme. If the local authority is not in a position to carry out this task, the Director shall then prepare the scheme on behalf of the Council.

1.2 The Levuka Town Council had requested the Director of Town and Country Planning to prepare a town planning scheme for Levuka. The Director undertook this responsibility to prepare a proper scheme that would act as the guideline document to control and promote the physical development of the town.
1.4

AIMS OF THE PLAN

1.4.1 The Town Planning Ordinance Chapter 132 Sections 16 and 17, sets out the matters to be included in a scheme and the objectives of a Town Planning Scheme.

1.4.2 Objects of Scheme

1.4.2.1 Section 16

(1) A Scheme may be made, in accordance with the provisions of this Act, with respect to any land, if the object of controlling the development of the land to which such scheme applies, and of securing suitable provision for traffic, transportation, disposition of commercial, residential, and industrial areas, proper sanitary conditions, amenities and conveniences, parks, gardens and reserves, and of making suitable provision for the use of land for building or other purposes, and so more particularly set out in the Schedule.

(2) With these objects, such scheme may provide for planning, replanning, pooling, distributing, or reconstraining the whole or any part of the area comprised in the scheme.

1.4.2.2 Section 17

(1) Every scheme shall specify and define clearly the area to which it applies.

(2) Every scheme shall consist of a scheme plan and contain such provisions as are necessary or expedient for prohibiting or regulating the development of land in the area to which the scheme applies and generally for carrying out any of the objects for which the scheme is made, and in particular for dealing with any of the matters mentioned in the Schedule.
1.3.1 Town Planning Scheme Documents

The Novas Town Planning Scheme contains the following documents which are complementary to each other:

1. **Scheme Plan** showing the different land use zones.

2. **Scheme Statement** which spells out the general details of the scheme (objectives, and proposals and recommendations, following a report of survey).

3. **Town Planning General Provisions** which examines the development controls, planning applications have to comply with to carry out physical development.

1.3.2 The Report of Survey, although not a part of the Scheme, is a very important supporting document. The Scheme statement is prepared following a report of survey. The survey report contains details of the basic survey, and the proposals and recommendations that are made upon analysis of the survey data.
Location and Characteristics

Lovuka an Ovalu is located among the Lauaviti Group of islands which are Ovalu, Koro, Rotolu, Rotowai, Rotiala, Rotomai and Rotoua. Lauaviti is one of the three Provinces of the Eastern Division; the other two being Lau and Rotuma.

The islands in this group are based on subsistence economy. A few cash crops, yam and coconut being the major ones form part of the island economy. The islands face similar problems - transportation, accessibility, slow population growth, weak economic base etc. The islands are structurally linked to one another.

Lovuka is the administrative centre for the Eastern Division as well as the only commercial centre of the Lauaviti Group. Lovuka's importance as a regional centre is because of it being the main trading and market centre for the poorer islands. Lovuka is the main source of essential goods and other articles necessary for the island people. It is also a transportation node for many inter-island services (mainly for administrative purpose) which originate at Lovuka.

Lovuka also acts as a distribution centre for goods in transit destined for the islands in the Province. However, its role as a market for produce coming in from the islands is minimal. The main shipping network is controlled from Suva, thus there is not much intra-trade between the islands.

Lovuka's regional significance in terms of trade and transport should not be underestimated. Although Lovuka is a small town, it is an important regional centre to the islands in the Group.
Locally 1. Functions

Services provided to the region are:

**Government**
- Divisional Headquarters
- District Administration
- Government Offices
- Co-operatives
- Agriculture and Fisheries
- Customs
- Medical
- Hospital
- Div. Health Inspector
- Police Station
- Court House
- Primary and Secondary Education
- Post Office
- P.W.D. Office
- Prisons

**Commercial and Other**
- Market
- Banks
- Shopping Centre
- Hotel and Clubs
- Petrol Sales and Servicing
- Restaurant
- Playgrounds
- Wharf
- Taxi, Bus and Carrier Services
1.5

SUB-NATIONAL OVERVIEW: OVALLA AND TUVURO

1.5.1

Introduction

Ovaloa exerts importance and influence as the major urban linkage for the Ovaloa rural areas. The rural people require some money income in order to live at decent standards. Most rural dwellers earn money from their sales of rootcrops and vegetables, and fish in the urban centre, or from jobs taken in Ovaloa, mainly at the Pacific Fishing Company Limited. Many money is used to buy needed commodities from Ovaloa.

Mobility, that is, accessibility by road and sea contributes significantly to the stability of the sub-region.

1.5.2

Physical Characteristics

The island of Ovaloa is approximately 102.74 square km or 10283 hectares in area and located north-east of Fiji. It is the second largest island in the Lombrivi Group. Like the rest of the group, the island is of volcanic origin and as expected with land of volcanic origin, the island rises to an altitude of 625 metres but geologically different from the remainder of the group since Ovaloa and Nukurik are probably unconnected to the Fiji Lava land mass. The island is surrounded by Fragile limestone reefs in certain locations.

The island rises steeply from the coast with relatively limited flat land which is mostly confined to the coastal regions. Dense tropical rain forest is prominent on high ground, especially bush and scrub or grassland vegetation elsewhere on the island.
15.3

Patterns of Settlement and Distribution of Population

The island is inhabited by several villages and settlements and a few individual settlers, many of them sea
or in coastal land approximately 43% of tonga's total population are resident on ovalau.

The population structure of ovalau comprises largely of fijians (94.4%), with a very insignificant number
of indians (5%) and other races (2%).

Population Growth Rate 1966 - 1976 (4)

<table>
<thead>
<tr>
<th></th>
<th>Rural</th>
<th>Urban</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fijians</td>
<td>+ 2.3</td>
<td></td>
</tr>
<tr>
<td>Indians</td>
<td>- 0.2</td>
<td>- 7.7</td>
</tr>
<tr>
<td>Total</td>
<td>+ 2.0</td>
<td>- 5.8</td>
</tr>
</tbody>
</table>

The only significant increase in population was registered
by the fijian population in rural ovalau.

Population Density (persons per square kilometre)

<table>
<thead>
<tr>
<th></th>
<th>Rural</th>
<th>Urban</th>
</tr>
</thead>
<tbody>
<tr>
<td>1966</td>
<td>18.7</td>
<td>623</td>
</tr>
<tr>
<td>1976</td>
<td>22.7</td>
<td>576</td>
</tr>
</tbody>
</table>

There has been minor fluctuations in densities for
urban and rural ovalau over the intercensal decade.
1-5.4 Migration

Migration has been a critical factor in the depressed islands economy of the Londri Group of autonomous and subsistence based economy. As the time becomes increasingly reliant on external market forces and decision makers.

Shortages of land is not soon be a factor for leaving the islands. The problem is under-utilisation/exploitation of available local resources, and making this hinterland population more attractive, economically as well as socially.

In order to reduce the dependency of the region on the major urban centres especially Savo, an integrated rural development strategy with emphasis on solving the basic needs of the population of a region through increased production, redistribution (where necessary) of productive assets, comprehensiveness of the planning process, active involvement of the population, and co-ordinated implementation at all hierarchical levels is stressed. In addition further restructuring of the transport network is necessary in order to gain access to a wider market on a regular basis.

### Table 1

Loainviti: Provinces of Outmigration to Urban Centres

<table>
<thead>
<tr>
<th>Province</th>
<th>2064</th>
<th>2034</th>
<th>83</th>
<th>79</th>
<th>45</th>
<th>26</th>
<th>17</th>
<th>9</th>
<th>24</th>
<th>Total</th>
<th>% of Total Rural Exiles to Urban Areas</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lorento</td>
<td>1092</td>
<td>1034</td>
<td>83</td>
<td>79</td>
<td>45</td>
<td>26</td>
<td>17</td>
<td>9</td>
<td>24</td>
<td>2407</td>
<td>4%</td>
</tr>
</tbody>
</table>

Of the total 2764 people settled in Lorento's urban area, 1034 had emigrated from the rural areas of Loainviti. The remaining 1375 rural population were absorbed by the main towns as shown in the above table.
<table>
<thead>
<tr>
<th>Province</th>
<th>Local Urban Area</th>
<th>% Moving to Local Urban Area</th>
<th>% Moving to Suva</th>
</tr>
</thead>
<tbody>
<tr>
<td>Levuka</td>
<td></td>
<td>45</td>
<td></td>
</tr>
</tbody>
</table>

Levuka and Suva received the majority of the migrant population. Levuka being the only urban area in the Levuka group and serving as the administrative headquarters of the Government, as well as having a fishing industry base, and Suva as the major urban centre and within close proximity to the islands in the group.

It is felt that Levuka and its surrounding region (the island group) has the potential to provide adequate rural and urban based livelihoods for a larger number of people than currently residing on these islands. The larger islands of Ovalau, Votua and Saku have relatively small and territorial more intensive development of local resources is envisaged to provide greater employment, varied services and increase rural incomes; to curb the rural-urban migration to the main centres in the larger islands.

Socio-economic development of these islands could use an integrated strategy involving such more circulation of people and goods within the region and further restructuring and improvement of the transport network. For Levuka, expansion in its processing industry; improved linkages to the Viti Levu road system and operation of a fast ship on regular service to the islands of Levuka; collecting agricultural produce (eg: taro and banana) which could then be forwarded from Levuka to places on the Viti Levu mainland to create a dual linkage to the potential zones of making the urban centres on Ovalau more attractive. Capacity for both forward linkages and 'final demand linkages' which means producing goods or providing services for the local economy itself should be looked into and explored to the islands' advantage. Strengthening the industrial base at Levuka - food processing from local resources, including canning and snap freezing would in turn stimulate more specialised canning production in the horticulture.
Rural Development

Efforts to curb out-migration from rural areas and uplift the socio-economic level of depressed hinterland are being realized through rural development programmes. Self-help programmes (based on the principle of involving rural people in the planning and implementation of rural development) were initiated in 1969 following the recommendations made by Prof. Guy Hunter. Considerable financial assistance has been provided by Government to the rural villages and settlements for the funding of small economic projects which have ranged from agriculture, fisheries, forestry, hunting, co-operatives and other socially orientated proposals. These have been aimed at success with them - those with sound financial base, good management and ready market outlets have thrived.

The administrative machinery used in aiding and implementing rural development projects has not been totally effective in achieving desired objectives. During the review of DC 3 report of the problems were highlighted. These include: the lack of full-time development by the administrative machinery in rural development, the vertical method of co-ordinating plans and proposals within the system without the consultation of ministerial levels which do not require co-ordinated efforts for the attainment of objectives, and the people ignorance of planning developments by governments in their districts and regions because of the discussion of limited issues only during District and Development Committees' meetings.

A review of the administrative machinery for identifying, co-ordinating planning and implementing rural development projects as well as the need to establish a system which could examine and define the needs of rural sectors and formulate appropriate development programmes, should very likely be undertaken during the DC 3 period (as suggested by Central Planning Office).

1.5.6

Agriculture

Introduction

Ovalau is a relatively large, humid and fertile island and could constitute one of the major areas of fresh food supply, although agriculturally, Ovalau is less important than Viti Levu and Vanua Levu in the Lomaiviti Group.

Role and Function

The agricultural office for Lomaiviti and Naitasiri established in 1960 is located in the commercial centre of Levuka. It is administered by a staff of fourteen.
A variety of programmes are carried out by the agricultural officers. Their major role in islands is to maintain food supplies, that is, fruitcrops, seafod, meat and vegetables at the local market. The focus is on advising farmers on different setlements and villages on Ovalu on methods of improving yields in agricultural crops, livestock and fishing. Various pilot projects, and introduction of new crops such as coconuts and tree cropping using urea and phosphates are the main areas of improvement.

Recent efforts are being concentrated on traditional crops such as yamouts which is becoming increasingly popular as a marketable commodity. Coconut raising is viewed as a replacement to coconut as the long term crop and growing of pulses like urea and phosphates are part of the diversification programme that can also be quick cash crops.

Traditional crops such as yamouts, dalo, cassava, yams and kumala continue to be grown as part of the supply for local consumption.

All new crops introduced for commercial farming are

- Coconuts - introduced in early sixties, abandoned, re-introduced in 1980 due to encouraging price structure.
- Vegetables - high interest in the crop, favourable weather for successful yields.
- Peanuts - introduced in 1981, yet to be at the trial stage, machine for land preparation.
- Grasses - reasonably new crop, introduced in 1980, limited knowledge on drying after harvest.

1.5.4.3 Problems

1. Lack of machines (tractors) for tree cropping.
2. Inexpensive and inexpensive in commercial farming as against traditional/subsistence farming.
3. Leading towards paid employment in at various and Pacific Fishing company.
4. Damage to crops caused by natural disasters.

1.5.4.4 Plan Direction

Development Plan Objectives and Strategies

One of the main objectives of the Development Plan is to make agriculture a more efficient source of employment and income generation in the rural areas. The Employment Mission Report has stated that best avenues for employment generation in the short and medium term are in the primary sectors, particularly in agriculture. Smallholder farming at both commercial
and subsistence level will continue to be encouraged especially because of its employment creation and distribution of benefits of development advantages.

Owala being so close to the urban markets and given available potential resources, is capable of supplying its own local market as well as selling surplus to other centers. Such efforts can only be achieved, besides government’s injection of funds and technical aid, if there is concerted effort by the rural farmers towards achieving greater yields thus moving from subsistence to quasi - subsistence and commercial production on a small scale. Diversification is emphasized to create additional crops for sales, thereby reducing reliance on a few specialized crops which have previously suffered losses because of price fluctuation, diseases and limited markets for export.

Smallholder farming will encourage the exploitation of local resources. Owala Divisi is sufficiently endowed with good farming land (although restricted to the coast in a number of areas) and adequate road network, it can be foreseen that the setting up of small agricultural projects, specializing in a few crops which could be used as raw materials in agro-processing on a small scale. One such crop could be pineapple, which presently is restricted to subsistence levels only. However, without improvement in the existing shipping network to provide more efficient and regular sea transport and well defined market outlets among other necessary pre-conditions such as extension in an equipment for setting up industries, pricing structure, etc. hopes to shift the industrial production areas from the main railway corridor may prove difficult to achieve thus reducing the opportunities for generating greater employment and economic activity within rural areas.

Fisheries

Owala like the rest of the islands in the Lomaviti Group is surrounded by marine resources of which fisheries is one. Fishing on the rural side of the island is mostly for subsistence purpose with a few small scale commercial ventures.

Fishing has not had the same impact on the island’s economy apart from FMRU as agriculture. According to the 1976 population census, only 5% of the people in the Eastern Division considered themselves as full-time fishermen.

There has been very few attempts to study the fisheries resources of the region. Only recently has there been concerted efforts to know and understand current status of resources. A resources survey under taken by the Fisheries Department show that the Lomaviti Group has the potential for viable fishing activities.
Ovalau has the advantage of being close to the urban centres and readily available markets. Besides Lomuka, there are other major urban centres and market outlets that are near Ovalau.

There is tremendous potential for greater exploitation of the fisheries resources. An integrated system which includes transport and shipping in the fishing component requires co-ordination and therefore the establishment of the most effective management body possible.

The Department of Fisheries offers fisherman assistance in the form of training programmes, suitable vessels, gears, training in boat building, fish handling and processing, maintenance of engines and other support services in areas outside the reef or inshore waters further from the urban centres is being increased notably.

To better utilize the available resources, peoples efforts to work towards self-sufficiency using whatever assistance available to them, and co-ordinated and concerted efforts of all development agencies concerned are required.

1.5.3 Co-operatives

1.5.3.1 Introduction

The primary objective of the cooperative programme is to establish diverse types of income generating co-operatives in the rural areas. For the island of Ovalau and the rest of the Lau Islands Group an office has been operating from Lomuka since 1978, manned by a staff of 3 co-operative officers.

1.5.3.2 Functions

The major role of the office is to supervise and consolidate the management and operation of all co-operatives on the island. Its specific roles are in providing supervision, advisory and audit services to the cooperative societies, and education of members and training for the leaders of cooperatives, amongst its other services. For the islands cooperatives, especially in the Eastern and Northern Divisions, the establishment of regular and frequent shipping services is a critical component in the cooperative structure in terms of marketing of primary produce and basic commodities.

1.5.3.3 Activities

Program: In the last five years (i.e., between 1978 and 1983) a number of new projects were undertaken. In addition, five new co-operative societies were established.
Future Projects:

There are current and future plans to develop more resourceful co-operative programmes. The Government's tree crop project for the Eastern Division will have its base in Lovelock. It will serve as the centre for Kore, Kedron, Vomahawa, and Stinta. A senior officer of the department has been assigned to this project.

Other future projects are the utilization of government co-operative associations in processing and maintainance of about 50 families on farms by the Thunder Bird Co-operative Society; and the development of each crop and marketing arrangements by the Ovalau/Huritaka Co-operative Association, Yavusa Union, and Levuka Co-operative Enterprises Limited to gain additional income in these areas.

15.8.4 Conclusion

The success of the co-operative programme has to some extent been hampered by certain management, financial, and legal and institutional problems. At the primary and regional level, management problems have been brought about by a conflict between village culture and commercial principles and basically by an inadequate understanding of the commercial principles involved. With regard to legal and institutional issues, the Sutherland report has made recommendations for an improved scheme based on a reassessment of the functional relationships of each section of the movement.

Co-operative efforts to improve village life by providing the rural people with appropriate skills and sufficient resources in running co-operative schemes contribute significantly to stability in rural economy of the islands. In regard to future projects, community societies will be encouraged to be set up only where the need is identified, diversification (of activities of the movement into income generating ones) shall be pursued even though there has been little progress with diversification in the past.

District Administration

15.9.1 Up until March 1983, the Eastern Division Office was housed by the Government Officers. Since then, the Divisional Planning Officers has been designated responsibility of the Division. Except for the District Officer Luga/Okavu and his staff who are stationed in Lovelock, the headquarters of the Eastern Division has moved to Taveuni for ease of communication. The District offices in Yavusa, Navosa, and Naivo, together with the area office, Taveuni, Taveuni, Taveuni, and Naivo, constitute the semi annual statutory responsibilities. The district administration is charged with the major responsibility to implement the co-ordination and implementation of rural development programme in these islands.
Coordination with government departments and involvement mainly in rural self-help projects are carried out by the administration.

Self-Help Projects

Some new projects that arose out of the felt needs of the people, which are articulated through various forms via Village Councils, Taluka/Union Councils, Provincial and Advisory Councils for which government funds are provided. The projects are undertaken by the administration through various development committees.

Projects undertaken range from making footpaths to village electrification and housing. Small farming projects such as fish farming and goat rearing were also undertaken.

A list of projects taken up in the last two years (1979 to 1983) is shown on page 29 of this report.

Problems

The main problem regarding implementation of the projects is that of transportation. Being a rural area, the task of transporting basic items and materials for rural development needs to be regular and efficient.

Another difficulty is that of coordination at higher levels of government departments. It is felt that if coordination were linked firmly at all levels, this would make flow of work easier and more meaningful at Divisional and District levels.

A more critical problem is finding markets for products grown on farms. Productivity is not high because of the limited market outlets available to absorb these products, although potential for greater productivity is there.

Proposals

One of the foremost proposals is to add more roads linking the existing circumferential road to unexplored potential agricultural areas. The other is to continue to promote rural self-help projects to improve living standards and self-sufficiency.

Policy

No major changes are foreseen in the administration's existing policy, which is that of the Ministry of Rural Development. The major objectives and plans are as outlined under the Development Plan (VIII).
<table>
<thead>
<tr>
<th>YEAR</th>
<th>NATURE OF PROJECT</th>
<th>LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1979</td>
<td>Reading (Press)</td>
<td>Neudon</td>
</tr>
<tr>
<td></td>
<td>Suspension Bridge</td>
<td>Zuvoni</td>
</tr>
<tr>
<td></td>
<td>Community Hall</td>
<td>Nakaibela</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Tokau</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Viro</td>
</tr>
<tr>
<td>1980</td>
<td>Beef Farming</td>
<td>Yarovudii</td>
</tr>
<tr>
<td></td>
<td>Sesuai/Housing</td>
<td>Tukaya</td>
</tr>
<tr>
<td></td>
<td>Postpath</td>
<td>Koroaoua</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Naulialai</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Naulielie</td>
</tr>
<tr>
<td>1981</td>
<td>Village Improvemen</td>
<td>Levukaqameditu</td>
</tr>
<tr>
<td></td>
<td>Village Electrifica</td>
<td>Neitivo</td>
</tr>
<tr>
<td></td>
<td>Community Hall</td>
<td>Vuna</td>
</tr>
<tr>
<td></td>
<td>Drainage</td>
<td>Vahakalo</td>
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<tr>
<td></td>
<td></td>
<td>Toli</td>
</tr>
<tr>
<td></td>
<td>Postbridge</td>
<td>Baherdluu</td>
</tr>
<tr>
<td></td>
<td>Housing</td>
<td>Viro</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Nabalikku</td>
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<tr>
<td></td>
<td></td>
<td>Toli</td>
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<td></td>
<td></td>
<td>Naulie</td>
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<td></td>
<td></td>
<td>Lovoni</td>
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<tr>
<td></td>
<td></td>
<td>Nauli</td>
</tr>
<tr>
<td>1982</td>
<td>Community Hall</td>
<td>Naulialai</td>
</tr>
<tr>
<td></td>
<td>Postpath</td>
<td>Korovoua</td>
</tr>
<tr>
<td></td>
<td>Playing field</td>
<td>Naulielie</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Vileoto</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Tokou</td>
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<td></td>
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<td>Nakaibela</td>
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<td></td>
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<tr>
<td>1983</td>
<td>Community Hall</td>
<td>Lovoni</td>
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<td>Nauqantuu</td>
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<td>Playing field</td>
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<td>Housing</td>
<td>Erota</td>
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<td>Viro</td>
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<td></td>
<td>Beef Farming</td>
<td>Yarovudii</td>
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<tr>
<td></td>
<td>Drainage</td>
<td>Nauli</td>
</tr>
</tbody>
</table>
Conclusion

One of the main problems of the sub-region is the reliance of the rural people on the urban centre for jobs and on money received from sales of surplus agricultural products and marine resources. Many rural settlers are quasi-subsistence farmers. Small-scale agricultural projects are being given priority in boosting the rural economy. Measures are being sought to run small-scale farms to increase self-sufficiency and improve their per capita output. Ovalesu has a number of small-scale agricultural projects which are being assisted with government aid.

An important goal is to see levuka kushast as a town. Greater economic production on Ovalesu will definitely benefit the town because of its reciprocal relationship with the rural region.
Yam Boundary - History

1876 - First boundary were proclaimed
(R.S., 5 Jan., 1876, p.1)

1935 - Lomka demoted from Farm status to
Township on a result of the effects
of depression
(R.S., Proc. 8/1935)

1948 - Boundary reduced from the 1876 limits
(R.S., Proc. 11/1948)

1974 - A small area adjacent to the existing
southern boundary was included in
Lomka Township
(R.S., Proc. Plan 123, R.S., of 3.7.74)

1. Bakkor, H.L., and Welsh, A.G., Urban Plots: A Report to the
       Census Commissioner, 1976, p.25
1.7 The Study Area

Although the single report and scheme plan are confined to as the Lower Isla planning boundary, the regional influence of the centre is noted, and the aims and objectives of the report take due consideration of the centre's regional significance status. The town area which is small relative to the other urban towns in a vital link for many of the islands in the Lowndes Group.

1.7.2 The town's historic and architectural merits are recorded in the report and recommendations made wherever appropriate. Being the first capital and the oldest town brings out many unique qualities such as the aesthetic and sentimental values attached to Lowndes. The town should be given special status (i.e., declared a historic town) in the near future.

1.7.3 Land use-appraisal takes cognisance of the combined societal, cultural and economic factors, as well as the physical constraints faced by the town. Population and employment are covered on a wider physical basis so as to comprehend the current and future trends, and to be able to link this to the major economic and social factors involved.

1.7.4 Recommendations are made after analysis of the existing land use and subject to constraints. A better and wise use of the existing and untapped resources underlines the recommendations presented in the report.
PHYSICAL FEATURES

2.4

Topography

Most part of Lomata Town is hilly and steep with only about 40% of the total area comprising flat lowland. The district topographical features of the town are:

(a) The coastal flat lowland extending northward to Hawain Hill Road, southward to Convent Road and Natale Lane and westward to Church Street.

(b) The narrow coastal strip of flat land stretching from Lomata Creek to the main road.

(c) The highland areas behind the flat lowland which rise continually inland towards the western and southern boundaries.

The flat lowland around the south of Natale Creek with a depth range of 30 metres (4 chains) to 35 metres (6 chains) is developed for community and civic use (mainly government offices and quarters), Lomata Craft Centre and Presbyterian Church. This area also contains Manu Park.

The narrow coastal strip stretching from Hawain Hill Road to the Lomata Creek is mostly under civic and community developments (e.g., hospital, St. James School, Anglican Church) and a number of residential development. The other stretch of the coastal strip is developed as the main commercial and industrial area in the town.

Behind the lowland areas, the land rises continually up to well over 76 metres (250 ft) above sea level. Uninhabited and moderately steep areas adjacent to the east, north and south of Manu Park, the area behind the commercial centre, and Natawa are also developed for residential, community and other civic uses.

Most of the residential developments are located within the 6 metres (20 feet - 150 feet) contour lines while other urban activities are restricted to the coastal lowland. Due to the steep nature and height of these areas, vehicular access onto most of the sites are not feasible. The only scope of access to the sites are concrete steps or footsteps.

The topography of the town can be considered as a main constraint to the future development of the town. At present provision for open space (mainly playing fields) for most schools in the town are not
available and in other areas (e.g. Part of Mission Hill and the steep areas stretching from the wharf towards Baasore) development is hindered because of the very steep nature of the land.

Due to the lack of flat land areas, future developments will have to be carried out on the higher areas where cost of site development with regards to provision of water supply, sewerage, roads, etc. will be high. Secondly, future extension of commercial and industrial activities may require the reclamation of the waterfront if the cost of the development of higher areas is high. An example of this is the reclamation of the waterfront to cater for part of the Pacific Fishing Company and Fiji Can Industries.

Climate

Levuka being located on the windward side of Ovalau has a lowland climate, characterised by a very short dry season with moderate to high (well distributed) rainfall. The mean annual temperature is 27°C (80°F) and the mean annual rainfall is between 2032 - 3120 millimeters (80-120 inches).

Soils

The town of Levuka and its urban area contain soils of the hot, humid to subhumid lowlands, with the soil types characterised by the two distinct topographical features of the urban area. The highland areas around and behind the lowlands which occupy about 6% of the urban area contain steepland soils of stony and bouldery clay. These types of soils are not suitable for arable cultivation due to low fertility.

The lowland areas along the coast consist of migrated soil mostly sandy clay which is derived from basalt and calcarcous agglomerates. It is noted that the types of soils prevalent in Levuka and its urban area are of low fertility and are not of high agricultural value, thus development for urban use is possible on various urban land.
LAND USE

3.1 The total area of land covered under the present Lotuha Zonal boundary comprises approximately 150 acres or 60 hectares of which about 145 acres or 58 hectares is further divided into the following tenures:

(a) Freehold
(b) Crown
(c) Native Land

The distribution of the different categories of tenure is shown in the following table and plan.

3.1.1 Table 3

<table>
<thead>
<tr>
<th>Type of Tenure</th>
<th>Area (ha. and acres)</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Freehold</td>
<td>42.6 - 105.3</td>
<td>78.0</td>
</tr>
<tr>
<td>Crown</td>
<td>16.2 - 46.4</td>
<td>32.5</td>
</tr>
<tr>
<td>Native Land</td>
<td>0.1 - 0.7</td>
<td>0.5</td>
</tr>
</tbody>
</table>

3.2 Freehold Land

Approximately 42.6 hectares (72%) of the total area covered in Lotuha Zonal is Freehold. Out of this, about 35% is owned by the Methodist Mission, 10% by the Roman Catholics, 8% by Luis and Clara Riley and the remainder by individual owners.

Most of the Methodist Mission land (approx. 10.8 ha) is still undeveloped. The Roman Catholic land is almost fully developed, but the subdivided lots are mostly leased out for commercial uses. The other Freehold property (about 1.5 ha) owned by Luis and Clara Riley is also not developed. Other than the commercial and a few industrial uses almost all of the residential development is on freehold land.
The total area of crown land (65.2 ha or 160 ac.) is only 27.5% of the total land tenure. It is made up of the following:

(a) Crown Land

- 4.6 ha (11.4 ac)

(b) Crown frehold

- 8.4 ha (20.9 ac)

(c) Crown w/o title

- 2.3 ha (5.6 ac)

(d) Crown scheduled "A"

- 7.0 ha (17.3 ac)

Apart from 6.6 hectares of crown land developed for industrial uses, most of the crown land is developed for civic and community uses, namely the hospital, Lena Public School, government offices and quarters. The only area under crown, developed for residential purposes is Lena settlement which is located south of Lena Public School. This contains an area of approximately 7 acres of unsubdivided land which are in tenancy at will basis.

**Native Land**

Only 0.4% of the total land tenure in Lena is native land and this is developed for civic use (government quarters).

**Race Issue with regard to Land tenure**

About 5% of the total land area developed for industrial use is crown frehold land. This includes the railfreight land developed by the Pacific Railfreight Company and the Ziza Can Ltd. For these areas development should be discouraged to retain the present beauty of the area unless the use is such that it is compatible and blends in with the environment.

The pattern of land ownership should not create such problems with regard to future development.

This is so because:

(a) Approximately 35% of the frehold land is still undeveloped. Frehold land is easier to acquire and bring forward for development.

(b) Both crown and native land are almost fully developed and future development will be concentrated on frehold land.

(c) Scarcity of native land which is usually difficult to release for development, will only give priority to the development of frehold land.
Physical Layout

The town has grown in a linear fashion with development limited to the central fringes. The rising topography west of the town has restricted development in that direction.

Social Features

Lands can broadly be divided into three main socio-economic areas (see above map). It has a small commercial base. The major post-war development that has taken place is the establishment of the Pacific Fishing Company and Fiji Dock factories. There has been some relatively small changes in the urban and the residential sector. A separate population of significance (in terms of numbers) is located on the western boundary of the town.
Existing Land Uses

Table A - Existing Land Uses in the Draft Lenaka Town Planning Scheme

Total area within town boundary zone:

<table>
<thead>
<tr>
<th>Zone</th>
<th>Area</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>56.0</td>
<td>21.1%</td>
</tr>
<tr>
<td>Rural</td>
<td>40.0</td>
<td>15.3%</td>
</tr>
<tr>
<td>Civic</td>
<td>19.0</td>
<td>7.4%</td>
</tr>
<tr>
<td>Industrial</td>
<td>11.6</td>
<td>4.5%</td>
</tr>
<tr>
<td>Community Development</td>
<td>7.5</td>
<td>2.9%</td>
</tr>
<tr>
<td>Open Space</td>
<td>6.4</td>
<td>2.5%</td>
</tr>
<tr>
<td>Commercial</td>
<td>6.4</td>
<td>2.5%</td>
</tr>
<tr>
<td>Areas not zoned</td>
<td>0.5</td>
<td>0.2%</td>
</tr>
<tr>
<td>Special Uses</td>
<td>0.5</td>
<td>0.2%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>153.9</td>
<td>60.4%</td>
</tr>
</tbody>
</table>

### Important Features:

1. Lenaka has a large extent of residential land, of the 56 acres, 13.1 acres or 24.1% is still undeveloped.

2. Civic zoning occupies about 12% of the total land area in Lenaka. The major government offices are located in central Lenaka, serving as the headquarters to the Eastern Division.

3. Commercial and industrial developments are confined to Beach Street. Industrial zoning is of greater relevance to Lenaka in terms of economic stability than the commercial sector, which is relatively small in economic returns.

4. Shortage of usable public open space for both active and passive recreation is evident. Efforts are being made by the Lenaka Town Council to develop a part of the foreshore for a multi-purpose park for children. The only major park is heavily utilised by school children and residents.

5. Some non-conforming uses fall under the present Draft Town Planning Scheme (e.g., Hotel and clubs except...
5. Rural zone occupies 20% of the total land area. Nearly 6/10 of this area is under forested, and the remaining 4/10 under cropland. In the use of this land for future development, consideration shall be given to the type and suitability of use, demand and other factors before screening is allowed.

6. The wealth of historical and architectural features are inherent in the buildings and landscape in Lovenia. It is important that the existing landmarks and other valuable resources (e.g., churches, Mami's house, some commercial and residential buildings, Samu grounds, etc.) are preserved and for that, an effective management strategy that includes planning controls is very important.

7. Tourism plays a significant role on Lovenia's economy, although existing tourist facilities are fairly limited and subject to nature. To gain benefits from tourism, accommodation facilities need to be upgraded.

4.2.3 Survey

Lovenia has had a very slow population growth over the last two decades. There have been no pressures for developing land except for an acute shortage of public open space.

Future land development depends on the pressures for new land for specific types of land use, and those pressures are subject to factors such as population increase, demand for employment opportunities, growth in tourism, overall, a desire for greater economic development in Lovenia.

Before extending development on peripheral areas, existing vacant land needs to be utilized. Lovenia has sufficient vacant land (most of it owned) on which new development can occur.
5.1

POPULATION

5.1.1

Evakuation Districts

The town of Levuka and its surrounding urban area have been broken down into several E.D.'s (evakuation districts), according to the 1976 Population Census Survey.

The township has been divided into 3 broad categories:

<table>
<thead>
<tr>
<th>E.D.</th>
<th>06 05 08</th>
<th>Residential Levuka North</th>
</tr>
</thead>
<tbody>
<tr>
<td>06 05 09</td>
<td>Institutional Levuka Centre</td>
<td></td>
</tr>
<tr>
<td>06 05 10</td>
<td>Commercial and Industrial Levuka South</td>
<td></td>
</tr>
</tbody>
</table>

Its urban area comprising of a number of Fijian Villages and settlements is divided as:

<table>
<thead>
<tr>
<th>E.D.</th>
<th>06 05 11</th>
<th>Vuna - Vatavou villages and some settlements</th>
</tr>
</thead>
<tbody>
<tr>
<td>06 05 12</td>
<td>Vunivalu - Levuka Nukunuku plus Kamasuli Village and dispersed settlements</td>
<td></td>
</tr>
<tr>
<td>06 05 13</td>
<td>Karanitu (village) and Port Manafou, plus dispersed settlements</td>
<td></td>
</tr>
<tr>
<td>06 05 14</td>
<td>Fijian Squatter Settlements (villages)</td>
<td></td>
</tr>
</tbody>
</table>

Note:
- E.D. 06 is Levuka Province
- 05 is Ovalau Nikina

5.1.2

Total Population Changes

The table below shows the changes in population in Levuka Town since 1956 in relation to changes that have occurred in the Levuka Area, Ovalau Nikina, Levuiviti Province and Fiji.

<table>
<thead>
<tr>
<th>Area</th>
<th>1956</th>
<th>1966</th>
<th>1976</th>
</tr>
</thead>
<tbody>
<tr>
<td>Levuka Town</td>
<td>1,535</td>
<td>1,685</td>
<td>1,397</td>
</tr>
<tr>
<td>Levuka Urban Area</td>
<td>3,000</td>
<td>2,764</td>
<td></td>
</tr>
<tr>
<td>Ovalau Nikina</td>
<td>5,204</td>
<td>6,174</td>
<td>6,513</td>
</tr>
<tr>
<td>Levuiviti Province</td>
<td>11,344</td>
<td>13,364</td>
<td>13,364</td>
</tr>
<tr>
<td>Fiji</td>
<td>305,737</td>
<td>476,787</td>
<td>588,668</td>
</tr>
</tbody>
</table>
### Table 6: Percentage Population Change

<table>
<thead>
<tr>
<th>Area</th>
<th>1956-66</th>
<th>1966-76</th>
</tr>
</thead>
<tbody>
<tr>
<td>Levuka Town</td>
<td>+ 10%</td>
<td>- 17%</td>
</tr>
<tr>
<td>Levuka Urban Area</td>
<td>- 9%</td>
<td>+ 5%</td>
</tr>
<tr>
<td>Ovalau Valley</td>
<td>+ 13%</td>
<td>+ 3%</td>
</tr>
<tr>
<td>Levuka Province</td>
<td>+ 13%</td>
<td>+ 2%</td>
</tr>
<tr>
<td>Fiji</td>
<td>+ 13%</td>
<td>+ 2%</td>
</tr>
</tbody>
</table>

The above table shows that Levuka's population has been declining steadily. Though there was an increase of 10% in the 1956-1966 period for the town population, a marked decrease of 17% in the 1966-1976 Census can be seen. We cannot compare the change for the 1956-1966 decade for the urban area since there was no enumeration district marked urban in the 1956 Census. Still, the 1966-1976 change shows a decline of 9%, which goes on to say that there was an immigration/decline in the rate of growth of the Levuka Urban Area. As for the Ovalau Valley, there was a significant increase in population between 1956 and 1966, but this rate declined considerably over the 1966 to 1976 period.

The major reason for a declining, in fact, negative growth rate is the process of migration to the major urban areas. The depressed state of the economy in the Eastern Islands, mainly as a result of the lessenings copra trade coupled with low prices and the attraction of the major urban areas as a centre for educational and social amenities, as well as greater and better job opportunities, have been the factors that have contributed to such a decline in population.

### 5.12: Ovalau Urban and Rural Populations

The table on the following page shows Ovalau's urban and rural population by ethnic origin at the two Censuses, 1966 and 1976, and the changes over that period.
Table 7: Ovalau Urban and Rural Populations

<table>
<thead>
<tr>
<th></th>
<th>Pijians</th>
<th>Indians</th>
<th>Others</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban</td>
<td>350</td>
<td>150</td>
<td>70</td>
<td>570</td>
</tr>
<tr>
<td>Rural</td>
<td>115</td>
<td>20</td>
<td>49</td>
<td>184</td>
</tr>
</tbody>
</table>

Ovalau's population increased at the annual rate of 0.5%, but this increase was only registered in the rural parts of the island; the urban area's populationactually fell by 8% over the inter-censal decade.

Table 8

5.1.5 Population Density
(persons per square kilometre)

<table>
<thead>
<tr>
<th></th>
<th>1965</th>
<th>1976</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ovalau</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Urban</td>
<td>3000</td>
<td>2704</td>
</tr>
<tr>
<td>Rural</td>
<td>2323</td>
<td>3007</td>
</tr>
</tbody>
</table>

Including urban population in the inter-censal period led to a declining population density, whereas the rural population and a slight increase in population density.

5.1.5 Ovalau Town and Urban Area Population by Ethnic Origin and Number of Households

The main residents of Ovalau town and its peri-urban centre are the Pijians. According to the 1976 Census, they made up 55% of the total urban population. The next two predominant groups, Indians and Part-European, had a 15% and 10% share of the urban population respectively.

In the town area, 45% of the resident population were Pijian women, whereas only 25% were Indians, and 10% Part-Europeans. The same trend was evident in the peri-urban centre. Pijians made up 66% of the peri-urban population, while 34% of the population were Indians and Part-Europeans (8%).

*Urban - Area comprising Ovalau Town and its Peri-Urban District.
*Rural - Area not Urban on Ovalau Island, and Not Including island of Natusiki.*
The remaining ethnic groups contributed, but less significantly, to the racial composition of the urban area. The All Others group is of interest because it is made up of Japanese staff working at the Pacific Fishing Company in Suva Town. This particular group showed a remarkable increase in number over the inter-censal decade.

The percentage change for each ethnic group is also shown in the table on the next page.

<table>
<thead>
<tr>
<th>Percentage Changes by Ethnic Groups</th>
</tr>
</thead>
</table>

The overall change in the Fijian population for the town area showed a 13% decline, whereas for the peri-urban a 30% increase. This increase is due largely as a result of a slight change to the urban boundary in the 1976 Census, which included additional Fijian villages and settlements.

The Indian population also showed a decline in both the town and peri-urban. The Fijian, Chinese and European, European, and Other Pacific Islands' populations, also showed a similar decline. (See table on next page).

The only ethnic groups to register increases were the Europeans and the All Others class.
### 3.1.7 Population Projection

Table 12

<table>
<thead>
<tr>
<th></th>
<th>Tarawa Town</th>
<th>Tarawa Peri-Urban</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population 1976 Census</td>
<td>1,397</td>
<td>1,267</td>
</tr>
<tr>
<td>Average Annual Growth Rate*</td>
<td>-0.02%</td>
<td>-0.04%</td>
</tr>
<tr>
<td>Projected Population 1982</td>
<td>1,385</td>
<td>1,266</td>
</tr>
<tr>
<td>Projected Population 1996</td>
<td>1,371</td>
<td>1,264</td>
</tr>
</tbody>
</table>

*Average annual growth rate was calculated using the two censuses 1966 and 1976. This method assumes past trends will continue.*

Using the average annual growth rates, the 1982, 1986 and 1996 projected populations reveal a very very minor change in population, almost negligible. This would however, take no account of factors such as fluctuations in fertility and mortality, and migration, a very important regulator of demographic development, especially in the Eastern Island group.

However, the population can be expected to increase, provided opportunities and incentives are there, such as aid in employment, expanding industrial sector, and improvement of the agricultural base of the island.
6.1 Locawiri Province

6.1.1 Introduction

A brief study of the Locawiri Province’s employment pattern would provide valuable insight into the existing trends in employment in the area.

6.1.2 Locawiri Province: Economic Activity

Out of a total population of 13,566 in the Province, 970 were counted as economically active persons. This represented 7.2% of economically active persons of the total provincial population, slightly lower than the national average of 7.7%.

Table 11 - Employment Participation: Locawiri and Fiji, 1976

<table>
<thead>
<tr>
<th>Locawiri</th>
<th>Pijin</th>
<th>Injina</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Male</td>
<td>Female</td>
<td>Total</td>
</tr>
<tr>
<td></td>
<td>Vales</td>
<td>Vales</td>
<td>Vales</td>
</tr>
<tr>
<td>Total Population</td>
<td>6160</td>
<td>5533</td>
<td>12993</td>
</tr>
<tr>
<td>Economically Active</td>
<td>2804</td>
<td>2359</td>
<td>5163</td>
</tr>
<tr>
<td>Working</td>
<td>2804</td>
<td>2359</td>
<td>5163</td>
</tr>
<tr>
<td>Unemployed</td>
<td>66</td>
<td>75</td>
<td>141</td>
</tr>
<tr>
<td>Total</td>
<td>2870</td>
<td>2434</td>
<td>5304</td>
</tr>
<tr>
<td>Not Economically Active</td>
<td>335</td>
<td>2833</td>
<td>3268</td>
</tr>
<tr>
<td>Activity Rate (%)</td>
<td>85.0</td>
<td>74.5</td>
<td>80.0</td>
</tr>
</tbody>
</table>

2. Activity rate is the ratio of the labour force (i.e., economically active persons working or seeking work) in proportion to the total population and expressed as a percentage. 3. LFPR is the proportion of population aged 15 years and over that are economically active.
Two distinguishing features of Table 11

(i) Activity rate of Locaviti being lower than Fiji, but

(ii) The Labour Force Participation Ratio (LFR) being above the national average.

This is mainly due to a notable feature of these Eastern Islands, that is, age specific migration. The most productive age groups (15-20 years) migrate leaving a proportionately large non-productive population - the young ones, less than 15 years, and the old people who are unable and too old to work. Locaviti has a higher percentage of the total population aged under 15 years compared to the national figure (49.2% as against 41.1%).

The activity rate declines because more of the economically active migrate relative to the non-economically active. Consequently, the LFR rises, because there is a greater need for the remaining economically active persons to work in order to support the relatively increasing numbers of the unproductive.

6.4.1 Locaviti Province: Employment Structure

Table 12: Locaviti Province
Primary, Secondary and Tertiary Employment, 1974

<table>
<thead>
<tr>
<th></th>
<th>Locaviti</th>
<th>Fiji</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No.</td>
<td>%</td>
</tr>
<tr>
<td>Primary</td>
<td>8,500</td>
<td>61.9</td>
</tr>
<tr>
<td>Secondary</td>
<td>502</td>
<td>12.8</td>
</tr>
<tr>
<td>Tertiary</td>
<td>700</td>
<td>20.2</td>
</tr>
<tr>
<td>Not Specified</td>
<td>120</td>
<td>3.4</td>
</tr>
<tr>
<td>Total</td>
<td>3,910</td>
<td>100.0</td>
</tr>
</tbody>
</table>

Analysis: Select Features of Table 12

1. Dominance of the primary sector at the local level in employment generation. Almost two-thirds of the provincial population are in this sector, compared to less than half nationally.

2. In the secondary sector, the ratios are very similar. One of the major reasons for such a level of employment in the secondary sector is because of the presence of FAMC in Levuka.

3. Employment in the tertiary levels is low compared to the national figure: one-fifth to one-third nationally. The only urban centre in the whole Lomaiviti Province is Levuka, which reflects such a low percentage in this sector.
6.2 Lomako

6.2.1 Lomako: Economic Activity

Table 14 Lomako: Employment Participation, 1974

<table>
<thead>
<tr>
<th></th>
<th>Male</th>
<th>Female</th>
<th>Total</th>
<th>Male</th>
<th>Female</th>
<th>Total</th>
<th>Male</th>
<th>Female</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Pop.</td>
<td>731</td>
<td>313</td>
<td>1044</td>
<td>230</td>
<td>244</td>
<td>474</td>
<td>1434</td>
<td>1361</td>
<td>2805</td>
</tr>
<tr>
<td>Economically Active</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Working</td>
<td>225</td>
<td>120</td>
<td>345</td>
<td>121</td>
<td>27</td>
<td>148</td>
<td>346</td>
<td>208</td>
<td>554</td>
</tr>
<tr>
<td>Unemployed</td>
<td>46</td>
<td>38</td>
<td>84</td>
<td>7</td>
<td>13</td>
<td>20</td>
<td>53</td>
<td>51</td>
<td>104</td>
</tr>
<tr>
<td>Total</td>
<td>271</td>
<td>158</td>
<td>429</td>
<td>128</td>
<td>40</td>
<td>168</td>
<td>399</td>
<td>259</td>
<td>658</td>
</tr>
<tr>
<td>Not Economically Active</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Activity Rate (%)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lomako</td>
<td>43.8</td>
<td>19.4</td>
<td>33.8</td>
<td>31.2</td>
<td>18.7</td>
<td>34.0</td>
<td>43.4</td>
<td>29.0</td>
<td>36.0</td>
</tr>
<tr>
<td>Lomaviti</td>
<td>46.4</td>
<td>9.0</td>
<td>27.7</td>
<td>56.5</td>
<td>14.6</td>
<td>35.0</td>
<td>48.5</td>
<td>15.1</td>
<td>28.8</td>
</tr>
<tr>
<td>Labour Force Participation Ratio (%)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lomako</td>
<td>78.9</td>
<td>33.2</td>
<td>55.9</td>
<td>75.0</td>
<td>26.0</td>
<td>51.2</td>
<td>75.5</td>
<td>34.5</td>
<td>57.4</td>
</tr>
<tr>
<td>Lomaviti</td>
<td>86.9</td>
<td>14.2</td>
<td>51.2</td>
<td>85.3</td>
<td>14.7</td>
<td>54.0</td>
<td>86.5</td>
<td>16.0</td>
<td>52.6</td>
</tr>
</tbody>
</table>

Total employment activity rate for Lomuka is higher than Lomaviti as could be expected in an urban centre. But the above rates also bring out a trend that is common in urban areas, and that is, a strong correlation between unemployment and underemployment which reduces both activity rates and LEPs. This is clearly shown in male activity rates and LEPs for both Indians and Fijians which are lower than Lomaviti (see preceding table).

A diversion from the general pattern noted above is (i) the rate for total male activity (i.e., activity rate) for Lomuka is higher than Lomaviti, and (ii) the LEP for all males is above the rate for Indians and Fijians union. This can be attributed to the presence of a large number of "other races" in town, namely Japanese and Korean fishermen working on the fishing vessels or in the fish-processing plant at SMPC. And because many of these are single, they have the overall effect of raising the activity rate.

Another striking observation is the women participation ratio in economic activity in Lomuka which is almost double the figure compared to provincial and national averages. Indeed, the female activity rate and LEP for Lomuka is about 20\% and almost 13\% respectively compared to 9\% and 10\% for the province, and 10\% and 17\% for Fiji. The economic activity for women in this centre has been mainly in manufacturing, education and health, and personal services (see tables below). Manufacturing itself plays an important role - the fish processing plant (SMPC) employs a number of women. If this percentage is reversed, then the female activity rate falls to 15\% in line with provincial and national averages.

<table>
<thead>
<tr>
<th></th>
<th>Male</th>
<th>Female</th>
<th>Total</th>
<th>Urban</th>
<th>Fiji</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary</td>
<td>24%</td>
<td>2.2%</td>
<td>18.5%</td>
<td>4.8%</td>
<td>43.3%</td>
</tr>
<tr>
<td>Secondary</td>
<td>23.4%</td>
<td>29.6%</td>
<td>29.1%</td>
<td>23.6%</td>
<td>14.5%</td>
</tr>
<tr>
<td>Tertiary</td>
<td>24.5%</td>
<td>10.0%</td>
<td>34.5%</td>
<td>25.0%</td>
<td>32.9%</td>
</tr>
<tr>
<td>Not Specified</td>
<td>3.3%</td>
<td>12.0%</td>
<td>6.9%</td>
<td>11.0%</td>
<td>7.0%</td>
</tr>
<tr>
<td>Total</td>
<td>100.0%</td>
<td>100.0%</td>
<td>100.0%</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

There are two marked differences when comparing the employment percentages for Levuka and that of urban Fiji:

(4) Importance of the primary sector employment in Levuka. This is due to the inclusion of a number of Fijian villages within the urban area boundary.

(11) Importance of the secondary industry in drawing a high number of employees, especially females, and in a small urban centre like Levuka, this impact is quite considerable when comparing employment ratios for Levuka and urban Fiji as a whole. Also, the tertiary sector employs more females; though overall and compared to all the other urban centres, it is less well established (lower range and specialization). This is to be expected judging its size.
### Table 16

**Detailed Breakdown of Employment Structure, 1976**

<table>
<thead>
<tr>
<th>Category</th>
<th>Fiji-ans</th>
<th>Indiens</th>
<th>Total</th>
<th>Fiji-ans</th>
<th>Indiens</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Primary</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1. Subsistence Farming</td>
<td>59</td>
<td>1</td>
<td>59</td>
<td>63</td>
<td>1</td>
<td>63</td>
</tr>
<tr>
<td>2. Sugar cane growing</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3. Other agriculture</td>
<td>16</td>
<td>6</td>
<td>22</td>
<td>67</td>
<td>7</td>
<td>74</td>
</tr>
<tr>
<td>4. Logging and Sawmilling</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5. Maritime (excluding navies)</td>
<td>9</td>
<td>9</td>
<td>18</td>
<td>9</td>
<td>9</td>
<td>18</td>
</tr>
<tr>
<td>6. Mining and Quarrying</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>1</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>81</td>
<td>16</td>
<td>97</td>
<td>89</td>
<td>17</td>
<td>106</td>
</tr>
<tr>
<td><strong>Secondary</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7. Sugar Mills and Milling</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8. Other NIS, Utilities and Communications</td>
<td>71</td>
<td>23</td>
<td>94</td>
<td>153</td>
<td>26</td>
<td>180</td>
</tr>
<tr>
<td>9. Construction</td>
<td>26</td>
<td>9</td>
<td>35</td>
<td>26</td>
<td>9</td>
<td>35</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>97</td>
<td>32</td>
<td>129</td>
<td>149</td>
<td>35</td>
<td>184</td>
</tr>
<tr>
<td><strong>Tertiary</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10. Wholesale, Retailing (excluding restaurants)</td>
<td>27</td>
<td>12</td>
<td>39</td>
<td>17</td>
<td>25</td>
<td>42</td>
</tr>
<tr>
<td>11. Retail</td>
<td>3</td>
<td>2</td>
<td>5</td>
<td>3</td>
<td>2</td>
<td>5</td>
</tr>
<tr>
<td>12. Transport and Storage</td>
<td>54</td>
<td>20</td>
<td>74</td>
<td>153</td>
<td>20</td>
<td>173</td>
</tr>
<tr>
<td>13. Education and Health Services</td>
<td>13</td>
<td>17</td>
<td>30</td>
<td>21</td>
<td>29</td>
<td>49</td>
</tr>
<tr>
<td>14. Other Govt, Volunteering and Community Services</td>
<td>40</td>
<td>11</td>
<td>51</td>
<td>12</td>
<td>23</td>
<td>35</td>
</tr>
<tr>
<td>15. Restaurants, Finance, Insurance and Other Personal Services</td>
<td>47</td>
<td>15</td>
<td>62</td>
<td>47</td>
<td>54</td>
<td>101</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>123</td>
<td>51</td>
<td>174</td>
<td>153</td>
<td>35</td>
<td>188</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Sector</th>
<th>Male</th>
<th>Female</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary</td>
<td>150</td>
<td>77</td>
</tr>
<tr>
<td>Farming &amp; Fishing</td>
<td>206</td>
<td>29</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>162</td>
<td>236</td>
</tr>
<tr>
<td>Total</td>
<td>344</td>
<td>527</td>
</tr>
</tbody>
</table>

In the primary sector, subsistence farming and fishing contribute 64.4% of total employment within this sector. Subsistence farming is done outside the main town, in the villages included within the urban area boundary. Fishing itself provides for nearly half of the total employment in this sector, and done principally for the fish processing plant in Levuka, mostly by Korean and Japanese based fishermen.

The secondary sector is basically confined to fish processing. The BRFIC plant generates over 50% of jobs within this sector; and is one of the three main areas of employment for females in Levuka (i.e. 25% of total female employment).

The tertiary sector draws the largest number of employees (47%) compared to the other two sectors (32% in primary and 19% in secondary). Apart from the major economic base which is fishing, the town being the only urban centre as well as the administrative headquarters of the Eastern Division, lends itself to a wide distribution of employment within this sector—government services provide over 30% of service jobs (education and health 33%, other government, welfare and community services 17%), and almost one-third of the total number of employment opportunities in town. Other areas that generate work in this sector are:

- 15% Wholesale, retailing (excluding restaurants)
- 7% Hotels
- 17% Transport and Storage
- 23% Restaurants, Finance, Insurance and other Personal Services.

### Employment: Levuka

The employment figures shown on the next page have been extracted from the survey report for the Levuka Province prepared by Central Planning Office in 1979. The data is based on the 1970 Population Census.
<table>
<thead>
<tr>
<th></th>
<th>Fiji</th>
<th></th>
<th></th>
<th></th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Male</td>
<td>Female</td>
<td>Total</td>
<td>Male</td>
<td>Female</td>
</tr>
<tr>
<td>Low Fij</td>
<td>12.0</td>
<td>16.0</td>
<td>14.0</td>
<td>7.0</td>
<td>11.0</td>
</tr>
<tr>
<td>Urban Fij</td>
<td>13.5</td>
<td>16.4</td>
<td>14.9</td>
<td>11.0</td>
<td>8.0</td>
</tr>
<tr>
<td>Rural Fij</td>
<td>12.0</td>
<td>14.0</td>
<td>13.0</td>
<td>10.0</td>
<td>8.0</td>
</tr>
<tr>
<td>Low Lom</td>
<td>0.0</td>
<td>11.7</td>
<td>2.0</td>
<td>4.1</td>
<td>7.4</td>
</tr>
<tr>
<td>Rural Lom</td>
<td>0.0</td>
<td>8.3</td>
<td>3.2</td>
<td>3.2</td>
<td>17.2</td>
</tr>
<tr>
<td>Lomiviti</td>
<td>5.0</td>
<td>11.7</td>
<td>6.6</td>
<td>5.5</td>
<td>16.3</td>
</tr>
<tr>
<td>Fiji</td>
<td>3.0</td>
<td>11.7</td>
<td>6.6</td>
<td>5.5</td>
<td>16.3</td>
</tr>
</tbody>
</table>


The above table reveals some general characteristics that are also true of other Provincial studies, and they are:

(i) Urban exceeds rural unemployment;
(ii) Female exceeds male unemployment;
(iii) Indian exceeds Fijian unemployment.

It has been statistically proven that correlation between the degree of urbanization and the rate of unemployment exists. With increasing urbanization, the unemployment rates increase as well. So is the case with Lomiviti and rural Lomiviti. But there are a few points that should be borne in mind, and they are: that even though subsistence agricultural systems are better designed structurally to absorb unemployment, underemployment is a severe feature of the rural life. In urban areas, such underemployment and hidden unemployment are harder to account.

When looking at the area specifically, i.e., Lomiviti, the above generalised statements (i) – (iii) may not hold true. In the case of Male unemployment rate for Lomiviti, the figures is higher for the Fijian than the Indian economically active male population mainly because of the relatively small Indian population.

The industrial activities in Lomiviti, especially the fish canning plant has created opportunities for jobs. As a result, many people have come to Lomiviti in the hope of finding employment. This has resulted in a high unemployment rate, especially among the Fijian males who seek employment in the processing and processing areas of the factory. Almost none of these men are registered as unemployed in Lomiviti. This is about twice the rate for rural Lomiviti, and is considerably higher than the figure for urban Fiji (21.4%) as against 15.2%).
Leouka has registered unemployment rates that are substantially higher than that of urban Fiji. As the only urban centre in Levuka, it drew 1,054 of the total 2,000 people (or 42%) who migrated from the rural areas of Levuka (1974, p.7). Leouka, being a comparatively small town, has not been able to absorb most of the job seekers of working age. Even though the PEOO plant and the administrative sector of government have provided a majority of the employment, there is very little local industry to generate the much needed employment opportunities. This is one of the pressing and persistent issues and if Levuka is to expand, then means of achieving a lower unemployment rate is necessary.

Future Employment Trends

If Levuka is to basically expand economically, then employment based activities need to be created. The present employment scene suffers for today, but new opportunities and avenues ought to be sought.

Fishing, tourism and agricultural sectors provide the best prospects for economic activity expansion and job creation.

The present ministerial working committee set up recently has begun negotiations on the future contract of the fishing company at Levuka (PBOO). If the present (current) management is going to continue operations, it is likely that an additional 100-200 jobs could be created (400-500 total employment) at the fishing canning and processing plant, and a total of 3,000 jobs offshore (IBM Corporation, Brevard and Korean fishing vessels, small village co-operatives, fishing rights, etc.).

Bearing in mind the Government objective of diversification as stated in the FPAP, the agricultural regions of Levuka offer opportunities of tropical fruit farming, namely passion and pineapples. Levuka would benefit from this agricultural based activities on the island. Here people would be employed in the economy, thereby resulting in greater cash flow. This would help the town to expand commercially as well. It is not easy to forecast the number of people who would benefit if such schemes did become operative but it is certain that the percentage of economically people employed in the primary sector will rise significantly.

Government policy as indicated in FPAP is to encourage tourism development as well as promote greater local participation in all sectors within the tourist industry. Levuka has great potential in this sector which has not been seriously thought of and exploited to reap profit to our substantial extent, either culturally, socially or economically.
One of the goals that tourism can generate more jobs is in infrastructure for fooding and entertain
visitors, which definitely needs to be improved before the tourist market can gain a foothold. (p. 33, J. McLean) Levuka could become a tourist attrac
tion if it were to be declared a historic town.
People's consensus is to let Levuka remain the way it has been. Consistent effort will have to be put towards its preservation, along with new developments that will need careful monitoring so as to protect the town's historic beauty and identity.

1. McLean, J., *Town Planners and The Preservation Process - Levuka, Fiji*, University of
  New South Wales, 1981.
Existing Residential Development

Analysis of Survey

A set of questionnaires prepared by the Department of Town and Country Planning was used in obtaining information on numerous aspects of residential buildings in locally, namely:

i. **Type of Structure** — Most of the residential buildings surveyed were of wood and iron (68%), many of the recent ones are made of concrete (10%), and a very small number (3%) of both wood and iron, and concrete.

ii. **Height of Buildings** — 90% of the houses are one story homes, 5% have two stories — those are mostly residences attached to commercial buildings, located on the top floor.

iii. **No. of Bedroom units** — A large percentage (i.e., 62%) of houses were single unit homes. Only 12 houses had double units, and 4 were bigger than double units. Reason for a large number of single houses (1 bedroom unit) were:

- Preference for single homes; many residents being long-time settlers;
- In the past, lack of demand for other types of residences such as flats.

iv. **No. of Bedrooms** — The average number of bedrooms in four, 20% of homes having four bedrooms, and 10% with more than four. Therefore, nearly half (40%) of homes have four bedrooms and more. This is an interesting feature — the old colonial style housing with a plan for space and comfort is the reason for such a figure (47%). A fair percentage have two or three bedrooms (15% and 33% respectively), and 3% of homes are with one bedroom.

v. **Condition and Age of Buildings** — Of the total number of houses that were surveyed, 8% were from the pre-1900 to World War II period, and only 16% from the post-World War II time. There were 50 houses for which the year of construction is not known. Of these 69 houses, 73% or 67 houses according to rating given (by Town and Country Planning Officers carrying out the survey) are in good to very good condition, 10% are in fair conditions, and only 13 or 12% are in poor to very poor condition.
The historic and architectural status of Levuka is high, Levuka is unique in the group in that it was the first capital of Fiji, being the most prominent settlement in the group before the town of Suva. Some built during that time are still evident today: these add to the character and style of the place, amongst other notable features such as the Nile river, Brook Street and adjoining buildings, etc.

With residential buildings, a total of 16 (i.e., 20%) definitely merit preservation, and another 36 or 40% would deserve preservation also. This would tally with residential buildings with high to very high historic and architectural status. The rest of the 36 buildings have low to very low historic/architectural status and would not be worthy of preservation.

Majority of the residences have no parking provisions. Only 17 residences (12%) have such a facility.

The town of Levuka is located on a strip of land which rises steeply off the coastline to a maximum altitude of 622 metres. As a result, a number of residences have steps as a means of access (52%). Other roads are footpaths (49%) and, approximately 80% of houses front onto the road which serves as their means of access.

Residential land in Levuka has been zoned Residential 'B' in the draft town planning scheme. Approximately 25 hectares (56 acres) of land has been zoned for residential purposes, which is nearly 16.4% of the total land area zoned in Levuka.

Residential lots are situated mainly in the northern and central (around Dawn Park) sections of town. There are a few, mostly government quarters (Commissioner of Eastern's residence, prison compound) in the southern part of town. In addition, many commercial buildings along Brook Street were attached living spaces.

Residential lots are sized from as low as 0.007 hectares (1.8 square) to as high as 0.33 hectares (0.8 acres), the two cases being extreme. An average sized lot is 0.16 hectares (0.4 acre) well above the minimum requirement for a standard residential lot which is 0.05 hectares (32 square).

Nearly all residential land in Levuka is freehold property. Private ownership encourages facilities, improvements, etc., on any type of building and related activity.
### Development Applications

#### Table 13

**Lovina Development Applications Received by Lovina Town Council, 1980 – 1982**

<table>
<thead>
<tr>
<th>Item</th>
<th>1980</th>
<th>1981</th>
<th>1982</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No.</td>
<td>Value (£)</td>
<td>No.</td>
</tr>
<tr>
<td>New Dwellings</td>
<td>3</td>
<td>150,400</td>
<td>5</td>
</tr>
<tr>
<td>Alteration &amp; Repairs</td>
<td>22</td>
<td>17,950</td>
<td>18</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>25</td>
<td>178,350</td>
<td>23</td>
</tr>
</tbody>
</table>

**Development Certificate Issued**

<table>
<thead>
<tr>
<th>Item</th>
<th>1980</th>
<th>1981</th>
<th>1982</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No.</td>
<td>Value (£)</td>
<td>No.</td>
</tr>
<tr>
<td>New Dwellings</td>
<td>3</td>
<td>2,500</td>
<td>5</td>
</tr>
<tr>
<td>Alteration &amp; Repairs</td>
<td>5</td>
<td>3,950</td>
<td>10</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>8</td>
<td>6,450</td>
<td>15</td>
</tr>
</tbody>
</table>


#### Analysis of Development Applications Received

The above table gives an account of the applications received by the Lovina Town Council. Applications for new dwellings, extensions to existing property (i.e., increase in floor area) are forwarded to the Department of Town and Country Planning for approval, whereas internal alteration and repairs applications are dealt with by the Council.

The number of applications received for new dwellings and alteration and repairs have not varied significantly over the three year period (1980 – 1982).
### New Dwellings

<table>
<thead>
<tr>
<th>Year</th>
<th>Consented</th>
<th>Refused</th>
<th>Further Information/Deferred</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1975</td>
<td>3</td>
<td>-</td>
<td>-</td>
<td>3</td>
</tr>
<tr>
<td>1976</td>
<td>5</td>
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<td>-</td>
<td>5</td>
</tr>
<tr>
<td>1977</td>
<td>2</td>
<td>1</td>
<td>-</td>
<td>3</td>
</tr>
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<td>1978</td>
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<td>-</td>
</tr>
<tr>
<td>1981</td>
<td>3</td>
<td>-</td>
<td>-</td>
<td>3</td>
</tr>
<tr>
<td>1982</td>
<td>1</td>
<td>-</td>
<td>-</td>
<td>1</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>10</strong></td>
<td><strong>2</strong></td>
<td><strong>3</strong></td>
<td><strong>23</strong></td>
</tr>
</tbody>
</table>

### Extensions, Renovations

<table>
<thead>
<tr>
<th>Year</th>
<th>Consented</th>
<th>Refused</th>
<th>Further Information/Deferred</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1975</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>1976</td>
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<td>-</td>
</tr>
<tr>
<td>1978</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td>4</td>
</tr>
<tr>
<td>1979</td>
<td>5</td>
<td>-</td>
<td>-</td>
<td>5</td>
</tr>
<tr>
<td>1980</td>
<td>1</td>
<td>-</td>
<td>-</td>
<td>2</td>
</tr>
<tr>
<td>1981</td>
<td>1</td>
<td>-</td>
<td>-</td>
<td>1</td>
</tr>
<tr>
<td>1982</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>10</strong></td>
<td><strong>1</strong></td>
<td><strong>2</strong></td>
<td><strong>15</strong></td>
</tr>
</tbody>
</table>

*Source: Building Application Register, Department of Town and Country Planning*

*1983 - only 1 application for fencing which is pending*

1. Includes carparks.
Analysis of Development Applications received

The Director of Town and Country Planning received very few applications over the eight year period from 1975 to 1982. For new dwellings, the highest number of applications received and approved was eight in 1976, whereas there were no applications received in 1970. For extensions which included carports, 5 applications were received and approved in 1979 (highest number of applications received for that period), and none received in 1975 or 1976.

7.1.6.3

The tabulated findings (Tables 1 and 2) reveal that Suva experienced declined residential growth. This would be attributed to:

1. Suva's declining population (the urban area population fell by 0.5% over the inter-censal period), and
2. out-migration, especially from the younger age-groups.

7.1.7

Average Household Size

Table 20

<table>
<thead>
<tr>
<th></th>
<th>Fijians %</th>
<th>Indians %</th>
<th>Total %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban</td>
<td>4.0</td>
<td>4.0</td>
<td>6.1</td>
</tr>
<tr>
<td>Rural</td>
<td>5.0</td>
<td>5.0</td>
<td>6.0</td>
</tr>
<tr>
<td>Localiti</td>
<td>6.0</td>
<td>6.0</td>
<td>6.0</td>
</tr>
</tbody>
</table>

There was a general reduction in average household sizes over the inter-censal decade. Overall household sizes for all urban groups in urban and rural localiti fell by approximately 13% and 12% respectively, with Localiti experiencing a 12% reduction (refer Table20). The possible reasons for such a fall were said to be:

(i) a reduction in population,

(1) greater than proportionate increase in the number of households as compared to population growth.

Notes:
2. Ibid., p. 38
### Table 21 - Population Growth 1966 - 1976

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Overall Urban</td>
<td>1,630</td>
<td>1,567</td>
<td>+0.8</td>
<td>560</td>
<td>604</td>
<td>-1.7</td>
<td>2,190</td>
<td>2,173</td>
<td>-0.8</td>
</tr>
<tr>
<td>Rural</td>
<td>2,315</td>
<td>2,091</td>
<td>+0.3</td>
<td>444</td>
<td>553</td>
<td>-0.2</td>
<td>2,759</td>
<td>2,647</td>
<td>+0.2</td>
</tr>
<tr>
<td>Lomiviti</td>
<td>11,941</td>
<td>12,091</td>
<td>+0.1</td>
<td>770</td>
<td>634</td>
<td>-1.9</td>
<td>13,711</td>
<td>13,725</td>
<td>+0.1</td>
</tr>
</tbody>
</table>

Table 20 and 21 confirms that it was combination of both factors (stated above) that caused a reduction in household.

### Table 22 - Household Formation 1966 - 1976

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Overall Urban</td>
<td>203</td>
<td>251</td>
<td>+2.3</td>
<td>97</td>
<td>93</td>
<td>-0.4</td>
<td>297</td>
<td>346</td>
<td>+4.6</td>
</tr>
<tr>
<td>Rural</td>
<td>308</td>
<td>352</td>
<td>+3.2</td>
<td>19</td>
<td>13</td>
<td>-3.7</td>
<td>327</td>
<td>365</td>
<td>+3.6</td>
</tr>
<tr>
<td>Lomiviti</td>
<td>1302</td>
<td>2031</td>
<td>+21.6</td>
<td>120</td>
<td>116</td>
<td>-3.2</td>
<td>1422</td>
<td>2161</td>
<td>+11.5</td>
</tr>
</tbody>
</table>

Even with a low or negative population growth, there has been an increase in the number of households over the intervening decade. This reflects changing attitudes to family size - preference for nuclear families instead of extended families.

Apart from Overall rural, which had the highest population growth and therefore the rate of household formation was the highest, even urban Overall and Lomiviti, whose average annual growth rates were low or negative, showed increases in the number of households over the ten year period.

**Notes:**
Housing Authority - Residential Development in Qalyub

The Housing Authority has carried out several housing schemes in the Eastern Division. Qalyub has benefited from the Authority's assistance in the form of rental flats, house loans, house sites and village schemes. The information below provides details of the types of housing developments, number of housing units available and the dates on which the developments took place.

Table 1

<table>
<thead>
<tr>
<th>Type of Housing Development</th>
<th>No. of Units</th>
<th>No. of Families using Units</th>
<th>Time when started</th>
<th>Time completed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rental Flats (Taliba Bat)</td>
<td>24</td>
<td>24</td>
<td>1973</td>
<td>1973</td>
</tr>
<tr>
<td><strong>House Sites (Dira)</strong></td>
<td>12</td>
<td>12</td>
<td><em>Could not be established</em></td>
<td><em>Could not be established</em></td>
</tr>
<tr>
<td><strong>Village Schemes (Surveys)</strong></td>
<td>15</td>
<td>3</td>
<td>1982</td>
<td>Not completed</td>
</tr>
</tbody>
</table>

Notes:

* Details of individual house loans were not easily available.
** There has been no progress on allocation of sites due to some development requirements which have not been met.
***Work on Barota Village scheme is continuing slowly. Progress has been hampered due to slow arrival of housing materials from here, disorganised labour system and the need to apply for extra finance as a result of inflation over the years. The original loan of $25,000 taken in 1961 is no longer sufficient to build the 15 houses. The Housing Authority has looked into these reports for appropriate solutions.

Source: Housing Authority Research Section, 1981
The different housing schemes mentioned in Table 23 have occurred outside the town. The Authority has been unable to secure land in town for sites and services schemes which appear to be most viable for town like Levuka.

The number of outstanding applications at the end of 1963 was eleven. The Authority will continue to encourage village schemes and individual lots as long as viable securities are available.

### Future Residential Development

#### Table 24: Levuka: Lots Zoned for Residential Development but Not Developed, 1963

<table>
<thead>
<tr>
<th>Row</th>
<th>No. of Undiv. vacant lots</th>
<th>No. of landless vacant lots that can be further subdiv.</th>
<th>Total area of vacant lots</th>
<th>No. of Undiv. vacant lots with approved 1964 applications</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>25</td>
<td>3</td>
<td>27.4 Hect. (13 acres)</td>
<td>3</td>
</tr>
</tbody>
</table>

Note: Subdiv. = subdivided.

Of the total 27.4 hectares (67 acres) of residential land in Levuka, approximately 25 hectares (13 acres) are still undeveloped. This is mainly arable land. It is expected that with the current trend for smaller household units, there will be growth in the number of residential units, thus necessitating the opening up of vacant residential land in Levuka.

There are altogether 25 subdivided vacant lots with further undeveloped lots.

Several of these lots are located at the following points:

1. Bordering both sides of Waterhouse Road, east of Central Levuka = 5 lots.
2. Southern end of Spowart Road = 3 lots.
3. Just across the northern end of Spowart Road, west of Meehi Park = 3 lots.
4. Corner of Mission Hill Road and Bosch Street = 1 lot.
5. South-east of the Levuka Public School = 1 lot.
(vi) South of the Christ Convent School and along
to Tekesau Creek = 1 lot.

(vii) Across BUPAC, and west of Louisviti Joinery
and Service Station = 2 lots.

(viii) Just past Fiji Den Factory, west of Bucak Street
- 1 lot.

(ix) Between the Cemetery and Bucak Street, northern
end of town = 1 lot.

If only Residential B' sized lots which are measured are
considered (i.e. 32 yd. lots), about 66 residential
lots can be derived from 13.3 acres (hypothetical area).
This would not necessarily constitute, because of the
different desires and needs of individuals.

It is not anticipated that there will be a sudden decrease
in population in Levuka over the next ten years (see
Population Chart and Table above), therefore there
is no real need for reserving additional land apart from
the existing vacant land for housing development.

7.2.2 Problems

In Levuka, there are two acute problems:

(i) Restrictive topography which inhibits future
residential development on virgin land;

(ii) Lack of sewerage to allow for denser to high
density housing. Residential B' sized lots are
20 per hectare. This 20 yd. lots cannot be
allowed due to lack of sewerage provision.

Surplusing land was to be developed for housing on
the higher among the cost of site development with regard
to provision of water supply, sewerage, roads, etc would
be fairly high.

7.3 Conclusion: Summary of Main Points

1. Levuka experienced limited residential growth which
could be related to a low or negative population
growth and out-migration.

2. Although there was a low population growth which
attributed to lower household sizes, there was an
increase in the number of household over the last
inter-censal decade (1966-76).

3. Planning for a larger number of smaller household
means there would be a greater demand for housing
units.

4. There is existing vacant land for residential develop-
ment. Until there is increase in the population size,
there seems no real need to reserve additional land for
future short-to-middle term housing development.

5. Housing authority has provided rental units at
Dribin, and has developed land at Dribin for house
sites. It shall continue its policy of selling
village schemes and individual lots provided
satisfactory securities are available.

6. New housing development on undeveloped land in
beaucey bocres or martrieres topography (steep
sloping land): costs of developing such land
would be fairly substantial.

7. Existing residential buildings of historical and
architectural merit should be protected.
0.0

0.1

Existing Development

Locally industrial development is closely dominated by the fishing industry based in town. The three companies; TWA Corporation, a nationally-owned fishing operating; TABCO, a Japanese-controlled company with a 25% ownership by the Fiji Government, and Fiji Can Company, a wholly-owned Japanese Company; constitute the bulk of Fiji's fishing industry and are the major contributors to the local economy.

Besides the procurement fishing bases, industrial activities in town are limited and of small scale. The minor industrial developments are confined to furniture making, bulk storage of petroleum by Shell, F butt, power station, RAF and UNO banks, and a FIMU depot.

All industrial activities are found in the southern part of the town and along both sides of Beche Road; namely the wharf area where Ports Authority of Fiji and FASCO are located, and its immediate surroundings. A total of 4.7 hectares (11.6 acres) of total land area within town is under industrial zoning of which 1.6 hectares (4.1 acres) is vacant.

The table below gives a summary of all existing establishments in Levuka Town, with respective employment figures.

Table 29 - Levuka: Existing Industrial Establishments and Employment, 1961

<table>
<thead>
<tr>
<th>Name</th>
<th>Type of Industrial Use</th>
<th>Employment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pacific Fishing</td>
<td>Processing and canning of fish and fish meal products, and freezing of fish from fish pond</td>
<td>400</td>
</tr>
<tr>
<td>Fiji Can Co. Ltd.</td>
<td>Can Manufacturing</td>
<td>15</td>
</tr>
<tr>
<td>Shell Fiji Ltd.</td>
<td>Storage of fuel oil</td>
<td>5</td>
</tr>
<tr>
<td>Fiji Electricity Authority</td>
<td>Power Station</td>
<td>16</td>
</tr>
<tr>
<td>Ports Authority of Fiji</td>
<td>Cargo handling, wharf maintenance</td>
<td>3</td>
</tr>
<tr>
<td>Public Works Department</td>
<td>Dock</td>
<td>44</td>
</tr>
</tbody>
</table>
Total employment figure for the industrial sector from the preceding table is 6%. This represents 60% of the total economically active population who were employed; 50% if both the working and non-working economically active population were taken into account.1

The above analysis shows the importance in terms of employment the industrial sector has played for a small town such as Lenaka despite its drawbacks.

8.2 Industrial Development Objectives, Strategies and Policies

The Development Plan Eight calls for an economic strategy based on primary production, tourism and selective industrialisation. Within the industrial sector, emphasis is on strengthening and broadening the industrial base through (1) expansion and diversification of export commodities, and (ii) greater internal market development through import substitution and other industries (p.162, DP.8 Vol.1). Industries with employment generating capacities, forward and backward linkages, together with increasing local participation and control are the other main objectives of the development plan. To achieve these objectives, industries based on local primary commodities and industries producing inputs required by primary and other sectors, have been accorded high priority. Many of these industries using imported raw materials to produce goods for domestic and export markets.

Fitting the above objectives into perspective spatially, though should be given to diversifying the main economic base of Lenaka, in terms of market orientation and employment.

Considerable progress is expected in the fisheries sector during Development Plan Eight, due to on resources availability indicates that fisheries is a sector of much potential. DP.8's emphasis is an expansion of fish processing for export under its industrial fisheries development program.

---

1. The percentage given would not be totally accurate because the employment figures for the industrial sector were taken from a survey done in 1981, and the total economically active statistics from the 1976 Population Census.
However, present situation does not present a very healthy picture on tuna exports. World demand for canned tuna is still depressed resulting in low prices; as well as output being below normal. 915,000 was expected to expand the capacity from 25 to 50 tonnes daily as provided for in the 1974 ARPO agreement, should catches equal. Simultaneously, worth down 20.5% from 1971, below the 1970 target of 12,430 tonnes for the year.

With the prevailing circumstances, emphasis will have to shift from sole tuna export operation to catering for the local market by processing other varieties of fish. Imports of canned fish have totalled around $7 million annually, having in mind almost all canned fish for local consumption is imported and since ARPO has not been operating at optimum capacity, and with established existing infrastructure, side process capacity could be utilized in processing for the local market. Setting up of local manufacturing industries would also be consistent with ARPO’s objectives in terms of value added, reduction in foreign exchange outflow, added employment, etc.

Future Direction

Levuka’s main support is in the fishing industry, as noted by ARPO. Apart from this, there is very limited industrial activity in town. Presence of distant and productive coastal a number of industries, for example agro processing, becomes economically unviable. Another factor that limits expansion is the lack of suitable land in town; this is mainly due to restrictive topography. Also, since Levuka is very close to the main island of Viti Levu, it becomes cheaper to acquire necessary services not found in town in the city of Suva and other urban centres such as Suva.

In terms of Levuka’s role as the local point and headquarters of the Eastern Division, it becomes a necessity that it is able to support local industries to create for everyday needs. There is potential for small scale industries and service industries such as sports and mechanical repair shops at one activity that needs to be provided.

Apart from catering for local needs, the major employment absorbing industry is fishing. The local infrastructure being already available, the fishing factory could be consolidated and expanded not only to process for exports, but diversify to satisfy the local market. If such considerable revenue is used in importing canned fish. For such expansion, government support and foreign involvement is required, in terms of financing, expertise and equipment.

A drawback at present is the inability to provide satisfactory amounts of fish to be processed annually.
An advantage Levuka holds is the wharf facility maintained by the Ports Authority of Fiji. It is an important factor in the functioning of the fishing industry, as well as other activities located in town and outer areas.

Conclusion

Levuka's continued growth and stability depends heavily on the fishing industry. Therefore, it becomes important that measures are taken to protect and expand this major activity. Other than this, not much is expected of other major types of industries to be set up, so long as everyday demands are met.

Levuka is not a major industrial activity area, and as long as establishments continue to support and encourage employers and increase levels of the local people, the future of the town will always be secure.

Summary of Main Points

1. Levuka faces a problem of expansion—physically its restricted because of rising topography and economically due to lack of incentives, and costs in terms of setting up basic infrastructure and transportation.

2. For Levuka to progress satisfactorily, employment of the rural and urban populace is important, and for that economic activities are needed.

3. Fishery: Levuka is served because of the major industrial base, that of the Pacific Fishing Company which has absorbed majority of the economically active population from Levuka and the hinterland. For further expansion and employment, the fishing base needs to be strengthened, thus diversified in terms of output and markets.

4. Services industries are virtually non-existent in town.

5. Levuka would most likely need to:
   (i) Consolidate and/or diversify its fishing industry base,
   (ii) Provide essential service industries,
   (iii) Attract small-scale industrial investors, and
   (iv) Modify the transport system to gain access to a larger market (this would necessitate some modernisation of the present fish-canning operation at Levuka, and development of this place as the main base for deep-sea fishing in Fiji); to continue to grow as an urban centre.
9.0 COMMERCE AND SHOPPING

9.1 Introduction

Historically Levuka was the first major western settlement in Fiji, and commercially, was one of the earliest centres to be set up in the South Pacific. Today the centre appears in much the same way as it did one hundred years back, the architectural style is characteristic of the late 1890s vernacular design. It is dominated by one and two-storey buildings with false fronts, large display windows and a covered walkway that connects stores in a continuous arcade.

9.2 Existing Commercial Centre

9.2.1 Physical Layout

With respect to the commercial layout, Levuka is virtually a one-tract town. Existing commercial development generally consists of shops on the ground floor and residences on the first floor, along the main Beach Street.

9.2.2 Basic Types of Establishments and Floor Space

There are altogether 32 establishments in town (1981 Survey). These can be broadly categorized into three groups:

**Definition**

- **Convenience goods** — Include food and groceries, etc.
- **Durable goods** — Clothing, hardware, furniture, etc.
- **Service goods/promises** — Offices, books, hairdressing, etc.

The table on the next page gives a fair sample of the type and number of establishments with their respective floor space and size of building.
### Table 28: Levuka Shopping Floor space and Development, 1981

<table>
<thead>
<tr>
<th>Types of Goods and Services</th>
<th>Floor Space (Round)</th>
<th>Sq. ft. (rounded)</th>
<th>%</th>
<th>Sq. ft. (rounded)</th>
<th>%</th>
<th>No. of Establishments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Convenience goods</td>
<td>9,428</td>
<td>19,494</td>
<td>31</td>
<td>13</td>
<td></td>
<td>12</td>
</tr>
<tr>
<td>Durable goods</td>
<td>4,798</td>
<td>12,064</td>
<td>19</td>
<td>19</td>
<td></td>
<td>6</td>
</tr>
<tr>
<td>Service goods premises</td>
<td>7,728</td>
<td>14,456</td>
<td>23</td>
<td>23</td>
<td></td>
<td>9</td>
</tr>
<tr>
<td>Mixed Convenience and durable goods</td>
<td>10,150</td>
<td>11,900</td>
<td>19</td>
<td>19</td>
<td></td>
<td>9</td>
</tr>
<tr>
<td>Mixed convenience and service goods/precinct</td>
<td>495</td>
<td>2,785</td>
<td>5</td>
<td>5</td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>Mixed durable and service goods premises</td>
<td>1,256</td>
<td>1,920</td>
<td>3</td>
<td>3</td>
<td></td>
<td>1</td>
</tr>
<tr>
<td>Total</td>
<td>33,680</td>
<td>62,833</td>
<td>100</td>
<td>100</td>
<td></td>
<td>32</td>
</tr>
</tbody>
</table>

Analysis of the above table shows that Levuka is well served in with the (three) major types of goods and services. Mixed types of goods and services were shown since separate floor areas for each type was not available, and the fact that many shops offer more than one type of goods and services.

In the service goods/precinct section, restaurants, cafes, theatres were taken into account. Office space have been set to a number of government departments (non-commercial) as well as to some private companies.

#### 9.2.3 Non-retail Uses
A list of all non-retail establishments is given in the table on the next page.
<table>
<thead>
<tr>
<th>Type of Establishment/ House</th>
<th>No. in existence</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial Banks</td>
<td></td>
</tr>
<tr>
<td>Hastings - agency</td>
<td>1</td>
</tr>
<tr>
<td>National Bank of Fiji - agency</td>
<td>1</td>
</tr>
<tr>
<td>(b) Restaurants and Cafes</td>
<td></td>
</tr>
<tr>
<td>Restaurants</td>
<td>3</td>
</tr>
<tr>
<td>Refreshment Bar</td>
<td>6</td>
</tr>
<tr>
<td>(c) Commercial Officers</td>
<td></td>
</tr>
<tr>
<td>Shipping</td>
<td>1</td>
</tr>
<tr>
<td>Air Travel and Tours</td>
<td>1</td>
</tr>
<tr>
<td>(d) Others</td>
<td></td>
</tr>
<tr>
<td>Laundries</td>
<td>1</td>
</tr>
<tr>
<td>Amusement Centres</td>
<td>1</td>
</tr>
<tr>
<td>Cinema</td>
<td>1</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>16</strong></td>
</tr>
</tbody>
</table>

**Ownership Pattern**

The commercial enterprises selling convenience and durable goods, and offering service-type goods/services, are run predominantly by individual merchants who in a number of cases own both the store and the land. They run predominantly family-type operations, functioning on the basis of fairly low economic returns. In the past decades of the era when these businesses were leased out to tenants who also ran them as a family operation, the owners have either migrated to the major urban areas or decided to develop other business interests. Of the number that were surveyed in 1951, 11 (42%) were owner-occupied and 15 (58%) leased. #
9.3 Commercial Zoning

A total of 2.6 hectares (6.4) acres, that is 4.2% of land of
which 0.42 hectares (1.05) acres is still vacant. All commercial
land is zoned under commercial 'D' type.

9.3.1 Table 29

<table>
<thead>
<tr>
<th>Use</th>
<th>No. of Sub'd Vacant Lots</th>
<th>No. of Unsub'd vacant lots that can</th>
<th>No. of Unsub'd Total area of vacant Lots</th>
<th>No. of Sub'd Vacant Lots with App'd Sdg.</th>
<th>Application</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial</td>
<td>4</td>
<td>1</td>
<td>1.05 (15.20)</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

9.4 Employment

A total of 114 people (approx.) are employed in the commercial
sector. The table below gives a breakdown of the figures according
to type of business.

9.4.1 Table 29

<table>
<thead>
<tr>
<th>Type of Business</th>
<th>Employment (Approx)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wholesale and Retail</td>
<td></td>
</tr>
<tr>
<td>(Convenience and Durable Items)</td>
<td>81</td>
</tr>
<tr>
<td>Restaurants and Refreshment Bar</td>
<td>15</td>
</tr>
<tr>
<td>Bakery</td>
<td>5</td>
</tr>
<tr>
<td>Laundry</td>
<td>1</td>
</tr>
<tr>
<td>Commercial Offices</td>
<td>4</td>
</tr>
<tr>
<td>Commercial Agencies</td>
<td>6</td>
</tr>
<tr>
<td>Service Station</td>
<td>2</td>
</tr>
<tr>
<td>Total</td>
<td>114</td>
</tr>
</tbody>
</table>
Total employment figures (Table 29) mean that around 16% of the employment population in Levuka were engaged in the commercial sector if only economically active population that were working were taken into account, or 12% if both employed and unemployed economically active population was considered.

It can be inferred from the above statistics that though percentage-wise those employed in commerce seem low, but in fact this area has and will always play an important role in maintaining employment rates.

**Historic Significance**

Of the twenty-two enterprises that were their year of construction (of buildings), only six were of the post World War II era. Between 1900 and 1916 16 buildings were constructed, all of which today are significant both in architectural and historical terms. The commercial area of Foma Street is the major contributor to Levuka's visual character. Storefronts reflect many different individual designs but there is a continuity to the streetscape that should be retained and enhanced.

**Future Commercial Development**

The commercial area of Levuka looks to be adequately serviced for the populations of Levuka, Ovalau and the nearby islands. Based on the findings listed below, any major expansion in commercial services is not foreseen in the near future.

- No new development applications received for establishing commercial buildings in the past 5 years by the Department of Town and Country Planning, except for the development approval in mid-1978 for establishing the Ovalau National Co-operative Store in Levuka town.
- No rezoning applications received by the Department of Town and Country Planning.
- Existing vacant commercial lots (see following table).
- Declining (very) slow population growth of Levuka, Ovalau and the nearby islands.

1. The figure given is not totally accurate since unemployment figures were obtained in 1961 and 1963 (upward), and the economically active population figures were taken from the 1976 Population Census.

Coupled with the above findings, better and much improved communication suburbs to the main urban centres have stabilised commercial growth in Liskeard.

Greater employment opportunities in Liskeard and Okehampton and increase in population will certainly bring about expansion in the commercial sector. With increasing population, it is expected that diversification in the range of goods and services provided will take place, along with increases in the provision of basic consumer items.

Any further (new) commercial development under present conditions will either have to take place in the already existing but unused commercial (building) space, or vacant commercial (existing) lots unless and until deemed fit for new lots under other different land uses compatible with commercial usage to be opened up. A total of 3.6 hectares is still available of which there are 4 individuveal vacant lots and one substantially large unoccupied site of 3.99 acres.

<table>
<thead>
<tr>
<th>Commercial Type Development</th>
<th>Vacant Commercial 4.69 acres (including land across street)</th>
<th>Vacant Lots of Minimum Size, 4.69 acres, 1.05 acre each</th>
</tr>
</thead>
<tbody>
<tr>
<td>21 lots</td>
<td>4.69 acres, 1.05 acres each (1.05 acre each)</td>
<td>21</td>
</tr>
</tbody>
</table>

The figure of 21 lots however does not mean that there will be that many lots in reality. It will of course vary according to the type of commercial development and the developer’s vision. All existing vacant land is under different ownerships but which may be leased depending on prevailing circumstances.

Summary of Main Points

1. The commercial sector of Liskeard is well established. Concentration of businesses is seen as follows: 184 (1 shop), 130 (2 shops), 120 (3 shops), 120 (4 shops), and 13 shops started business in 1970, but only one in 1980.

2. Factors for growth and diversification are limited largely because of negative/declining population growth of Liskeard, and the very slow growth of Okehampton in general. Further limiting factor is the lack of space for expansion for any development. The rising topography of the town inhibits expanding laterally.
1. It is important that the facade of the building emphasizing early 19th century architecture is retained. Any new developments to be in conformity with the established codes. Developments involving renovations, extensions, etc. will have to be carefully monitored to ensure quality and continuity.

4. A small number of commercial buildings on Beach Street are used as either warehouses or occasional residences or government offices.
10.1 Water Supply

10.1.1 Existing Water Supply

Lomita has three water supply catchments supplying water to the town and its environs, that is, along the coastal stretch as far as Verna Village in the north to Deeth in the south.

The catchments and their yields are tabulated below:

<table>
<thead>
<tr>
<th>Catchment</th>
<th>Yield all streams (in. avg.)</th>
<th>Reservoir Capacity (24 hr. average)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lomita Creek</td>
<td>630,000</td>
<td>65,000</td>
</tr>
<tr>
<td>Lovina Creek</td>
<td>235,000</td>
<td>25,000</td>
</tr>
<tr>
<td>Malpais Creek</td>
<td>330,000</td>
<td>-</td>
</tr>
</tbody>
</table>

* gpd = gallons per day

Source: Public Works Department, Waterlines Section, 1960

10.1.2 Water Management and Treatment

Public Works Department is the controlling authority over the catchments supplying water. Water obtained from the three sources (Lomita, Lovina and Malpais Creeks) is chlorinated for the purpose of disinfection before storage and distribution.

10.1.3 PAMCO Reservoir

Because of the additional demand created by PAMCO, a new reservoir was commissioned and is operational, supplying the factory with more than enough water, thereby relieving pressure of the three headwater catchments.

PAMCO Reservoir, directly fed by Lomita Creek, is situated above Lomita's Lake. It is capable of storing 350,000 gallons (1,600 cu. m) assuming a 24 hour storage.
The Japanese Fish Pressing Plant's demand in August 1967 was 12,000 gallons (46,5 cu.m) per day compared to today's demand which averages 170,000 gpd (630 cu.m) with a total consumption of 200,000 gpd (753 cu.m). The total consumption in 1967 for Lomuka was 100,000 gpd (384 cu.m) whereas today's demand is close to 300,000 gpd (1116 cu.m).

### Types of Users, Requirements and Consumption

Shown below is the present average daily water requirements of the different users in Lomuka.

Table 2: Average Daily Requirements of Different Users

<table>
<thead>
<tr>
<th>User</th>
<th>Average Daily Water Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>(gpm (gallons per day))</td>
</tr>
<tr>
<td><strong>Industrial</strong></td>
<td></td>
</tr>
<tr>
<td>PAFCO</td>
<td>15,000</td>
</tr>
<tr>
<td>Fiji Can Factory</td>
<td>200</td>
</tr>
<tr>
<td>Steel 1</td>
<td>2,000-14,000</td>
</tr>
<tr>
<td><strong>Commercial</strong></td>
<td></td>
</tr>
<tr>
<td>Business</td>
<td>600</td>
</tr>
<tr>
<td><strong>Education</strong></td>
<td></td>
</tr>
<tr>
<td>Schools</td>
<td>6,000</td>
</tr>
<tr>
<td><strong>Residential</strong></td>
<td></td>
</tr>
<tr>
<td>Householders</td>
<td>50</td>
</tr>
<tr>
<td><strong>Others Users</strong></td>
<td></td>
</tr>
<tr>
<td>Prison</td>
<td>Minimal</td>
</tr>
<tr>
<td>Hospital</td>
<td></td>
</tr>
</tbody>
</table>

Source: Public Works Department, Hydraulics Section, 1969.

Note:

1. Supply to the steel works because it is dependent upon the number of shifts that roll into Lomuka on that particular day.
10.1.5 **Maintenance and Construction Works**

The only major intensive maintenance work carried out recently (i.e., over three years) has been on replacing all mains (pipes). This became necessary because of the level of leakage resulting from leaking mains and loose service connections, which at one stage was as high as 40% of the total consumption.

10.1.6 **Future Demand**

10.1.6.1 (1) **Statistical Forecast**

The present daily capacity from the three catchments is about 1,600 HHD (million gallons per day) or 462,000 cubic. The current total consumption is close to 300,000 gpd (1,765 cubic). Even with an average annual growth rate of 2%, the present maximum output (of 1,600 HHD) is more than sufficient to meet future demand in the next 5 to 10 years.

10.1.6.2 (14) **General Forecast**

The above calculations on demand for water supply are based purely on growth in population in the next ten years. It does not consider any major economic sectors that are likely to take place in the industrial, commercial, or agricultural based manufacturing sectors in Lusaka. This is to assume that no other enterprises competitive with LUSI Food Ltd. are envisaged in the next 5 to 10 years, nor any significant expansion in the present LUSI processing factory nor any notable increase in the number of commercial enterprises and consumers; on the contrary, such developments will reduce additional demands on the present supply.

It is possible that, in the future, holiday resorts may be set up with foreign investment around Lusaka. When this happens, Public Works Department may have to provide mains extensions to these resorts on request.

The Housing Authority is presently developing low cost housing units at Chikuni Falls and is processing tenders for the second and third stages. Housing Authority does not foresee any further housing development in the near future because of the problem of difficult land acquisition.

10.1.7 **Conclusion**

According to a LUSI report, the three catchments in Lusaka are adequate sources of water for the present and future population growth.

Further developments of major significance like tourist resort developments, LUSI extensions, etc., will require either pipe extensions from the existing works, or investigations into new sources of supply, depending on the
volume of demand. However, P.M.D. does not anticipate any major increase in demand for the next ten years.

A fourth catchment, Western, which had least acquisition problems in the 1930's, could be serviced should demand arise.
Inter-Island Shipping

Introduction and Functions.

Inter-Island shipping is a vital link between the major urban centres of the country and the smaller islands in the Province by transporting cargo and passengers, thereby contributing to their commercial development and improving communication.

Shipping services to the majority of the inhabited islands in the group is on a bi-weekly basis on "loop or circuitous" route. Direct services from Funafuti to the islands with the exception of Vaiku are rare. The main services operate between Funafuti and Levuka and some nearby islands with services originating and terminating in Faga." Levuka is the central point for distributing goods in transit to the remainder of the Province. It is the main source of dry goods and other essentials to the islands. Being the administrative headquarters for the Eastern Division, a major task is the embarkation and disembarkation of goods for government purposes.

The imbalance created by the decline in commercial shipping services has to some extent been offset by the frequent voyages of government shipping. The Marine Department vessels are used for transporting government cargoes and construction equipment, and perhaps the most important single role being medical care. In addition to these trips, the Commissioner Eastern's yacht is used for the work of the Commissioner Eastern and transporting Government personnel, supplies and delegates to Provincial Council and Island Council meetings.

The major commercial shipping services is operated by Patekane Brothers Limited and very recently, the North-west Shipping Company, carrying passengers from Matai to Utatone and return and transporting cargo on their roll-on and roll-off vessels.

Conclusion.

The most important fact about the present situation is the deterioration of shipping services in terms of regularity and frequency. The decline in traffic as a result of increased shipping prices, increased operating costs, particularly because of fuel costs, and increasing crew and the general effect of inflation on demand have led to high freight rates and irregular shipping services.

The Development Plan Eight proposed a rationalisation of the shipping services which involved the identification of central landing points (CLP's) for the construction of CLP, the improvement of navigational aids, and other proposals in order to improve the present condition in the shipping industry.
A study was initiated in 1960 to investigate means of improving inter-island shipping services and suggest ways to improve the collection of data on inter-island operations.¹

Improvement to shipping services is required in order to encourage regional development and decentralize population centers through emphasis on agriculture, fisheries and forestry sectors, and complementary agro-industries growth.

¹, Development Plan Eight 1975-1980 Volume II
### Table: Interal-Island Traffic (Government and Commercial)

#### (i) Port: Port A

<table>
<thead>
<tr>
<th>Port</th>
<th>Inwards</th>
<th></th>
<th>Outwards</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Government</td>
<td>Commercial</td>
<td>Total Freight Tons</td>
<td>Government</td>
</tr>
<tr>
<td>Lovina</td>
<td>94.4</td>
<td>1558.0</td>
<td>1652.4</td>
<td>591.5</td>
</tr>
</tbody>
</table>

#### (ii) Port: Port B

<table>
<thead>
<tr>
<th>Port</th>
<th>Inwards</th>
<th></th>
<th>Outwards</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Government</td>
<td>Commercial</td>
<td>Freight Tons</td>
<td>Government</td>
</tr>
<tr>
<td>Babawelu</td>
<td>-</td>
<td>186.0</td>
<td>186.0</td>
<td>-</td>
</tr>
<tr>
<td>Lovina</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Total</td>
<td>-</td>
<td>186.0</td>
<td>186.0</td>
<td>-</td>
</tr>
</tbody>
</table>

#### (iii) Port: Port C

<table>
<thead>
<tr>
<th>Port</th>
<th>Inwards</th>
<th></th>
<th>Outwards</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Government</td>
<td>Commercial</td>
<td>Total Freight Tons</td>
<td>Government</td>
</tr>
<tr>
<td>Babawelu</td>
<td>-</td>
<td>120.0</td>
<td>120.0</td>
<td>-</td>
</tr>
<tr>
<td>Babawelu</td>
<td>2.0</td>
<td>2.0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kay</td>
<td>-</td>
<td>126.0</td>
<td>126.0</td>
<td>-</td>
</tr>
<tr>
<td>Kay</td>
<td>-</td>
<td>12.0</td>
<td>12.0</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>-</td>
<td>264.0</td>
<td>264.0</td>
<td>-</td>
</tr>
</tbody>
</table>

Source: [Annual Statistical Office, 1954](https://example.com)
PORTS OF LEVUKA

10.3.1 Introduction

The Port of Levuka which is Fiji's oldest port of entry is situated on the east coast of Viti Levu. It was constructed about eighty years ago, with a succeeding extension thirty years later. 1974 saw Levuka become the country's main fishing and canning centre; in fact it is one of the largest fishing bases in the South Pacific, with its cold storage, canning and can-making factories. Port of the plane was upgraded in 1991, and Ports Authority of Fiji is considering further improvements to the remaining section.

10.3.2 Management

The Ports Authority of Fiji, established on 1 November 1975 (Ports of Suva and Lautoka) took over the overall management and stevedoring operations on 1 July 1977 from the Marine and Customs Departments, R.F.A. however the two departments handled the management of the port, while overseas vessels calling at Levuka Port were stevedored by their respective shipping agencies.

10.3.3 Cargo Handling

10.3.3.1 Type of Vessels

Table 1 illustrates the different vessels that call at the Port of Levuka, with annual Frequencies and Gross Registered Tonnage (GRT). Statistics obtained were for the year 1991.

<table>
<thead>
<tr>
<th>Type of Vessels</th>
<th>Overseas</th>
<th>GRT</th>
<th>Local</th>
<th>GRT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cruise</td>
<td>1</td>
<td>254</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Cargo</td>
<td>5</td>
<td>9,035</td>
<td>571</td>
<td>116,341</td>
</tr>
<tr>
<td>Tanker</td>
<td>14</td>
<td>65,026</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Sugar</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Fishing (Local)</td>
<td>-</td>
<td>-</td>
<td>235</td>
<td>13,841</td>
</tr>
<tr>
<td>Fishing (Foreign)</td>
<td>60</td>
<td>25,140</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>88</strong></td>
<td><strong>79,125</strong></td>
<td><strong>1,265</strong></td>
<td><strong>135,112</strong></td>
</tr>
</tbody>
</table>


As expected, both overseas and local fishing vessels hold the highest number of calls at Levuka. The only other type
### Table 10

**Levuka Wharf: Type and Volume of Commodities**

<table>
<thead>
<tr>
<th>Commodity</th>
<th>Export</th>
<th>Revert</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Conventional</td>
<td>1,573</td>
<td>904</td>
<td>2,407</td>
</tr>
<tr>
<td>Motor Vehicles</td>
<td>111</td>
<td>111</td>
<td>111</td>
</tr>
<tr>
<td>Sawn Timber</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Logs</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Containers (PLC/LOC, etc)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Palletised</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Baler Rolls (Cont, Grain, etc)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Liquid Bulk: Molasses, Soya bean, etc</td>
<td>6,920</td>
<td>1,969</td>
<td>4,007</td>
</tr>
<tr>
<td>Mineral Oil</td>
<td>3,362</td>
<td>270</td>
<td>4,000</td>
</tr>
<tr>
<td>Cargo not specified</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>11,313</td>
<td>2,921</td>
<td>14,194</td>
</tr>
</tbody>
</table>

**Source:** Ports Authority of Fiji Information, 1950

### Table 11

**Levuka Wharf: Type and Volume of Cargo Shipped Locally 1950**

<table>
<thead>
<tr>
<th>Commodity</th>
<th>Export</th>
<th>Revert</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Copra</td>
<td>111</td>
<td>111</td>
<td>111</td>
</tr>
<tr>
<td>Fish</td>
<td>3,927</td>
<td>74</td>
<td>3,961</td>
</tr>
<tr>
<td>Others including mineral oil</td>
<td>6,075</td>
<td>15,677</td>
<td>21,732</td>
</tr>
<tr>
<td>Total Local Cargo</td>
<td>9,652</td>
<td>16,731</td>
<td>26,383</td>
</tr>
<tr>
<td>Total Revenue (Local &amp; Overseas)</td>
<td>20,995</td>
<td>19,552</td>
<td>40,547</td>
</tr>
</tbody>
</table>

**Source:** Ports Authority of Fiji Information, 1950

Tables 10 and 11 are self-explanatory. The only types of cargo unloaded at Levuka Wharf are conventional (i.e., loose) cargo, mineral oil and fish. Copra is not off-loaded at Levuka, but shipped onto to Suva.
### Table 40: Levuka Wharf: Imports by Commodities

<table>
<thead>
<tr>
<th>Year</th>
<th>General Cargo</th>
<th>Key Bulk Coal</th>
<th>Mineral</th>
<th>Fish</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1978</td>
<td>3,524</td>
<td></td>
<td>9,763</td>
<td>6,849</td>
<td>15,476</td>
</tr>
<tr>
<td>1979</td>
<td>1,650</td>
<td></td>
<td>9,322</td>
<td>3,549</td>
<td>12,591</td>
</tr>
<tr>
<td>1980</td>
<td>1,215</td>
<td></td>
<td>6,842</td>
<td>5,077</td>
<td>12,819</td>
</tr>
<tr>
<td>1981</td>
<td></td>
<td></td>
<td>10,567</td>
<td>3,195</td>
<td>13,262</td>
</tr>
<tr>
<td>1982</td>
<td></td>
<td></td>
<td>4,171</td>
<td>3,112</td>
<td>6,283</td>
</tr>
<tr>
<td>1983</td>
<td>3,475</td>
<td></td>
<td>40,059</td>
<td>21,682</td>
<td>62,741</td>
</tr>
</tbody>
</table>


### Table 41: Levuka Wharf: Exports by Commodities

<table>
<thead>
<tr>
<th>Year</th>
<th>General Cargo</th>
<th>Fish</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1978</td>
<td>3,524</td>
<td>2,425</td>
<td>6,370</td>
</tr>
<tr>
<td>1979</td>
<td>1,208</td>
<td>945</td>
<td>2,153</td>
</tr>
<tr>
<td>1980</td>
<td>595</td>
<td>3,541</td>
<td>4,136</td>
</tr>
<tr>
<td>1981</td>
<td>1,071</td>
<td>1,150</td>
<td>2,221</td>
</tr>
<tr>
<td>1982</td>
<td>303</td>
<td>303</td>
<td>606</td>
</tr>
<tr>
<td>1983</td>
<td>6,055</td>
<td>8,364</td>
<td>14,419</td>
</tr>
</tbody>
</table>

Source: Port Authority of Fiji, Annual Report and Accounts, 1982, p.27

Note: General cargo and fish are the only types of cargo exported from Levuka. Other types of cargo that are exported from other ports are not shown.
10.3.4.6 Analysis of total cargo handled

Table 42: Levuka Harb' Total Cargo Handled 1978-1983 (tonnes)

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Levuka</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Imports</td>
<td>12,921</td>
<td>13,709</td>
<td>13,986</td>
<td>6,683</td>
<td>20,995</td>
<td></td>
</tr>
<tr>
<td>Exports</td>
<td>6,310</td>
<td>6,713</td>
<td>4,357</td>
<td>393</td>
<td>12,352</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>19,231</td>
<td>20,422</td>
<td>18,343</td>
<td>7,076</td>
<td>33,347</td>
<td></td>
</tr>
</tbody>
</table>

Source: Ports Authority of Fiji, Annual Report and Account, 1982-3.

Cargo handled at Levuka port has declined considerably over the years, but there was a reasonable increase in 1983. Such an increase is accounted for by differences in:

(a) Mineral oil (hundred):
- 1982 - 4 tankers, 4,171 tonnes
- 1983 - 14 tankers, 8,207 tonnes

(b) Cargo not stowed - 4,000 tonnes in 1983. No such category is shown in the 1982 annual report for previous years. Most cargo not stowed is fish caught by IFI Corporation for Pacific Fishing Company Limited.

10.3.5 Fishing Vessel Operations 1981

10.3.5.1 Levuka handled 68 foreign and 225 local fishing vessels operating predominantly within Fiji waters in 1981. Foreign fishing vessels are mostly of Japanese origin. Norwegian, Taiwanese, and New Zealand vessels are also part of this fleet. Local vessels are from IFI Corporation.

PMAK handles frozen fish discharged directly from those vessels into trucks for delivery to the factory.

10.3.8 Baramara

A total of 3,661 tonnes of frozen fish were discharged into Levuka Port by the above vessels of which 74 tonnes were exported.
### Table 43  North Occupancy by Fishing Vessels, 1961

<table>
<thead>
<tr>
<th>Month</th>
<th>Fishing Vessels</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Overseas</td>
<td>Local</td>
<td></td>
</tr>
<tr>
<td>January</td>
<td>10</td>
<td>31</td>
<td></td>
</tr>
<tr>
<td>February</td>
<td>6</td>
<td>43</td>
<td></td>
</tr>
<tr>
<td>March</td>
<td>7</td>
<td>39</td>
<td></td>
</tr>
<tr>
<td>April</td>
<td>11</td>
<td>40</td>
<td></td>
</tr>
<tr>
<td>May</td>
<td>3</td>
<td>29</td>
<td></td>
</tr>
<tr>
<td>June</td>
<td>3</td>
<td>12</td>
<td></td>
</tr>
<tr>
<td>July</td>
<td>9</td>
<td></td>
<td></td>
</tr>
<tr>
<td>August</td>
<td>4</td>
<td>Nil</td>
<td></td>
</tr>
<tr>
<td>September</td>
<td>6</td>
<td>Nil</td>
<td></td>
</tr>
<tr>
<td>October</td>
<td>2</td>
<td>Nil</td>
<td></td>
</tr>
<tr>
<td>November</td>
<td>5</td>
<td>19</td>
<td></td>
</tr>
<tr>
<td>December</td>
<td>7</td>
<td>36</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>69</td>
<td>244</td>
<td></td>
</tr>
</tbody>
</table>

10.1.5.4  Average ratio of North occupancy per month:

- Overseas = 6 - 7 vessels
- Local = 21 - 22 vessels

10.1.5.5  The peak period of fishing vessels operating at Lenda port in between November and April, identified from the above data.

10.1.6  Port Planning and Development

10.1.6.1  (1) Wharf capacity (and associated shore side facilities) in terms of physical area, berth length and depth and cargo handling equipment is considered adequate for current and anticipated cargo passing through and ships utilizing the port now over the next decade. No significant cargo congestion or shipping delays are foreseen now or in the medium term future.
(14) Because of the declining traffic (cargo and shipping) experienced at Levuka over the past 5 years or so, the Port Authority of Fiji (previously) have no plans for extending the wharf and its shore side facilities within the next decade; the possibility is however under continuous review.

(15) The extent physical condition of the wharf and shore side facilities is recognized by the PAF as being poor. In addition to ongoing repair maintenance, the PAF is now giving consideration to the scope, cost and economics of rehabilitating the wharf and shore facilities to prolong their useful life and ensure their structural integrity.

PAF anticipates plans for their short term projects work to be completed by this year (1984) and implemented next year.
Summary of Main Points

1. No other activities are carried out in the Port of Levuka with the exception of port operations.

2. Improvements to berthing facilities by the Port of Levuka Authority of Fiji in 1981 has facilitated better access for all types of vessels, particularly, cruise and overseas vessels.

3. Past experiences show that unauthorised traffic movement within the wharf area has on several occasions caused operations.

4. The major port-oriented activities are generated by the Fishing Industry. Pacific Fishing Company in the largest exporter of fish and the biggest employer in the Eastern Division.

5. Cruise vessels that call at the Port of Levuka although occasional, also generate employment and revenue in the old capital.

6. The port provides inter-island services such as water, fuel, and food. It also provides those vessels with general cargo to be transported to other islands in the Mamanuca Group.

7. Extensions to the wharf are not considered likely given declining traffic movements experienced over the past five years.

8. Short-term restoration work (rehabilitating the wharf and wharf facilities) will be carried out in 1985.

9. The Port of Levuka is the economic backbone of the town. It has kept Levuka's economy viable despite the relocation of town status and importance.
10.4 Roads

10.4.1 Introduction

The town has one trunk road that is Beech Street which is connected to the circumferential route on Oral. This road is maintained by the Public Works Department. All secondary roads and public footpaths and necessary works are the responsibility of the Leuwa Town Council.

Leuwa being the oldest town, roads and footpaths formed early in the town's development have remained as they are. Many of the existing footpaths fall below the standard requirement laid down in the subdivision of land Act. Because of the constraints imposed by the topography, a substantial part of the town is accessible only by footpaths. The constraints imposed development on higher ground is virtually impossible to build roads considering development costs imposed by the physical environment.

10.4.2 Functions and Maintenance

Apart from the main Beech Street and the other secondary streets, most of the other streets are formed footpaths.

The secondary roads are maintained regularly by the Leuwa Town Council. Except for the construction of Current Road in 1983, no other major works have been carried out in the recent past.

Table 10.4:

<table>
<thead>
<tr>
<th>Year</th>
<th>Expenditure Incurred on Roads, Bridges, Parks (£)</th>
<th>% of total expenditure incurred by Leuwa Town Council</th>
</tr>
</thead>
<tbody>
<tr>
<td>1979</td>
<td>3,927</td>
<td>10</td>
</tr>
<tr>
<td>1980</td>
<td>4,216</td>
<td>13</td>
</tr>
<tr>
<td>1981</td>
<td>5,499</td>
<td>14</td>
</tr>
<tr>
<td>1982</td>
<td>7,622</td>
<td>9</td>
</tr>
</tbody>
</table>

10.4.3 Summary of Major Problems and Issues

1. Insufficient funds have setbacks regular maintenance and improvements on the existing road network. The Council finds it difficult to meet costs to carry out such work.

2. Considering the nature of the existing roads and footpaths that blend so well with the architectural and historical environment, it is important that any future improvements or extensions should take account of this factor before granting approval. This may mean that roads or pathways may not necessarily keep to the stipulated subdivision requirements.
10.5 Air Transport

10.5.1 Introduction

The airport on Ovalau is located on the western side of the island at Bauca, the distance by road to Levuka being 17.6 kilometres (11 miles) from the southern end. Distance is approximately 65.6 kilometres (40.6 miles) if one passes the northern and eastern parts of the island before reaching Levuka.

10.5.2 Number and Route of Flights, and Volume of Passengers Carried 1979 - 1983

The airstrip at Bauca accommodates thirteen weekly return flights from Nausori by Fiji Air. There are two daily return flights except on Saturdays when there is only one return flight.

The number of passengers carried annually between 1979 and 1983 are shown in the table below.

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Nausori to Bauca</td>
<td>7970</td>
<td>5304</td>
<td>7178</td>
<td>6266</td>
<td>6957</td>
</tr>
<tr>
<td>Bauca to Nausori</td>
<td>8529</td>
<td>8536</td>
<td>7384</td>
<td>7479</td>
<td>6931</td>
</tr>
<tr>
<td>Total</td>
<td>16519</td>
<td>13840</td>
<td>14562</td>
<td>13745</td>
<td>13888</td>
</tr>
</tbody>
</table>

There were less passengers carried in 1982 and 1983 compared to the period 1979 to 1980. 1983 showed a slight increase over the 1982 figure. The maximum number of passengers carried in any one year between 1979 and 1983 was in 1982.

Full in the number of passengers may be due to fewer flights - a decrease in the number of landings to the number of passengers carried.

A five seater Baron to a nineteen seat other are used by Fiji Air. The range of planes used are:

<table>
<thead>
<tr>
<th>Plane Type</th>
<th>Seats</th>
</tr>
</thead>
<tbody>
<tr>
<td>Baron</td>
<td>5</td>
</tr>
<tr>
<td>Islander</td>
<td>9</td>
</tr>
<tr>
<td>Comaro</td>
<td>7</td>
</tr>
<tr>
<td>Comaro</td>
<td>3</td>
</tr>
<tr>
<td>Otter</td>
<td>19</td>
</tr>
<tr>
<td>Otter</td>
<td>12</td>
</tr>
</tbody>
</table>
Average number of passengers carried annually is
10.5 persons per flight between Tasvori and
Eresra, and 10.1 persons per flight between Eresra and
Hamzoni. Seat capacity ranges from 5 persons
to 19 persons.

Peak periods of air travel are during school
holidays, public holidays and special occasions
like town festivals.

10.5.3 Volume of Cargo

The volume of cargo carried by air has increased
over the years. The table below gives an account
of total cargo carried.

Table 66: Total Volume of Cargo carried between
Hamzoni and Eresra 1979 - 1984

<table>
<thead>
<tr>
<th>Year</th>
<th>Total Volume of Cargo (kg)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1979</td>
<td>2751</td>
</tr>
<tr>
<td>1980</td>
<td>29400</td>
</tr>
<tr>
<td>1981</td>
<td>25000</td>
</tr>
<tr>
<td>1982</td>
<td>30650</td>
</tr>
<tr>
<td>1983</td>
<td>30231</td>
</tr>
<tr>
<td>1984</td>
<td>30000</td>
</tr>
</tbody>
</table>
Summary of Main Points

1. There has been a gradual decline in the number of passengers from and to Levuka due to competition and the economic recession. Flights have tended to substitute for cheaper modes of transportation.

2. Although there has been a fall, air transport is still a popular means of travelling. Its services are invaluable in terms of quick access to the islands, for medical emergencies etc. It also facilitates easy return journeys for locals, overseas visitors, and businesses.

3. No changes to flight numbers are foreseen in the near future, unless there is a remarkable increase in passenger and cargo loadings.

4. The UNDP Tourism Study reported that while secondary inter-island flight has limitations on expansion but it does not appear feasible for the airfields to be improved. During the ten-year period, no improvements have been made and it does not appear that much could be done until there are specific pressures to improve and expand.

5. Air travel to the islands serve a different purpose than the shipping network. While shipping services are mainly for transporting cargo to and from the islands, air transport is primarily for carrying passengers, and light cargo—light goods and mail.

---

11.1 Electric Power

11.1.1 Introduction

11.1.1.1 Location

The Electricity Authority's (E.A.) main power station is located on Shalal in the south-western part of the district of Lomalai, adjacent to the Pottery Creek and River Gumma Lotic and partially surrounded by Lomalai lagoon.

11.1.1.2 Staff

The Electricity Authority began operations in Lomalai in 1983. It is housed in its own building which was constructed in 1984, and has a staff of ten officers and fifteen wage earners.

11.1.2 Existing Operations

11.1.2.1 Limits of Operation

Electricity is supplied by diesel power generation to areas of rural districts in the following areas: Molela, Komi, Lomalai, Mavilca, Lomalai, Kulua, Sela, and Lomalai. The area of operations is limited to a small grid of 17 kms of 11-kV lines, although the Authority has the capacity to supply the whole island.

There are a number of substations namely: St. John's College, Vuna Village, Vatule Village, Fiji Sun (Nasova), Pacific Fishing Company (Nausoro), Kaloa and VNP Substation, and Sela Village. Pacific Fishing Company has its own generation plant, except for the power plant at Kaloa which the Authority supplies electricity. It transmits sub-stations amounting to 1141 kVA of power served a total of 410 consumers in 1982.

11.1.2.2 General Capacity (Check on next page)

The total units generated in 1983 were 260 kVA, as a relatively modest supplier of power among the twelve major stations in Fiji. The industrial sector would be the largest, especially the Pacific Fishing Company which is located in Lomalai.
## Table 47: PEM's Generation Capacity in 1920

<table>
<thead>
<tr>
<th>Station</th>
<th>Installed Capacity MW</th>
<th>Peak Capacity MW</th>
<th>Minimum Demand MW</th>
<th>Average Monthly Utilization %</th>
<th>Units Generated in 1920 MW</th>
</tr>
</thead>
<tbody>
<tr>
<td>Allah</td>
<td>83,200</td>
<td>62,400</td>
<td>47,500</td>
<td>23,940</td>
<td>35,323,000</td>
</tr>
<tr>
<td>Kisoyd</td>
<td>39,400</td>
<td>29,600</td>
<td>25,200</td>
<td>16,120</td>
<td>22,428,000</td>
</tr>
<tr>
<td>Guru</td>
<td>19,247</td>
<td>8,285</td>
<td>7,600</td>
<td>6,310</td>
<td>4,956,88</td>
</tr>
<tr>
<td>Fide</td>
<td>9,750</td>
<td>4,000</td>
<td>10,050</td>
<td>3,990</td>
<td>45,968,28</td>
</tr>
<tr>
<td>Ndi</td>
<td>6,000</td>
<td>4,500</td>
<td>6,300</td>
<td>29,000</td>
<td>19,758,44</td>
</tr>
<tr>
<td>Lamto</td>
<td>3,100</td>
<td>2,000</td>
<td>3,800</td>
<td>1,710</td>
<td>707,93</td>
</tr>
<tr>
<td>Sigatim</td>
<td>3,100</td>
<td>2,000</td>
<td>2,600</td>
<td>26,230</td>
<td>73,697,25</td>
</tr>
<tr>
<td>Lekone</td>
<td>3,744</td>
<td>2,600</td>
<td>2,15</td>
<td>28,250</td>
<td>7,037,03</td>
</tr>
<tr>
<td>Nockon</td>
<td>0,480</td>
<td>0,315</td>
<td>0,320</td>
<td>22,710</td>
<td>1,563,71</td>
</tr>
<tr>
<td>S Abana</td>
<td>5,560</td>
<td>0,200</td>
<td>0,220</td>
<td>20,200</td>
<td>990,00</td>
</tr>
<tr>
<td>Douba</td>
<td>2,580</td>
<td>2,050</td>
<td>1,350</td>
<td>12,250</td>
<td>2,719,83</td>
</tr>
<tr>
<td>Nandasi</td>
<td>0,390</td>
<td>0,310</td>
<td>0,370</td>
<td>17,720</td>
<td>738,54</td>
</tr>
</tbody>
</table>

**SYSTEM TOTAL**: 164,471 | 118,838 | 42,300 (With Lekone) | 5,200 (Incl. Lamto & Nockon) | 259,502,79

*Source: PEM*
Future Expansion

Looking at current demands, which in peak demand at a given time, present fire capacity will not be sufficient to fulfill future needs of demand to high demand. Thus need if reached may be fulfilled either by installing new generators or a new hydro-power, whichever of the two is economically viable.

11.1.3
Consumers

11.1.3.1
Table 32: Sectorwise Consumption in Lakh

<table>
<thead>
<tr>
<th>Year</th>
<th>Domestic</th>
<th>Commercial</th>
<th>Street Lights</th>
<th>Education</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1979</td>
<td>313,643</td>
<td>506,995</td>
<td>28,164</td>
<td>-</td>
<td>844,512</td>
</tr>
<tr>
<td>1980</td>
<td>291,730</td>
<td>485,123</td>
<td>25,847</td>
<td>-</td>
<td>833,690</td>
</tr>
<tr>
<td>1981</td>
<td>314,812</td>
<td>509,277</td>
<td>26,496</td>
<td>-17,954</td>
<td>890,673</td>
</tr>
<tr>
<td>1982</td>
<td>324,777</td>
<td>515,184</td>
<td>30,108</td>
<td>30,024</td>
<td>909,311</td>
</tr>
<tr>
<td>1983</td>
<td>342,178</td>
<td>527,249</td>
<td>25,937</td>
<td>43,870</td>
<td>937,325</td>
</tr>
</tbody>
</table>

Source: F.R.A.

The total consumption has increased over the five years, except for the period 1980 when there was a short fall. Domestic, commercial, and street lights consumption have remained fairly constant, except the education sector consume, which showed a significant increase.

11.1.3.2
Table 33: Number of Consumers in Lakh

<table>
<thead>
<tr>
<th>Rural</th>
<th>Urban</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Domestic</td>
<td>Commercial</td>
<td>Domestic</td>
</tr>
<tr>
<td>166</td>
<td>16</td>
<td>106</td>
</tr>
</tbody>
</table>

(1) Table 33: Number of Consumers in Lakh with Electricity in District
### Table 50: Number of Consumers Connected during 1951

<table>
<thead>
<tr>
<th>Rural</th>
<th>Urban</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Domestic</td>
<td>Commercial</td>
<td>Domestic</td>
</tr>
<tr>
<td>7</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

### Table 51: Table: Number of Applicants

<table>
<thead>
<tr>
<th>Year</th>
<th>Area</th>
<th>No. of Applicants</th>
</tr>
</thead>
<tbody>
<tr>
<td>1951</td>
<td>Govt.</td>
<td>1 (St. John's College, Technical Dept.)</td>
</tr>
<tr>
<td></td>
<td>Village</td>
<td>1 (N. Harnan)</td>
</tr>
<tr>
<td>1952</td>
<td>Arunachala Village</td>
<td>7</td>
</tr>
<tr>
<td>1953</td>
<td>Arunachala Village</td>
<td>63</td>
</tr>
</tbody>
</table>

Consumers are being connected as soon as possible into joint. The Authority plans to connect most of the above by the end of 1959.
Future Projects and Programs

In-coming Projects are:

Urban:
- Baulkham Hills II & III

Rural:
- Venus Village electrification 30 applicants.

Given that the rural electrification scheme funded by the Urban Development Bank gains government’s approval, the reticulation would be extended to encompass the island.

As noted earlier, the authority has the capacity to supply power to the whole island. The advantage of the radial feeder system used is that it can be extended as required.

Problems

The authority has encountered no problem as far as distribution, maintenance or metering schemes are concerned.
11.2

Postal and Telecommunications

11.2.1 Service Positions

1. Postal Services

Postal and Telecommunications Department provide postal and telephone services in Suva. A post office branch is located on Beach Street in the Postal Authority of Fiji building. The premises is also occupied by the Customs Office.

11. Telecommunications

Suva has a fully automatic exchange which is connected to the national network by a main exchange in Suva through radio channels. Two hundred and twenty-six lines of the total exchange capacity of four hundred lines have been connected and are in use. Four more lines have been added to the overall allocation since January 1965. There are no congestion problems with telephone exchanges either between the subscribers connected to the Suva exchange or with other exchange numbers.

A staff of two manage the telephone operations. Besides the telephone exchange, the office is also part of the overall PAZ facilities in Suva.

11.2.2 Present Situation

The Department undertakes to provide telephone services in areas where it is economical and in economic areas the rural project scheme applies. Schemes under this project are set on a priority basis on a national level and implemented each year.

11.2.3 Proposals

1. Postal - According to the Postal and Telecommunications Department, the future of postal services will depend on the extent of the service provided and the community's existing facility is adequate/sufficient to meet present needs, therefore there is no proposal for the expansion of the postal services.

2. Telephone - The Department has no proposals to extend the present exchange capacity or install new exchanges in the near future. The exchange has capacity to satisfy for demands for the next ten years (based on present growth projections).
The present quality and grade of telephone service is considered to be within national standards established by the Department.

Local Services

The Loughrea Town Council operates a thrice-weekly household refuse and twice-weekly garden refuse collection service. Disposal is by controlled tipping on a site 8.25 kilometres (5.15 miles) from town, located between the villages of Ballymore and Loughrea.

The Council anticipates the present site will suffice for the next ten to fifteen years and is therefore not looking for alternative sites.

Postal, Post Box and Letter Box

The Loughrea Post Office handles the mail which is delivered on Beach Street and alongside the River Frack. Fresh vegetables and fruit items brought in by the villagers from around the island are sold at the post office five days a week.

The post box is located on Beach Street next to the Frack. The Council provides two stands to facilitate trade. A new post office is under consideration.

The Loughrea Town Council has allocated 10 stands next to the Post Office on Beach Street. There is no provision for a bus stop, but the Council is looking at the possibility of providing one.

Security

Security services are adequately provided for in Loughrea. The electricity and post and telecommunication services have the capacity to meet future demands (5-10 years) based on the current population growth. The possibility of providing a bus depot is being considered by the Council. For convenience, a bus depot site should be allocated.
12.0.1 Introduction

Although the concentration of resources is usually directed towards economic growth of the region, it is equally important that the contributions to fulfilling the social and community needs in the region. The Development Plan Eight places due recognition of this fact and states:

"Overall social and community development has an important role to play in accentuating the economic aspects of development. Hence it is anticipated that an increased share of resources will be allocated to the social and community sectors, however, social and community facilities will not be neglected."

The concept of the plans document gives greater emphasis to social and community facilities provision. The aim is to develop the human resources of the people in order to achieve a more balanced and stable society. Social and community infrastructure is complemented within the economic production sector to produce a more balanced environment.

12.0.2 Facilities in Brief

All the social and community uses in the present scheme plan fall under the category Civic and Open Space. Details below are under social and community uses as shown in the draft scheme plan of 1971:

Table 14: Land Allocated Under Social and Community Uses in the Draft Town Planning Scheme 1971

<table>
<thead>
<tr>
<th>Use</th>
<th>Area</th>
<th>% of Total Scheme Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Civic Development</td>
<td>15.0</td>
<td>12.3</td>
</tr>
<tr>
<td>Community</td>
<td>7.0</td>
<td>5.9</td>
</tr>
<tr>
<td>Open Space</td>
<td>4.7</td>
<td>3.8</td>
</tr>
<tr>
<td>Total</td>
<td>26.7</td>
<td>21.5</td>
</tr>
</tbody>
</table>

The types of civic and community development that are located in London are:

**Civic**
- Government Offices
- Market
- Old Town and Market
- Police Station

**Community**
- Educational establishments
- Schools and Associated Libraries
- Hospital
- Kindergarten Playing Fields
- Landscaping Library
- Club Rooms
- Religious Buildings
- Caretakers and Masons
- Institutions

(Plan – Shows the location of all these facilities)

The different social and community facilities in London are included in the following order:

1. Education
2. Health and Social Welfare Services
3. Canals
4. Police Station
5. Court House
6. Prison Services

Non-Government Organisations

1. Religious Organisations and Religious Buildings
2. Commercial Organisations including Hotels and Clubs
3. Community Centre
4. Community Service Organisations
5. Carers and Masons
6. Hospital, Recreational and Library Facilities
7. Farm Hall
8. Fire Fighting Services
12.1 Education

12.1.1 Existing Conditions

Introduction

Londo has well established educational institutions that provide primary, secondary and vocational education for the town community, Özelba and outer inputs.

12.1.2 Development

A trial of four primary and two secondary schools are within the town boundary. All schools except Londo Public School are run by different church organizations (see Table below). Outside of town, there are seven primary schools situated along the major settlements and villages and managed by local committees and a secondary school at Ceyhan, St. John's College which is located about five miles from the town.

12.1.3 Table

Table 11: Londo: Existing Primary and Secondary Schools

<table>
<thead>
<tr>
<th>School of Institution</th>
<th>No. of Students</th>
<th>Level Range</th>
<th>Intermingled</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Londo Public</td>
<td>232</td>
<td>271</td>
<td>270</td>
</tr>
<tr>
<td>Belkis Methodist</td>
<td>37</td>
<td>31</td>
<td>26</td>
</tr>
<tr>
<td>Christ Convent</td>
<td>460</td>
<td>423</td>
<td>301</td>
</tr>
<tr>
<td>St. James</td>
<td>104</td>
<td>75</td>
<td>70</td>
</tr>
<tr>
<td></td>
<td>362</td>
<td>249</td>
<td>727</td>
</tr>
<tr>
<td>Secondary</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Londo Public</td>
<td>293</td>
<td>365</td>
<td>271</td>
</tr>
<tr>
<td>Belkis Methodist</td>
<td>137</td>
<td>154</td>
<td>352</td>
</tr>
<tr>
<td></td>
<td>557</td>
<td>502</td>
<td>653</td>
</tr>
</tbody>
</table>

Note: — Classes 1 to 6
** Forms I to IV
12.1.1

Student Trends

**Primary**
- Origins of pupils - all Jamaican
- Declining enrolment - 8.5%
- Decline in 951 from 1980

**Secondary**
- Even origins from outside Jamaica
- Fluctuating enrolment numbers, highest recorded in 1973, lowest in 1975, compared in 1980, a decline of 134 in 1983.

12.1.2

Local Fees

A total of 944 lakhs in under educational usage, with the present draft scheme price, seven under educational fall in both community exclusive extra. Plans will be modified to have time and economy for civic issues.

The need was for education is not very extensive, less than the zero for 81 times to about five acres for the Delmore Methodist Schools.

12.1.3

Open Space

Each school has provision for sporting and recreational purposes but the open space available is inadequate to accommodate all sporting activities for which them Park in rental. About a total of 250 annually in paid to the town council by each school.

12.1.4

Boarding

Boarding facilities are provided for students free for the students. Dublin Public and Delrose Methodist Schools accommodate post-primary students. Tabled at the meeting are students for both schools from 1976 to 1980.

With London Public School, the number of boarders have remained virtually stable over the years from 1976 to 1983. Delrose Methodist which started accommodating boarders in 1978 has had fluctuating numbers, lowest of 45 and highest of 77 boarders at the end of term. But, as varied nature, the total number of students in secondary education has had greater fluctuations (see table on next page). One reason for this change could be that students after completing junior secondary education have preferred to seek education in other centres, especially in schools in the downtown region.
Table 54. London Public Schools and Asylum Schools.

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>London Public School</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(i) Boarding</td>
<td>57</td>
<td>56</td>
<td>57</td>
<td>50</td>
<td>55</td>
<td>57</td>
<td>53</td>
</tr>
<tr>
<td>(ii) Total</td>
<td>360</td>
<td>323</td>
<td>330</td>
<td>343</td>
<td>260</td>
<td>205</td>
<td>265</td>
</tr>
<tr>
<td>Colne Public School</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(i) Boarding</td>
<td></td>
<td></td>
<td>87</td>
<td></td>
<td>35</td>
<td>35</td>
<td>49</td>
</tr>
<tr>
<td>(ii) Total</td>
<td>233</td>
<td>383</td>
<td>252</td>
<td>406</td>
<td>377</td>
<td>305</td>
<td>345</td>
</tr>
</tbody>
</table>

Note:
1. Figures shown were obtained in the first half of the year 1980 from the Education Department.

12.1.6.2. Staff Quota

From information provided by the Ministry of Education, there are at present 8 institutional quarters, 9 period quarters, 1 instructional quarter for 3 teachers, and 1 period quarter for 9.5. For the staff of London Public School, the other schools being run by the different church organizations have their own arrangements which are deemed as satisfactory.

12.1.6.3. Teaching

Existing facilities are adequate in all primary schools; however, new additions and minor additions of class rooms are necessary. Both the secondary schools need expanding (Ministry of Education Instruction).

Apart from the normal academic units, the schools are encouraged by the Education Department that practical subjects are also taught. They are school gardening, moral and character training, and giving health education, moral values and emotional development. Sports are an extra curricular activity such as golf, tennis, and soccer.
Lochside Public School also has a multi-service centre that provides vocational training for students from Lochside, Public and Delacour Secondary Schools. Students attend the centre on a part-time basis. Subjects taught are woodworking, metalwork, technical drawing, and home economics.

12.1.5

PLANNING OBJECTIVE

12.1.6

Duties & Objectives - Education Sector

The three overall objectives in DUTY 3 are set:

(a) "introduce into the education system an appreciable level of practical courses so as to form education towards the utilization of domestic resources, and to improve the quality of the domestic market, as well as rooted traditional economy".

(b) "continue to support the school curriculum so as to maintain a relevant link with the economic situation and the needs of the region" (P.89, Development Plan Eighth).

Pursuing the above objectives in mind, the future educational plan is to focus more practical and resource-oriented courses. Multi-service centres have been introduced in 1979 as an alternative course for students who are not able to attend regular secondary school. Lochside Public School has been established for such purpose. Students from the secondary school attend the centre as part of their vocational training. Each centre will house an office of self-employment and is hoped that such centres are given priority in areas like Lochside.

Apart from these, the normal academic subjects taught will also have to be given so far as possible the best of educational resources sufficient in the relevant technical and extra-curricular activities.

12.1.6

FUTURE LEARNING FEES

Relevant information was provided by the Ministry of Education on future requirements of the educational sector in Lochside Town. The following are needs to be indicated:

(1) Both secondary students, Lochside pupils and
Lochside Public will need approval of Form V and VI.
Lochside to allow for EOC, reason Free, the Lochside Second Secondary School.

12.1.6

Local Education Plan

(a) Staff quarters - according to the Ministry's future plans, at least ten institutional quarters are required for staff at the Lochside Public School.
(b) Residential facilities - additional boarding facilities to be considered. At Levuka Public School, the existing hostel needs to be replaced whereas a hostel for boys is required at Seluia High School.

(a) Additional playing area - it has been suggested that another site may be reserved outside the school boundary to supplement Main Park. It covers all schools as well as the students of Levuka town use the park for their sports and recreation.

(iii) Levuka town's history will need to be expanded to accommodate changes related to the new hall, library, science and other ancillary spaces which are not run at Seluia High School. Adequate land will have to be reserved and it is seen as logical therefore to reserve additional land adjacent to the present school for this purpose.

(iv) As part of Ministry of Education's plans to introduce computer technology in secondary schools, additional facilities will have to be built within the present site at Levuka Public School to accommodate the new changes.

(v) Part of Education's policy is to have all primary schools to non-government bodies to run, and this would mean that eventually the primary school section of Levuka Public School will be run by a non-government body. A boundary to separate the two schools would then be necessary, and this could be achieved by realigning the P.W.C. Dawn and part of the area fenced by the primary buildings to the primary school, to achieve privacy and separate planned developments in the future. At present, P.W.C. Dawn has been earmarked for staff quarters, but not yet confirmed by the Chairman, Education for its use under educational purposes.

12.1.7 Summary of Key Points

1. Activity such as renovation of buildings, additional classrooms, providing proper sanitation facilities, etc., require funds which the schools have to raise apart from grants/aid given by the Ministry of Education.

2. Construction of secondary schools in Levuka Town.

There are no secondary schools outside the town proper except St. John's College at Guailai. Those desirous of higher education students from remote outside the town prefer to travel to schools in the Suva-Manava region. In the case of Levuka, it is one of the accommodating factors in education of students.
3. The present and future emphasis is towards vocational training for students—setting up and expansion of multi-craft centres for primary school leavers, junior and senior secondary school students. The aim is to train local people to be able to carry out basic (simple) work. Lozuko Craft Centre which will be expanded and introduction of new courses as part of Botcher Primary School's extension project will serve to fulfill this growing need.

4. The present number of schools within Lozuko town would soon suffice, and no further expansion in the way of new schools is envisaged (studying present enrolment trends as page ), apart from ongoing projects like maintenance, and expansion of existing classrooms; although additional staff quarters and boarding facilities, a new sports field and expansion of the Lozuko Craft Centre need to be provided.

To accommodate these changes, raw land has to be reserved, and bearing in mind the lack of suitable and limited vacant land, considerable insight and careful planning will be needed to determine suitable sites.
Health and Social Welfare Services

Medical Services

Existing Facilities

The divisional hospital at Lereh serves the community of Oviala and the islands of the Louisiana group.

The hospital complex comprises an inpatient ward, nurses' quarters, dental clinic and mortuary. Due to topographical limitation, any expansion of the present hospital site is not possible. The inpatient load is the maximum of the present building to cater for in-patients.

There is also a health center in Lasuma that provides medical services and advice.

Apart from the hospital services and the health center there is a community nursing service provided by the nursing sisters, who mostly reside in district stations outside the main urban centers. Their role is providing maternal and child health services, but centers in Bureh, Kotori and Tembin are planned for more intensive Levana outreach.

Future Prospects

Following the closure of other government offices which have moved to Freetown, the Divisional Medical Officer, Bureh's office will also be shifting into Bureh, the reason being the high cost of administering the offices from Lasuma.

The office space presently used by the Divisional Medical Officer, Bureh will be rented into an in-patients unit and dental-care center, consequent enlargement of the hospital grounds will not be needed. Plans to reduce the number of beds (from 50 to 30) and the reduction of staff and equipment in the in-patients unit are proposed. This follows from a low-occupancy rate at this hospital, the rate dropping below fifty-percent.

Reasons for such a low rate are:

1. Improved air transport facilities on a number of islands (e.g. Koro, Ula, Bonalai and Oviala), which render up travel time into Bureh unnecessary to use the service instead of boats, serum vessels and larger vessels relative to reach Levana.

2. Business and social activities in the major urban centers especially Freetown besides seeking medical services.

The community nursing service will be maintained to improve rural health care. Reductions of the future stated above are being brought about in an attempt to
improve hospital services, thus reducing costs considerably and increasing efficiency.

In physical planning terms, no future expansion in this area is envisaged, reflecting, once the policy of reducing present medical facilities at Lekki:

12.3
Social Welfare

12.3.1
Administration

The Social Division Office in Benin City administers the Eastern Division closely Lekki, Ede, Ibadan and Ilorin.

An officer from the Social Division visits those areas once every month to report to court and other relevant authorities. A special report is the office of the Health Department's Rural Local Authority is handled by the Welfare Department.

12.3.2
Types of Cases (Refer to Table 56)

The highest number of cases reported in Lekki during the past five years (1960-1966) was matrimonial counseling (10%), followed by family assistance (9%), and public welfare (13%). Cases welfare cases in urban centers, migration, that is, urban drift and unemployment and/or underemployment and major factors leading to the above mentioned sufferings.

12.3.3
Problems and Issues

Because of the scattered nature and remoteness of majority of the Eastern Region, communication and transportation are key issues problems.
<table>
<thead>
<tr>
<th></th>
<th>Low</th>
<th>Med</th>
<th>High</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>LEGAL SERVICES</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Counseling, Court Decisions</td>
<td>96</td>
<td>43</td>
<td>11</td>
<td>88</td>
</tr>
<tr>
<td><strong>DETERMINATION</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Court Reports, Protection Supervision</td>
<td>10</td>
<td>6</td>
<td>4</td>
<td>1</td>
</tr>
<tr>
<td>Adult Juvenile Prison Welfare</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td>D.O.C. Welfare Prison Aftercare</td>
<td>12</td>
<td>3</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Institutional Supervision</td>
<td>13</td>
<td>12</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td><strong>CHILD CARE</strong></td>
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<td></td>
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<tr>
<td>Adoption Applications</td>
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<td>0</td>
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<td>0</td>
</tr>
<tr>
<td>Adoption Placement and Supervision</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Adoption Adoptions Reports</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<tr>
<td>Child Protection</td>
<td>0</td>
<td>7</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td><strong>HUMAN SERVICES</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Elderly Movements</td>
<td>2</td>
<td>3</td>
<td>2</td>
<td>7</td>
</tr>
<tr>
<td>Hospitalized</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td>Homeless &amp; Lost</td>
<td>31</td>
<td>3</td>
<td>1</td>
<td>36</td>
</tr>
<tr>
<td>School Dinner</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>9</td>
</tr>
<tr>
<td><strong>HUMAN SERVICES</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Recipients, Investigations, Review (Total)</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>LEGAL AID</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Applications</td>
<td>17</td>
<td>2</td>
<td>1</td>
<td>20</td>
</tr>
<tr>
<td>Wills &amp; Pensions</td>
<td>24</td>
<td>4</td>
<td>1</td>
<td>33</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>215</td>
<td>114</td>
<td>37</td>
<td>190</td>
</tr>
</tbody>
</table>
Location

The customs office was established soon after the land of Cavass (middle of 1870s) is located on the western end of the Levuka wharf facing the harbor, in a building owned by the Ports Authority of Fiji.

Staff

The duties are managed by a team of nine officers: Senior Customs Officer (Officer-in-Charge), Harbour Master, Levuka), one Customs Officer (Assistant), and seven Preventive Officers.

Government has provided 3 quarters to the senior officers, while the rest are accommodated in their own private houses.

Function

The office is responsible for the collection and control of revenue and controlling of both imported and exported goods. The Levuka Seat, First Office (in front of the gold), Shell depot, Pacific Fishing Company are under the office's jurisdiction.

Apart from the regular unloading of fish from overseas and local fishing vessels, landing of fish for exportation, opening and closing of inter-island vessels, there has been no other major activities carried out in the harbor for the past several years.

Conclusion

The recent office and adjoining shops is adequate for normal operations. The Ports Authority of Fiji more than is considering improving the building, which is quite old but well kept.
13.5

Police Station

13.5.1

Introduction

The police station is situated on Corner - Jane Road directly opposite the London Town Hall and surrounded by Katipo Lane and Market Connect Lane.

At the time of writing this report, there was a staff of 12 policemen. In addition, 1 Special Constable and 2 special constables were also employed to attend to the manpower requirements of the police post.

13.5.2

Copy of Table

Original cases reported for the period 1975 to 1980 (both) were as follows.

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Town</td>
<td>Rural</td>
<td>Town</td>
<td>Rural</td>
<td>Town</td>
<td>Rural</td>
</tr>
<tr>
<td>Assault</td>
<td>24</td>
<td>16</td>
<td>20</td>
<td>10</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>Theft and Breakage</td>
<td>37</td>
<td>12</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td>Drink and Disorderly</td>
<td>40</td>
<td>20</td>
<td>40</td>
<td>30</td>
<td>40</td>
<td>30</td>
</tr>
<tr>
<td>Minor</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Original</td>
<td>7</td>
<td>6</td>
<td>4</td>
<td>6</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>Robbery</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Damaging Property</td>
<td>5</td>
<td>6</td>
<td>7</td>
<td>8</td>
<td>6</td>
<td>7</td>
</tr>
<tr>
<td>Breaking/Offences</td>
<td>5</td>
<td>4</td>
<td>1</td>
<td>7</td>
<td>14</td>
<td>17</td>
</tr>
<tr>
<td>Custody of Child</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Robbery</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>Other Act &amp; Ord.</td>
<td>20</td>
<td>54</td>
<td>20</td>
<td>61</td>
<td>49</td>
<td>51</td>
</tr>
<tr>
<td>Total</td>
<td>100</td>
<td>126</td>
<td>137</td>
<td>116</td>
<td>161</td>
<td>122</td>
</tr>
</tbody>
</table>

The trend shows the offence rate (total) has remained more or less stable over the five-year period as reported, crime rates generally have not increased and are not on the increase as compared with the other urban centres of similar status or above.
12.5.3

Survey of Major Problems and Issues:

1. The present police station is inadequate; the building is old and current demands of the expanding police operations. The prison cells are also not within the provision.

2. The two prison cells are 50 metres from the main office building, without accurate lights and proper fencing. Such deficiencies pose a danger to staff, their families and property on the police compound.

3. An urgent need is for a new and larger building to cope with added police operational work. Prison cells could also be accommodated in this larger building, built in with proper security features.

4. In the present premises is situated right on the verge of the main public road, an unsafe site for the new office building will need to be considered.

(There is a possibility of the Police Station being relocated in the area where the Provincial Council Office is presently housed. The Council at its meeting resolved to acquire a property in town. It shall vacate its present premises upon purchase of this building.)

Note: 1 Reply from Commissioner of Police, 23/11/36.
File ref: 2/1/36-2, p.14
LOVelas COURT HOUSE

12.6.1 Location

The Court House at Lovelas is based next to the Eastern Division Headquarters which fronts Sopepa Lake.

12.6.2 Functions

This is a Class One Magistrate's Court, dealing mainly with small, criminal, maintenance and divorce cases. The Officer-In-Charge is solely responsible for hearing cases, and is in charge of all court activities. Cases from Outraysia, Wetaiau, Lekaya, Lefatai and Lekaya are heard in Lovelas. The remaining Eastern Island cases are also heard by the court officer, who travels to the selected station for the case hearings. The officer can also lay preliminary charges on cases of a severe or higher crime, such as murder.

The court sits for two days during the first week of every new month.

12.6.3 Types of Cases

The following are the number of cases dealt with in the past four years (1950-1953). On an average, twenty cases are heard every month by the Court in Lovelas.

Table 57: Types of Cases Handled by the Lovelas Court for the Period 1950-1953

<table>
<thead>
<tr>
<th>Type of Case</th>
<th>1950</th>
<th>1951</th>
<th>1952</th>
<th>1953</th>
</tr>
</thead>
<tbody>
<tr>
<td>Property</td>
<td>41</td>
<td>50</td>
<td>50</td>
<td>55</td>
</tr>
<tr>
<td>Person</td>
<td>21</td>
<td>32</td>
<td>40</td>
<td>55</td>
</tr>
<tr>
<td>Malicious</td>
<td>12</td>
<td>2</td>
<td>6</td>
<td>4</td>
</tr>
<tr>
<td>Minor Offenses</td>
<td>05</td>
<td>40</td>
<td>50</td>
<td>72</td>
</tr>
<tr>
<td>Others</td>
<td>02</td>
<td>55</td>
<td>20</td>
<td>10</td>
</tr>
<tr>
<td>Total</td>
<td>211</td>
<td>172</td>
<td>166</td>
<td>236</td>
</tr>
</tbody>
</table>
The major form of delinquency in Delhi is drunkenness, which happens mostly during weekends, major sporting sessions or during any major events in town.

Summary of Main Points

1. The above table on page shows that the total number of cases fell in 1981 and 1982, but rose quite dramatically in 1983. Unemployment is regarded as the major contributing factor. Influences from youths coming from other urban areas is another factor in the rise of crime rates.

As suggested, influences could be controlled by:

(i) opening centres for vocational guidance and recreation;

(ii) creating employment opportunities, especially for youths.

2. The Court House is adequate for court hearing and related activities but renovations to the present premises is needed.
12.7  Lomeka Prison

12.7.1  Introduction

Lomeka Prison, established in 1951, is located on a hillside east of the southern boundary of the town. It covers an extensive area of 12.0 acres. A staff of eight officers controls the institution.

12.7.2  Type of Facilities

- Prison - cellular type of accommodation; number of cells = 26
- Recreation - indoor and outdoor facilities such as volley ball court
- Rehabilitation - forestry

Facilities provided are adequate considering the number of admissions in the last five years (see table below) and the fact that only short term prisoners are admitted.

12.7.3  Types of Prisoners

Lomeka Prison receives all types of prisoners serving short sentences (that is, up to 10 months) from the Lomeka Magistrate's Court and other courts in the Lomeka Group. Prisoners with good behaviour and who are not security risks serve their term in Lomeka Prison.

Prisoners from the Lomeka Group who are serving longer sentences in Sava and Babaco Prisons are upon request transferred to Lomeka Prison within six months from their date of release. This procedure avoids such prisoners free remaining in Sava upon discharge.

12.7.4  Table 94: Lomeka Prison: Number of Admissions 1979 - 1984

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>51</td>
<td>63</td>
<td>34</td>
<td>35</td>
<td>43</td>
<td>31</td>
</tr>
<tr>
<td>Female</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

12.7.5  Problems

The only major setback in the efficient administration and maintenance of prison services is the lack of manpower.
13.0

Religious Organizations and Religious Buildings

The spread of Christianity saw the setting up of churches in the town. The first churches were built to mark the beginning of the first Fiji missions by the missionaries. The Methodist Church (1806), Roman Catholic (1833), and the Anglican Church (1906) still retain much of their original character in the way of craftsmanship that would presently merit preservation in historical and architectural terms.

The first Anglican church was established in Levuka in 1846, later than the other churches. It has been rebuilt to accommodate a church hall and residential quarters.

The churches besides providing religious services also catered to the local club activities, as well as administering their own schools (discussed under Education sub-section).

Levuka is very well represented by the different church denominations: Catholic, Anglican, Methodist, Church of England, Jehovah's Witness and Seventh-day Adventists; the latter thanks to the influence that one religion is because of its early establishment (being the first in Fiji) and the very small number of the other major ethnic groups in Levuka.

### Table 02
Levuka Town: Religious Facilities

<table>
<thead>
<tr>
<th>Religious Organization</th>
<th>Type of Religious Building</th>
<th>Location of the Building</th>
</tr>
</thead>
<tbody>
<tr>
<td>Catholic Church</td>
<td>Church</td>
<td>Beach Street</td>
</tr>
<tr>
<td>Methodist Church</td>
<td>Church</td>
<td>Beach Street next to Levuka Village</td>
</tr>
<tr>
<td>Jehovah's Witness</td>
<td>Church</td>
<td>Beach Street</td>
</tr>
<tr>
<td>Church of England</td>
<td>Church</td>
<td>Beach Street</td>
</tr>
<tr>
<td>Seventh-day Adventist</td>
<td>Church</td>
<td>Beach Street</td>
</tr>
<tr>
<td>Association of God</td>
<td>Church</td>
<td>Beach Street</td>
</tr>
</tbody>
</table>

Source: Levuka Town Council, 1960

13.2

Commercial or Recreation

Some commercial organizations are part of the social and community life; they provide places of entertainment, relaxation and interaction. These include restaurants, hotels, clubs, pool centres, public bars and minarets.
13.2.1 Hotels and Clubs

These too have the distinctive feature, the fact that the Royal Hotel, the Oval Club (1929), and Heritage Hall, home of the Lodge Telephones (1927), are the oldest hotel and clubs respectively in Fiji. The Royal Hotel, originally a wooden building, has undergone renovations with modern amenities fitted by the present management. Because of its historical background, the above three definitely need to be preserved in their original form. Recently, a third club, the Levuka Club, was built (1965).

Although hotels and clubs fall under special cases and are oriented towards profit making, they play a significant role in community development as well.

13.3 Community Centres

The centre was established by the Levuka Historical and Cultural Society in the former Harris Hotel store, leased over to the National Trust of Fiji in 1986. A result of the much needed preservation movement in Levuka led to the establishment of this historic and cultural society. It has turned the centre into a multi-purpose centre, providing the much needed sports and recreational opportunities in the context of an historical identity. The features include a swimming pool, tennis court, basketball court, squash court, table tennis, craft market, souvenir stalls, and a bandstand adjacent to the swimming pool and tennis courts area in a small but pleasant and impressive garden, dedicated as the Levuka Historical Gardens.

13.4 Community Service Organisations

Levuka has five social organisations which are involved in community development. These are the Lions and Jaycees Clubs, the Red Cross, St. Vincent DePaul Society and the Young Men's Christian Association. They contribute to community service, in various ways, such as raising charity to aid the less fortunate, providing scholarships for children, assisting people to receive medical treatment, providing amenities for the town residents and organizing sports and debate competitions. All these activities are very beneficial in community development.

13.5 Cemetery and Church

The British cemetery, situated 12 kilometers from the town is used by the urban community in Levuka. A church is also part of the cemetery area.

The cemetery is maintained by the Prison Department.
On the northern boundary of the town is the Lenkofa Tahitian cementery used and maintained by the village of Lenkofa Tahiti Tovakou. This particular cemetery is known to have 135 graves, many of early German settlers in Fiji.

13.6  Sports, Recreational and Library Facilities

Lenkofa Park is Lenkofa's principal sports field and club for gathering and activities. The park area contains:

- Tennis courts
- Bowling green
- Club house
- Football field
- Cricket pitches
- Hockey grounds

This facility is open for school and rugby, as well as to the public. The ground facilities are maintained by the Lenkofa Town Council, except for the bowling green and houses which belong to the owners of the club. The park acts for the five schools in Lenkofa and the general public not only in Lenkofa but also for shoppers.

A gymnasium, boxing ring, and squash court are available at the community center. 'The Falls', a fresh water swimming pool in Orange Creek, connected to Lake Nai¥a, was another popular starting point for Lenkofa Public School. The gymnasium is regularly used by the residents.

The town has one cinema, the Liberty Theatre, which provides entertainment for the people of Lenkofa. Besides this, the town has lee clubs and the most frequented gathering places for leisure (activities).

The community center also houses the library and museum. These were established when the building was opened in 1931. Library services are managed by the Lenkofa Historical and Cultural Society with assistance from the Library Services of Fiji. The library and museum could be improved and expanded in the future to cater for varying needs of the area.

13.7  Town Hall

The town hall houses the administrative offices of the Lenkofa Town Council, located off Orange-Jones Road. The hall serves for a range of activities, namely meetings, church services, dances, weddings, concerts, accounting firms, and informal get-togethers such as table tennis, etc.

Both the town hall and offices are housed in a building of historic value, with preservation controls (yet to be formulated), the building's longevity will be assured. Any renovations will have to be in sympathy with the existing architectural design.

13.8  Fire Fighting Services

Fire fighting services are provided to the residents of the town by the Council's fire brigade. The brigade consists of a Land Rover truck staffed by twelve volunteers. The present facilities adequately serve the whole town.
Conclusion

The growth and character of Lovina has been partly influenced by the establishment of some of the social and community services. The various social organisations providing places of entertainment, recreation and study have not only been a source of attraction for Lovina but a means of maintaining the residents to that community. These organisations provide social settings that are conducive to the lives of Lovina residents and their individual needs as well as learn to co-exist in a multicultural society.

Lovina being the oldest town has been the centre for the establishment of the first church, hotel, school, town hall, and other buildings. These buildings and other local forms display a quality of beauty and character visualised through their architecture and historical identity.

The community centre is the old Hall, a building built in the early 1900s. This building is the first step towards actively preserving a building of historic and architectural interest. This should be seen as an example for future preservation of buildings that are considered to be of major historical and architectural value.

Seasonal events are held in the building and are considered important for the preservation of the town.

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- Community Centre: The Old Hall, a building built in the early 1900s. This building is the first step towards actively preserving a building of historic and architectural interest.
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- Seasonal events are held in the building and are considered important for the preservation of the town.
OPEN SPACE AND RECREATION

14.1 Existing Situation

14.1.1 Local Open Space

There is 2.74 hectares (6.75 acres) of open space which is 6.3% of total area under survey in London. This 2.74 hectares is divided amongst seven areas namely:

- National Park and its precincts (Central London) - 2.05 ha.
- Public parks (east section between North and Central London) - 0.47 ha.
- A third area of considerable historic significance in Kew - 0.17 ha.

14.2 Active Recreation

(i) National Park

This park is probably the oldest recreational ground in England. Besides being London's principal sports field, it is also the centre for circuses and town gatherings.

The following facilities are accommodated in the park and adjoining areas: a soccer and rugby pitch, cricket field, tennis courts, hockey ground (3), bowling green, and club house, and a pavilion.

There is no official figure/estimate on the frequency of use of these facilities, but it can be said that the capacity for each area for a given time would be fairly high. This is because the facilities are used by the 3 schools in London as well as the general public from not only London but the whole of England.

Apart from the bowling green and club house, the rest of the facilities are maintained by the London Town Council. The standards of these facilities have been judged as good.

Future proposals - The only future proposal is improvement to the present pavilion. Long term proposals would include improvements and expansion when present capacity is being overutilized.

(ii) School Playfields

All schools have their own sports ground for normal sporting activities. One uses Green Park for major sporting events. A rental of $25 is paid to each school to the London Town Council for use of the park.
Future Proposal: There is need to reserve a suitable site to equivalent Lucas Park. Because of the lack of flat land within the town boundary, a site easily accessible to all schools outside the boundary will have to be considered.

(iii) Swimming Pool

The 'Villa' is a freshwater swimming pool which can be reached by the Bath Road and others near the Lucas Public School. Located north of central Lucas, the pool is set back from the west commercial/residential district, on a rocky hillside. Just above the pool is the beginning of the river settlement 'Bubu' (adjacent to the town boundary) fairly well hidden by the low tropical vegetation but holding certain health risks like water contamination, etc.

(iv) Multi-purpose Children's Pool

To satisfy demands for recreational space in Lucas, a new multi-purpose pool for children is being developed by the Lucas Town Council with the aid of service organizations. A total of half an acre (1.2 acres) will accommodate swings, slides, open playscape, etc., and is located directly adjacent to the \[\text{...}\]

(v) Tennis Facilities

The recently updated tennis court property by the Lucas Historic and Cultural Society provides sporting facilities which are a squash court, a gymnasium and bowling alley.

These facilities have increased the range of sporting activities for the residents to enjoy. The centre is located in proximity of the church, adjacent to the Customs and Post Office.

15.3 Inactive Recreation

15.3.1 Places of Historic Interest

(i) Lucas Mill

This site is of particular interest because of its historic and scenic significance. It is the site of one of Lucas's two war charities that was established to support war efforts in the First World War. In the Second World War, it was used as a centre for accommodating the first Parliament House and Supreme Court before the capital moved to Bown.
Situated along the foreshore, just across from the Lyttelton Government Hospital, it commands a good view of the Lyttelton Harbour and surrounding waters. North of Middle Hill is a small boat harbour.

Note: covers an area of (1a, 1b), which includes the premises, areos for public use, and open spaces surrounding the building.

10.1.1. Lyttelton foreshore

This expanse was created in the 1920's, along a road running as a war memorial for soldiers fallen during World War One. It is situated just across the main shopping streets on Colombo Street, flanked by an expanse of trees. Open spaces and areas provided for public recreation are maintained by the Lyttelton Town Council.

10.1.2. Harbour

This landmark possesses considerable historical interest. Situated about eight tenths of a kilometre (half a mile) north of the town area, it is the site of the old wharf of the Port of Christchurch with the British in 1774. The wharf was located just below Government House, below the site of the present residence of the Governor of New Zealand. There are in fact three wharves occupying the silted area, the original wharf being replaced in 1920, and the present wharf in 1921. Wharves from the shore now used to trade from overseas to Lyttelton are also located at the site.

10.3.1. Lyttelton foreshore

This expanse extends from the northern end of town to the southern end, along the main street of Colombo Street. Certain portions of the foreshore have been reclaimed on which the Pacific Public Housing Limited, Lyttelton Street, Lyttelton Club and a few residences are located. The public areas free and continuous access to most of the existing waterfront areas at all times. This area includes a park which is used by the public or which contributes to public enjoyment of the port area.

One of the important Features of the town is the landscaped walkway which extends clearly from the central to the southern end of the waterfront.

Indoor Recreational facilities

The Lyttelton Historical and Cultural Society building provides an indoor meeting facilities, as well as an art gallery, museum and meeting hall. Adjacent to the exhibition and indoor hall services is a small public garden dedicated to Mrs. Isbensen Memorial Gardens.
Summary of Urban Problems and Issues

1. Lydda faces an acute shortage of recreational spaces, especially playing fields. The Council is planning efforts to fulfill this need by creating recreational spaces/facilities where it is possible for an extension of the forshoer open space to enter for a multi-purpose children's park. An additional playing field for use by vehicles is needed for which a suitable site has to be found.

2. Lydda is endowed with places of historical and architectural interest which represent essential characteristics of the town cannot afford to lose. Preservation of such areas within the town can be possible by reservation of places of particular historic and architectural interest, for example, such as known to be maintained in its original state.

3. Since Lydda has very few opportunities to acquire new land within the town boundary to meet the recreational needs of its people, it would be in the interest of those concerned (especially the Town Council) to seek to ensure the conservation of the town's existing recreational resources.

4. Recreational/open space zoning can be used as a positive means of conserving and protecting areas of special scientific or natural importance, not permitting the forshoer open space which may best be protected in its natural state/aleness.

5. The immediate consideration is the acquisition of a suitable site for a sports complex, namely a sports field to cater for the residents of Ovally and the nearby suburbs, and the two secondary and four primary schools in Lydda. The unsuitability of vacant land for recreational purposes within the town boundary makes it necessary to seek an alternative site within reasonable distance from town so sought and developed as an active sports area.
15.0

TOURISM

15.1

Introduction

The town of Lautoka is characterized by historical development which is still visible in its buildings, streets, and landscapes. Its unique identity and atmosphere sets Lautoka apart from any other town in Fiji. It is this value that draws both local and overseas visitors to the small rural town of less than 1,000 people. The same feature was pointed out in the 1973 Tourism Study by Bolt, Collins and Associates as the major attraction in getting tourists to Lautoka.

15.2

Existing Facilities

15.2.1

Accommodation:

Tourist accommodation facilities are fairly limited and modest in nature. There is one guest house, an inn, and a hotel in Lautoka. The Royal Hotel rebuilt around the turn of the century is Fiji's oldest hotel.

Table 10 Tourist Accommodation, 1963

<table>
<thead>
<tr>
<th>Name</th>
<th>No. of Rooms</th>
<th>No. of Beds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nadi Guest House</td>
<td>6</td>
<td>12</td>
</tr>
<tr>
<td>Old Capital Inn</td>
<td>10</td>
<td>30</td>
</tr>
<tr>
<td>The Royal Hotel</td>
<td>14</td>
<td>57</td>
</tr>
</tbody>
</table>

15.2.2

Area

The area under hotel and related uses is 0.14 hectares which is 7.8% of the total area under special uses. This area under special uses is allocated mainly to carriage under other land uses. It forms only 0.3% of the total area under the town.

Table 11 Area Under Hotel and Related Uses, 1963

<table>
<thead>
<tr>
<th>Name</th>
<th>Area (hectares)</th>
<th>Existing Zoning</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nadi Guest House</td>
<td>21.0</td>
<td>Commercial</td>
</tr>
<tr>
<td>Old Capital Inn</td>
<td>13.2</td>
<td>Commercial</td>
</tr>
<tr>
<td>The Royal Hotel</td>
<td>16.0</td>
<td>Residential</td>
</tr>
</tbody>
</table>

<p>| Source: Hotel Statistics, Bureau of Statistics |</p>
<table>
<thead>
<tr>
<th>Year</th>
<th>Total</th>
<th>Local</th>
<th>Overseas</th>
<th>Total</th>
<th>Local</th>
<th>Overseas</th>
</tr>
</thead>
<tbody>
<tr>
<td>1981</td>
<td>1326</td>
<td>797</td>
<td>529</td>
<td>278</td>
<td>151</td>
<td>127</td>
</tr>
<tr>
<td>1982</td>
<td>1797</td>
<td>1247</td>
<td>550</td>
<td>384</td>
<td>239</td>
<td>145</td>
</tr>
<tr>
<td>1983</td>
<td>1550</td>
<td>1048</td>
<td>502</td>
<td>328</td>
<td>212</td>
<td>116</td>
</tr>
</tbody>
</table>

Note: The number of overseas and local visitors to London is conjectural and should be regarded as minimum estimates. The figures are based on a combination of official and unofficial data. The table excludes local visitors from the overseas and local visitor statistics. The accuracy of the data is limited due to the lack of significant fluctuations in visitor numbers.
### Table 63: Room Occupancy 1981 - 1983

<table>
<thead>
<tr>
<th>Period</th>
<th>Capacity</th>
<th>Occupancy</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No. Room</td>
<td>Room Capacity</td>
</tr>
<tr>
<td>1981</td>
<td>Lombok</td>
<td>25</td>
</tr>
<tr>
<td></td>
<td>Fiji</td>
<td>3,903</td>
</tr>
<tr>
<td>1982</td>
<td>Lombok</td>
<td>25</td>
</tr>
<tr>
<td></td>
<td>Fiji</td>
<td>3,287</td>
</tr>
<tr>
<td>1983</td>
<td>Lombok</td>
<td>27</td>
</tr>
<tr>
<td></td>
<td>Fiji</td>
<td>3,324(5)</td>
</tr>
</tbody>
</table>

**Source:** Hotel Statistics, Bureau of Statistics

**Note:** In explanation of the definitions and formulas used in tables 63 and 64 are shown in Appendix 1 of this report.

Room capacity (i.e., no. of rooms available) rose slightly, but occupancy rate fell from 23.3 in 1981 to 27.5 in 1983. Room occupancy for the whole of Fiji also fell in 1983 although a minor increase was registered in 1982.

There is capacity to absorb more visitors as present capacity is not fully utilized. However, there are peak periods during summer (Nov-Jun) when occupancy is at its highest. Off-peak months are from March to June.

4. No. Rooms as of 31st December
5. Fiji - 1980s totals are provisional only. Quarter 4 was estimated using 1981 and 1982 Q4 figures. For room capacity, room sold and room occupancy.
### Bed Occupancy

#### Table 64: Bed Occupancy 1981 - 1983

<table>
<thead>
<tr>
<th>Period</th>
<th>Capacity</th>
<th>Occupancy</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Bed</td>
<td>Guest</td>
</tr>
<tr>
<td></td>
<td>Site</td>
<td>Site</td>
</tr>
<tr>
<td>1981</td>
<td>Lovina</td>
<td>94</td>
</tr>
<tr>
<td></td>
<td>Fiji</td>
<td>10,099</td>
</tr>
<tr>
<td>1982</td>
<td>Lovina</td>
<td>94</td>
</tr>
<tr>
<td></td>
<td>Fiji</td>
<td>10,099</td>
</tr>
<tr>
<td>1983</td>
<td>Lovina</td>
<td>71</td>
</tr>
<tr>
<td></td>
<td>Fiji(7)</td>
<td>9,548(8)</td>
</tr>
</tbody>
</table>

**Source:** Tourist Statistics, Bureau of Statistics

Although bed occupancy increased by 12.6% in 1983 (i.e., from 54 beds to 71, or 19,550 beds to 25,793), bed occupancy showed a decline over the three-year period, from 22.4% in 1981 to 15.0% in 1983. Statistics for the islands of Fiji are also shown in the above table for comparison.

#### 15.2.5

**Categories of Tourists** - Lovina receives mainly three types of tourists, namely:

1. **One-day traveller** who spends one day in Lovina and returns by air the same afternoon. There are not too many one-day travellers, but they do exist as related by Fiji Air statistics.
2. **Indefinite overnight visitor** who may arrive by boat or plane, spending a day or more and

7. Fiji - 1981 totals are provisional only, quarter 4 was estimated using 1981 and 1982 figures for bed occupancy, beds used and bed capacity.
8. For beds - 9548 in quarter 3 figure of 1981.
(iii) tourist traveller off cruise ships, boats, that call in occasionally, spending an average of 4-6 hours in town. Cruise service has fluctuated in recent years. [9]

15.2.7 Visitor Transportation Facilities

Fiji Air runs twice daily return flights from Nadi to Nausori to Nasu Airfield on Ovalau. Return boat services are run daily from Levuka to Vuni Lava by Vatu Vatu Brothers, with a co-passage capacity.

15.2.8 Visitor Attractions

Levuka provides opportunities for a visitor to learn more about the place. Most visitors are attracted by the town's unique historical heritage. Some of these attractions are:

- the natural environment, its history (oldest municipality in Fiji) and former capital of Fiji, historical landmarks (e.g., the Body of Corrosion section, Vatu Savusavu, etc)
- architecture of 18th store fronts and hillside homes as well as schools and churches.

15.2.9 Hotel Sunnycove

Table 15:

<table>
<thead>
<tr>
<th>Period</th>
<th>Total Turnover ($000)</th>
<th>Levuka</th>
<th>Fiji</th>
</tr>
</thead>
<tbody>
<tr>
<td>1931</td>
<td>119</td>
<td>61,799</td>
<td></td>
</tr>
<tr>
<td>1942</td>
<td>95</td>
<td>75,177</td>
<td></td>
</tr>
<tr>
<td>1963</td>
<td>111</td>
<td>61,115</td>
<td></td>
</tr>
</tbody>
</table>

Source: Hotel Sunnycove, Bureau of Statistics

[10] Turnover Levuka divided by total turnover of the hotels in Fiji

Note: from J. Hulme, Tour Planning and the Preservation Process, Levuka, Fiji, 1952-1953.
Lovina received a very small percentage of the total national turnover over the three years as shown in the above table.

Lovina has the potential to exploit its natural as well as non-nature resources to attract more tourists and thereby improve its economic situation/stature. Greater revenue and added employment would be the products of this development.

**Survey of Existing Situation**

Lovina has not benefited from tourism to any significant extent as an income and employment generator, nor as a sought-after holiday destination for holiday makers. It has depended very much on the fishing industry as its principal economic earner.

**Potential Future Development**

**1. Historical Interest, Preservation Zone**

Lovina's greatest wealth lies in its own unique identity and atmosphere. It is endowed with qualities that make it a tourist attraction. With certain improvements and advancing tourism, these features can be further enriched. Besides historical interest, the natural environment is another attraction.

Delt Collins and Associates' Cultural Plan recommended the creation of a special historic district designation to preserve historical features. It also recommended that an architectural design review process be implemented to maintain historic buildings. Both recommendations were endorsed by the local council and are expected to go forward.


The 1973 U.S. Tourism Study (Delt, Collins & Associates) classified Lovina as a "Type B" tourist region which would require 250 to 900 units. It forecasted a ten-fold increase in bed/night units in the existing number of bed/night rooms, which means that Lovina would contain about 150 units by the year 1981. This in fact has not materialized. A number of factors have been responsible - recent global economic recession, absence of natural disasters, oil prices skyrocketing in the late 70s, and practical constraints as discussed in the 1973 U.S. report. These are sufficient reasons for the lack of development, lack of utility infrastructure, lack of developed visitor attractions and as yet undeveloped natural resources.
The study believed that major expansion beyond Viti Levu is not warranted on the basis of market demand; that areas close to the port of entry must develop intensively first as staging points before outlying areas can develop to any great extent, as in Hawaii. But once those areas are well developed, major expansion elsewhere, then tourism development in outlying areas could develop more readily, that is, by then the transportation, utility and structures infrastructure would be better developed (or the capability exists for further development) and the areas had proven their tourism viability. Based on the moderate development of the 1970's.

Statistics are not readily available to determine what type of development Levuka had in the 70's, but from early 1980 statistical analysis, it can be concluded that there has been no real increase, the tourist flow remained very much the same in this period.

In order to develop tourism any further in Levuka, the existing conditions should be taken into consideration. The facilities provided are limited but maximum use is not derived from them. An example to prove this is the low occupancy rate of rooms in Levuka.

15.4.3 Environment

A. New Developments

B. Existing Facilities

15.4.3.1 A. New Developments

The Development Plan Fiji's Tourism Development Programme recommended that an alternative tourism feasibility study be undertaken, which would look at providing for a network of smaller and less luxurious accommodation facilities located away from the traditional tourist resorts. The purpose of facilities provided will be very basic, for example, provision of budget accommodation and campsites, or accommodation in the style of Fijian villages. Tourists attracted will be those who are more interested in seeing the natural environment, the people and their cultures.

one who is willing to scrounge around to see places of interest "rather than residing in a sheltered environment so often presented in the luxury hotels".  

This type of development, i.e., on a smaller scale, is envisaged for Lourdes in time to come. To be able to limit development to such a size, one allows for the protection and enhancement of the features that need to be preserved in Lourdes so as not to damage the uniqueness that Lourdes possesses.  

Once such a study is undertaken and similar recommendations are made, Lourdes would certainly benefit from this particular mode of development.

15.4.3.2 Existing Facilities  

Tourism in Lourdes can gain from improvements to existing facilities, namely:  

- Existing accommodation - there is room for improvement and expansion of present facilities such as renovating rooms, improving meals, etc.;  
- Lourdes Visitors' Association Program - this includes aspects such as the historical background in Lourdes, architecture of noted buildings; and recreational features like guided tours both long and short;  
- Advertising and Marketing - improve on advertising and promoting of Lourdes as a tourist destination; tourist attraction features should be emphasized.

Infrastructure  

Transport (air, road, rail, boats, taxis) - It is important that existing infrastructure can be improved upon. The 1973 UNEP Tourist Study said that the present airfield located on the hillside in Lourdes would be adequate only if Lourdes is also served by a regular bus service from Vittel and possibly by "short local planes".

Value - There is important for any kind of development. Public Works Department (P.W.D.) said that in the event of a new building being held, it's P.W.D. only have to provide main attention to these remarks on request.

Utility Services – It is important that basic utility services like telephone, electricity, etc., are provided where needed. Presently demands have been adequately met and serviced. Future tourist development would entail planning of such services in accordance with other services then extending or building new tourist resorts in Lomaka.

Lomaka – Lomaka is the institutional headquarters of the government for the Eastern Division, therefore basic services such as water, police and health, etc., are provided. This is an asset for any tourist development.

Summary of Pain Points

1. Lomaka has had limited tourist development. There has been no concerted effort to improve its position (revenue-related benefits) from tourism marketing.

2. Lomaka receives a very small but significant proportion of visitors both local and overseas, either on business or pleasure trips.

3. If Lomaka is to derive any real benefits either economically, socially or culturally, practical efforts to improve its present position is necessary.

4. Considering Lomaka's physical limitations (small size, distance from main tourist centres, etc.) as well as the need to maintain the historical identity (preservation), small-scale tourist development is recommended. Any alternative Tourism Feasibility Study proposed in Development Plan might be the best type of development to consider once such a study is carried out and approved. Even if such a study is not recommended, it should be in the local and national interest to limit the size and scale of (tourist) developments in Lomaka.
Lithuna Town — Summary of Major Problems
and Suggested Recommendations

Major Recommendations:

1. Lithuna to be declared a historic town, noted historic and architectural features to be preserved. Property laws and regulations to be drawn up to protect and enhance the identity of the town.

2. Creation of jobs locally suited to Lithuna, e.g., in tourism, small processing industries to ease the rate of unemployment especially among youth and school-leavers.

3. To recognise and utilise the tourism potential in Lithuna and environment, publicity, better and more accommodation facilities especially low budget are areas requiring improvement.

4. Greater interest and effort to be put in rural agricultural projects which shall in turn stimulate the establishment of small but viable agro-based industries, e.g., processing of pineapples may be a possibility.

5. More open spaces for recreational purposes to be sought to accommodate the increasing variety of sports played.

6. Improve and expand the existing shipping network for more regular trade and service between the towns and to the main urban centres.
<table>
<thead>
<tr>
<th>Problems, Issues</th>
<th>Recommendations</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>General</strong></td>
<td></td>
</tr>
<tr>
<td>1. Restrictive topography inhibits future development expansion within town precincts.</td>
<td>Encourage development of vacant areas within the town before extensions to town boundary may be possible.</td>
</tr>
<tr>
<td>2. Declining population in town and peri-urban districts over the last inter-censal decade (1966-76).</td>
<td>Encourage small-scale development to sustain population growth.</td>
</tr>
<tr>
<td>3. Dependence on a single economic activity, i.e., fishing.</td>
<td>Encourage diversification within the industrial sector and bring about improvements to the existing tourism facilities.</td>
</tr>
<tr>
<td>4. Historical preservation - urgent need for preservation controls to protect valuable historic buildings and features.</td>
<td>To prepare and implement an effective historic preservation strategy to retain and enhance the town’s historical identity.</td>
</tr>
<tr>
<td><strong>Physical</strong></td>
<td></td>
</tr>
<tr>
<td>Topography has been a limiting factor in town expansion. Only about 20% of the total area comprising flat lowland is confined to the coastal fringes. Lack of flat land areas means future developments will have to be carried out on higher areas, and/or reclamation of certain parts of foreshore areas may become necessary. Both alternatives involve considerably higher development costs.</td>
<td>A concerted effort by the controlling authorities is necessary to resolve the shortage of land for growth. Alternative sites will have to be considered on which future development may proceed. Extension to the present town boundary is an issue which should be given considerable thought before an actual shortage of space is realised.</td>
</tr>
<tr>
<td><strong>Land Use</strong></td>
<td></td>
</tr>
<tr>
<td>Approximately 35% of freehold land is still undeveloped.</td>
<td>To encourage development of this land.</td>
</tr>
<tr>
<td>Problems, Issues</td>
<td>Recommendations</td>
</tr>
<tr>
<td>-----------------</td>
<td>-----------------</td>
</tr>
<tr>
<td><strong>D. Land Use</strong></td>
<td>To regulate existing land use so as to maintain a balance of the various uses and requirements. Alternative spaces will have to be sought to cater for increasing needs, especially public playgrounds.</td>
</tr>
<tr>
<td>- The existing topography presents a major obstacle to expansion of the various land uses in the future, although some of the existing land uses are sufficiently centered for an increase in the present and future needs. In some areas, there is a lack of open space because of the non-availability of flat land.</td>
<td></td>
</tr>
<tr>
<td><strong>E. Population</strong></td>
<td>To arrest the rate of decrease, focusing mainly on the processing industry, bring forth improvement in the shifting of services and enhance social amenities to stabilize the decline in population.</td>
</tr>
<tr>
<td>- Deceleration/decline in the rate of growth for the London Urban Area: population density fell by 10% in the urban district.</td>
<td></td>
</tr>
<tr>
<td><strong>F. Employment</strong></td>
<td>Developments that create job opportunities should be encouraged. Incentives/concessions should be offered to attract investments.</td>
</tr>
<tr>
<td>- To try and lower the unemployment rate in London; the rate being higher compared to the average rate for the other urban centers in 1981 (14.5%) against 11.0% in 1970.</td>
<td>Only industries with necessary needs should be considered and attract establishment of viable employment-based industries.</td>
</tr>
<tr>
<td>- Distance, production and transportation costs are restraining economic expansion of the region.</td>
<td></td>
</tr>
<tr>
<td>- Migration is a persistent problem; migration from London has kept up and under-employment rates up in London.</td>
<td></td>
</tr>
<tr>
<td>- Fishing and the services sector (government offices) have sustained employment in London.</td>
<td>Introduce modern techniques of fishing to attract greater public interest, and encourage the fishing industry, and maintain the services sector in London.</td>
</tr>
<tr>
<td>Problems, Issues</td>
<td>Recommendations</td>
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<td>-----------------</td>
</tr>
<tr>
<td><strong>Housing</strong></td>
<td></td>
</tr>
<tr>
<td>1. The historic and architectural values of some residential buildings are quite high and they definitely merit preservation.</td>
<td>Adopt a policy of selection (in general for all buildings, inventory and catalogue historically and culturally significant structures and sites), and implement a strategy of historic and architectural preservation by setting appropriate regulations and controls.</td>
</tr>
<tr>
<td>2. Means of access to a number of residences is by way of steps.</td>
<td>Protect this means of access for it is an attractive feature of the townscape.</td>
</tr>
<tr>
<td>3. Preference for smaller families as reflected in the reduction in household members in the urban area over the last inter-censal decade (1966-76), and an increase in the number of households during the same period.</td>
<td>In keeping with the current trend (of smaller family units), to plan for much accommodation facilities that shall be preferred by them, which may mean increasing the provision of household units, houses or flats.</td>
</tr>
<tr>
<td>4. No significant increase in the population is expected in the next decade, based on the existing population growth rate.</td>
<td>There is no real need to reserve additional land apart from the existing vacant land under housing for future middle-term housing development. In case of a significant rise in population, land immediately outside the town should be considered. Basha Housing Subdivision has 14 incomplete house sites at the present time.</td>
</tr>
<tr>
<td><strong>Industry</strong></td>
<td></td>
</tr>
<tr>
<td>1. The main economic base of the town has been fish processing. Current trends show a depressed market resulting in lower prices and local catches being below expectations.</td>
<td>To ensure that fishing maintains its role in Loeus, government support is necessary, especially in view of T.P. R. policy which gives priority to industries based on local primary commodities.</td>
</tr>
<tr>
<td>2. Lack of employment supporting industries to sustain employment, especially in case of a worsening fishing trade (fish utica, canoe).</td>
<td>To encourage the development of small-scale industries. Fundamental feasibility studies are carried out prior to establishment.</td>
</tr>
<tr>
<td>3. Absence of basic service facilities such as mechanical and electrical repair shops.</td>
<td>Establishment and improvement of service facilities upon satisfaction of demand.</td>
</tr>
<tr>
<td>Problems, Issues</td>
<td>Recommendations</td>
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<tr>
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<td>-----------------</td>
</tr>
<tr>
<td>1. Lodon's major setback in attracting new industries is the short factor - the costs of production and marketing products being considerably higher due to Lodon than from major ports especially Sova. This reduces the degree of competition with major centres currently operating.</td>
<td>Special concessions/incentives be given to attract new industrial ventures of small to medium scale so as to ensure success. The necessary infrastructure to be made available to promote industrial development.</td>
</tr>
<tr>
<td>2. There is approximately 1.6 acres of undeveloped industrial land within the town boundary.</td>
<td>To facilitate development of the site on application for industrial location.</td>
</tr>
</tbody>
</table>

1. Commercial and Shopping

1. The commercial centre of Lodon has evolved in a linear fashion, the architectural styles characterising the vernacular design of the late 1980's.

2. Existing shopping facilities are deemed sufficient to meet present and future demands based on the present population forecast/future.

3. Mixed uses such as residential, industrial and civic on commercially zoned land. A number of buildings on Beach Street are used as warehouses or occasional residential or government offices.

4. There is approximately 0.43ha of vacant commercial land in Lodon.

1. Because of the centre's aesthetic and architectural richness, it is essential that the existing features are maintained or improved to enhance the historical identity of the town. Any alterations should be in conformity with the adopted guidelines.

2. In order that demands are being adequately provided for, the existing facilities should be re-assessed periodically.

3. To regulate such development in the future, a pedestrian zone is to be maintained on the area, which may vary according to circumstances.

4. Vacant areas to be developed as soon as possible. In addition, land should be opened for development in the near future unless deemed otherwise.
<table>
<thead>
<tr>
<th>Problems, Issues</th>
<th>Recommendations</th>
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<tbody>
<tr>
<td><strong>J. Infrastructure</strong></td>
<td></td>
</tr>
<tr>
<td><strong>(a) Water Supply</strong></td>
<td>To ensure supply in sufficient to meet for domestic till the next ten years based on forecasts on existing growth rate in population and the development trend in the major economic sectors.</td>
</tr>
<tr>
<td>1. Water supply capacity is deemed sufficient to meet the demand till the next ten years based on forecasts on existing growth rate in population and the development trend in the major economic sectors.</td>
<td>To ensure that quality control is maintained.</td>
</tr>
<tr>
<td>2. Contamination of water is a health hazard.</td>
<td>To ensure that quality control is maintained.</td>
</tr>
<tr>
<td>Adjacent aquifers and streams pose a danger to water quality.</td>
<td>M.D. to maintain responsibility of authority over their constituents.</td>
</tr>
<tr>
<td><strong>(b) Shipping</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Inter-island Shipping</strong></td>
<td>Louvou being an isolated port relies heavily on shipping for trade and passenger transportation. Improvements (should be undertaken upon completion of study to better the services) to the existing inter-island shipping services shall benefit Louvou as an inter-island trade centre and enable it to compete favourably with other urban centres in economic growth.</td>
</tr>
<tr>
<td>Present shipping services are poor in terms of regularity and frequency.</td>
<td>Louvou being an isolated port relies heavily on shipping for trade and passenger transportation. Improvements (should be undertaken upon completion of study to better the services) to the existing inter-island shipping services shall benefit Louvou as an inter-island trade centre and enable it to compete favourably with other urban centres in economic growth.</td>
</tr>
<tr>
<td><strong>(c) Louvou Harbour</strong></td>
<td>Plans for short-term restoration work have already been initiated by forts Authority of Fiji and it is hoped that implementation could begin by 1985.</td>
</tr>
<tr>
<td>Although the volume of cargo handled at Louvou Harbour is not large, the physical condition of the wharf and shore-side facilities need restoration and improvements to prolong their useful life and ensure their structural integrity.</td>
<td>Plans for short-term restoration work have already been initiated by Forts Authority of Fiji and it is hoped that implementation could begin by 1985.</td>
</tr>
<tr>
<td>Problem, Issues</td>
<td>Recommendations</td>
</tr>
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</tr>
<tr>
<td><strong>(b) Roads</strong></td>
<td><strong>(b) Roads</strong></td>
</tr>
<tr>
<td>1. Insufficient funds exist to maintain and improve to the existing roads and public footpaths.</td>
<td>To maintain roads and public footpaths at usable and acceptable safety levels.</td>
</tr>
<tr>
<td>2. A part of Lovel's character is visible through its streetscape. Many of the streets are public footpaths which fall below the standard requirements.</td>
<td>That Lovel be given special consideration when imposing zoning conditions to subdivisions and building applications.</td>
</tr>
<tr>
<td><strong>(d) Air Transport</strong></td>
<td><strong>(d) Air Transport</strong></td>
</tr>
<tr>
<td>1. Air transport is desirable in some of quiet areas to link from Lovel. The present Airstrip has limitations on expansion, but improvements to the existing are possible.</td>
<td>To maintain air services to a satisfactory standard. Improvements shall however necessitate new instruments downwind.</td>
</tr>
<tr>
<td><strong>(k) Utility Services</strong></td>
<td><strong>(k) Utility Services</strong></td>
</tr>
<tr>
<td>1. Utility services are insufficiently catered for in Lovel. Except for selecting a suitable site for a bus depot, further provisions in such services are not discussed necessary in the next 5-10 years.</td>
<td>To ensure that existing services are reviewed at periodic intervals and demands or requests are attended to by the responsible authorities.</td>
</tr>
<tr>
<td><strong>(l) Social and Community Facilities</strong></td>
<td><strong>(l) Social and Community Facilities</strong></td>
</tr>
<tr>
<td>1. <strong>Governamental Organizations</strong></td>
<td><strong>Governamental Organizations</strong></td>
</tr>
<tr>
<td>(a) Education</td>
<td>Suitable land to be reserved to accommodate those forthcoming schools. Land within the town boundary may not be sufficient to allow for all the schools. Suitable land in the new urban area may be required.</td>
</tr>
<tr>
<td>1. Future land requirement, for classrooms, boarding, staff quarters, sports fields, and special facilities to accommodate new curricula, other subjects like computer studies and microbiology courses,</td>
<td>Suitable land to be reserved to accommodate those forthcoming schools. Land within the town boundary may not be sufficient to allow for all the schools. Suitable land in the new urban area may be required.</td>
</tr>
<tr>
<td>Problems, Issues</td>
<td>Recommendations</td>
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<tr>
<td>2. Insufficient of senior students from schools in the low-income group to schools in the Ahmad-shah-Khalooza Corridor.</td>
<td>Improve transportation links in the Eastern School, and also on delays to allow greater access of students to schools on board, especially Luraka. New secondary schools to be situated one from the town so as to accommodate the primary schools located in the rural villages.</td>
</tr>
<tr>
<td>3. To give greater emphasis to vocational/technical training in the education system, focusing on utilization of domestic resource endowments and the requirements of the domestic market (E.N.S objective).</td>
<td>The need to identify, reserve and develop suitable land for such purpose in a regional context.</td>
</tr>
</tbody>
</table>

(b) Health

1. Reductions in the present medical facilities (o.d., reducing the number of beds at the hospital, shifting EDW system to rural to improve efficiency of health services. | Insist on these reductions, ensure that a high standard of medical services is maintained in the school. |
| 2. The community nursing service provided in the rural centres is an integral part of primary health care. | Improve and extend this service as far as possible in the region. |

(c) Police Station

- Listed below are three major deficiencies:
  - Police station building is old and cannot accommodate expanding police operations.
  - Police cells are approximately 50 meters from the police station, without security lights and proper fencing.
  - A better site for new police building to be considered since existing provision is right on the verge of the main road. | To relocate the police station and cells to a more suitable site. New police building and cells to be accommodated in a new and larger building than existing. |
<table>
<thead>
<tr>
<th>Problems, Issues</th>
<th>Recommendations</th>
</tr>
</thead>
<tbody>
<tr>
<td>(a) Court House</td>
<td>Thought be given to this suggestion, and effort by responsible government authorities to initiate the means to get up a rational centre in Lomuka.</td>
</tr>
<tr>
<td>(b) Prison</td>
<td>It is important to have adequate available manpower to service the prisons.</td>
</tr>
<tr>
<td>(c) Government Offices</td>
<td>In order to increase efficiency and gain one of communication, proposal to relocate the government offices in a central location might be entered.</td>
</tr>
<tr>
<td>(d) Social and Community Facilities</td>
<td>To preserve the buildings; planning controls to be formulated to safeguard the character of these buildings. The Roman Catholic church definitely merits preservation.</td>
</tr>
<tr>
<td>Problems, Issues</td>
<td>Recommendations</td>
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</tr>
<tr>
<td><em>(a) Conservation and Cemeteries</em></td>
<td>To ensure that the graves are not removed from the site.</td>
</tr>
<tr>
<td>1. Another historical site the Izuka Velthai Cemetery, which holds the graves of many of the early settlers in Izuka, is not well protected.</td>
<td></td>
</tr>
<tr>
<td><em>(b) Sports, Recreational and Library Facilities</em></td>
<td>To continuously assess the requirements and improve on the present facilities when necessary. To identify suitable land for a sports complex.</td>
</tr>
<tr>
<td>1. Existing facilities adequately cater for the residents. However, improvements and expansion will be needed with increasing demand. An acute problem is the overcrowding of Mainu Park for different sporting functions.</td>
<td></td>
</tr>
<tr>
<td><em>(c) Town Hall</em></td>
<td>Designate the building as historic.</td>
</tr>
<tr>
<td>1. The Bll and the Town Council Office are located in the same building. This is another historic building that should definitely be preserved.</td>
<td></td>
</tr>
<tr>
<td><em>(d) Open Space and Recreation</em></td>
<td>To identify land which is suitable and accessible for use as public playground. This may even extend beyond the existing town planning boundary because of the topographical limitations within the town planning area.</td>
</tr>
<tr>
<td>1. The immediate concern is the lack of suitable land to cater for the shortage of usable public open space, especially areas for active recreation. Mainu Park is very heavily utilized by the public and school children.</td>
<td></td>
</tr>
<tr>
<td>2. To preserve areas of open space, architectural and historic interest used for leisure and recreational purposes.</td>
<td>It is important that planning legislation be formulated to conserve areas of recreational interest and use.</td>
</tr>
<tr>
<td>Problems, Issues</td>
<td>Recommendations</td>
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</tr>
<tr>
<td><strong>Toufian</strong></td>
<td></td>
</tr>
<tr>
<td>1. Accommodation facilities are fairly modest and insufficient to attract a steady, larger portion of the tourist market.</td>
<td>It is desirable to expand accommodation facilities and upgrade existing standards for feeding and entertaining visitors.</td>
</tr>
<tr>
<td>2. Create new bed spaces and basic tourist facilities to gain more tourists especially budget travelers and tourists on package holidays.</td>
<td>To identify suitable sites for future small-scale tourist developments. Because of the limited availability of land within Toufian, areas outside of Toufian should be considered. Low-budget accommodation facilities for example camp sites for budget travelers could attract a larger percentage of tourists to Toufian.</td>
</tr>
<tr>
<td>3. Advertising and marketing of Toufian as a tourist destination should be improved.</td>
<td>Local hotels to promote Toufian highlighting visitor attractions through brochures, travel bureaux, airlines, etc., and in a separate or packaged deal, brochures, etc., to briefly give the historical and architectural features, and identify as a former capital of Fiji.</td>
</tr>
<tr>
<td>4. It is important that the local environment be enhanced as part of high-quality visitor attraction features.</td>
<td>Improve the local environment by planting new trees, removing unattractive objects, cleaning the surroundings, etc., thereby creating a pleasing aesthetic environment.</td>
</tr>
<tr>
<td>5. Lack of entertainment and recreational facilities, and transition of local culture.</td>
<td>Improve entertainment and recreational facilities for example: provide more guided and non-guided tours and walks (land and sea), feature local entertainment groups (for enough tourists), display and sell local artifacts, etc.</td>
</tr>
<tr>
<td>6. Transportation to be improved/expanded to gain more tourists.</td>
<td>Tourism transportation facilities are designed to cater for existing volumes of traffic only.</td>
</tr>
</tbody>
</table>
APPENDIX I

Definitions and formulas used in compiling hotel statistics:

(a) **Room Statistics**

(i) **Room Capacity** is calculated on a monthly basis. Total room capacity is estimated by multiplying the number of rooms available by the number of days in the month. To obtain annual total, sum total for each month is added.

(ii) **Rooms Sold** is the total number of rooms sold per month.

(iii) **Room Occupancy** is defined as the percentage of rooms sold over the total capacity for a specified period.

\[
\text{Room Occupancy} = \frac{\text{Rooms Sold}}{\text{Room Capacity}} \times 100
\]

(b) **Bed Statistics**

(i) **Bed Capacity** is the total number of beds available throughout the reporting period. This is estimated in the same way as room capacity.

(ii) **Beds Sold** (also referred to as bed-nights sold or guest-nights sold) is defined as the aggregate of the total number of beds sold each night during the reporting period. It is estimated by counting the number of persons who stayed at the hotel, counting each person once for each night he stayed.

(iii) **Bed Occupancy** is calculated in a similar fashion to room occupancy.

\[
\text{Bed Occupancy} = \frac{\text{Beds Sold}}{\text{Bed Capacity}} \times 100
\]

In calculating bed capacity, a double bed is counted as two beds and cots are ignored.

In general, room occupancy is much higher than bed occupancy. The difference may be illustrated by considering the example where a twin-bedded room is sold available to one person. The occupancy from that room will be 100% for the period occupied while the bed occupancy will be only 50%.

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Source: Bureau of Statistics, State.
BIBLIOGRAPHY


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ACCESSORY BUILDING -

In any area where an Accessory Building is to be considered in conjunction with an Accessory Building Development, the floor area of such Accessory Building shall not exceed 377 square feet.

VIEW PROTECTION AREA -

In any area, any area especially designated by the Planning Board and View Protection Area, the Floor Area of such Accessory Building shall be reduced so as to maintain and safeguard the visual and operational space.

CAR PARKING STANDARDS FOR RESTAURANTS AND PLACE OF ACCOMMODATION -

In any area where a Place of Accommodation is to be considered in conjunction with an Accessory Building Development, the loading shall be limited to the use of car parking space per 250 square feet, based on the loading capacity of the area of potential usage.

FLOOR AREA:

The building shall have the floor area of the least square meter lower than the building, subject to Municipal Law, as provided in the following schedule:

- Base
- Library
- Stadium
- Hall
- Restaurant
- Hotel
- Office
- Store
- Retail
- Warehouse
- Studio
- Garage
- Warehouse
- Other
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1.0 INTRODUCTION

1.1 Purpose of Preparing A Scheme

The purpose of preparing a scheme for any area is to facilitate the orderly development of different land uses and to minimize conflict between conflicting landuses and between man and landuses. It is also an attempt to cater for future land use requirements through recommendations after initial survey and analysis.

1.2 Scheme Documents

The various documents which make up the Leda Town Planning Scheme have been described in the Introductory Chapter of the Report of Survey. These documents are:

The Scheme Plan;
The Town Planning Act General Provisions (1980); and
The Scheme Statement.

1.3 Scheme Statement

This document is an integral part of the legally approved scheme. The Scheme Statement proposes recommendations that would contribute positively to the development of the town.

These recommendations are designed to tackle certain aspects of the problems recognized in Part II of the Scheme Report. The Scheme Statement is in fact based on the findings of the Report of Survey. The Statement has expanded on the recommendations, and where relevant, suggested methods of possible implementation. These recommendations are expressed under the following topic headings, viz.:

- General
- Physical Environment
- Landuse and Land Use
- Residential Development
- Commercial Development
- Industrial Development
- Infrastructure
- Utility Services
- Social and Community Facilities
- Open Space and Recreation
- Tourism Development
- Historic Preservation

1.4 Implementation

It is hoped that recommendations outlined in the Scheme Statement are given consideration by the Council bearing in mind the interests of the ratepayers as well as the Council’s plans for progressive growth and development. The restoration of the town’s historic buildings, objects and places of historic interest should definitely merit the highest priority. Nevertheless, projects of a lesser degree and scale should also deserve due attention.

The Council is encouraged to consult the Directorate of Town and Country Planning and other relevant Government Departments/Ministries as well as the ratepayers on all the policies/recommendations in order to determine their priority and feasibility.
1.5 Timetable

Although it is quite difficult to state any definite timetable on the proposals/recommendations, it is intended that they shall be implemented over a five to ten year period, given that resources especially capital and relevant expertise are available when required. The restoration of the historic features will warrant the right expertise which may have to be sought from overseas.
2.0 \section*{PERSONAL HERITAGE

2.1 \section*{COUNCIL ON DECEMBER 10TH, 1986}

Under the scheme outlined by the Council of Town and Country Planning, London was set aside as a historic area. For the purposes of the scheme, historic buildings, objects and places of historic interest in promotion of London's national heritage are described as follows:

The implementation of the Historic Preservation Program is suggested by the following specific recommendations concerning areas and buildings as well as their management. It is expected that existing and new buildings, by virtue of their location, may be subject to stricter controls. Existing buildings, and some proposed buildings, will need to be developed or redeveloped in accordance with the Landmarks and Conservation areas.

Special protection for buildings and objects of historic interest will be given, for example, by requiring permits for alteration or demolition. Special areas designated as Historic Areas, Conservation Areas, or Industrial Areas will be subject to specific controls and may be subject to specific regulations by the Conservation Area, Historic Area, or Industrial Area authorities.

2.2 \section*{Declaration of London as a Conservation Area}

The area free of St. John's School and Church down to the river boundary, and from the shoreline up to the river line of the 19th century, is included in the London conservation area. All buildings and areas within the conservation area will be subject to specific planning controls. Within the conservation area, control and classification shall be applied through the Conservation Area, Historic Area, or Industrial Area authorities.


The following general provisions shall apply for the whole of the conservation area for all buildings on the site. However, specific provisions should be made in each of the conservation areas for the development and preservation of the areas.

The following general provisions shall be applied when making applications:

(a) The main of high quality shall be preserved and maintained by the underlying planning.

(b) No buildings shall exceed the height of 30 feet in height (this may cover up to 50% of the site).
(a) Buildings on Beach Street shall possess a veranda facing the Street.

(b) Materials used in the construction of buildings shall be generally those used in the construction of original buildings; namely timber, coral stone, concrete and cast iron.

(c) Buildings shall not be painted or coloured in such a way as to be obtrusive. Permissible colours will be stipulated.

(d) Public spaces shall be landscaped and maintained in accordance with an overall plan prepared by the Public Works Department.

(e) Vehicles, especially buses and coaches, shall not be permitted to park along Beach Streets. Alternative parking areas to be located.

(p.103, TTA Report, 1986)

2.3 Review of development proposals

New Developments to take cognizance of the historic and architectural parts of the area.

New developments (design, structure, layout, spacing, etc) to be as compatible as possible with the existing architectural styles, especially with regard to buildings proposed located within or close proximity to Levuka. Any major repairs or face lifts should be in harmony with their immediate surroundings. Building codes and design guidelines will need to be more evenly applied. Meanwhile, development proposals submitted to the Levuka Town Council should be sent to the Local Historic and Cultural Association for their advice. The Council's decision and Association's advice will then be forwarded to the Director of Town Planning, who would in turn seek the advice of the National Trust before taking a final decision on the proposal.

2.4 Statutory Control

The restoration, enhancement and further development of Levuka will be carried out under the Town Planning legislation. This applies to new developments and existing developments submitted for redevelopment, restoration and rescheduling. In addition, the National Trust Ordinance shall be utilized to protect registered buildings, objects and areas through acquisition and restoration. However, as suggested in the 1973 Tourism Plan, a Historic and Cultural Preservation Ordinance should be prepared so that it could be used as the legal basis for establishing and designating preservation districts, spelling out the procedures of administering each district, and setting the regulations and controls to be imposed within each district.

(F.113, No.1, Collins Report 1973)
E.S. Zoning

The zoning shown on the scheme plan shall be the basic planning control as regards land use. Because of the intrinsic and unique features inherent in the town's buildings and landscape, the zones within each precinct shall have a statement of objectives for that precinct and the policies to be followed in order to achieve the stated objectives. The set of objectives and policies shall be drawn up with the aid of technical assistance sought from agency(ies) versed in restoration of historic buildings, objects and places of historic interest.
3.0 RECOMMENDATIONS RELATING TO TONGA'S PHYSICAL ENVIRONMENT

3.1 Geology of (i) weather and climate and (ii) geomorphological features, should be considered when planning for subdivisonal and building developments.

Recent developments show that vacant land on hills/steepe slopes are being utilised for subdivisonal purposes (mainly residential development). Bearing in mind the recent disaster that struck Levuka, it is important that existing (i) weather and climate conditions, and (ii) geomorphological features, are considered in the planning stages of development.

One of the more important factors to consider is the stability of the landform to accommodate the proposed development works.

Prime requirements for stability are:

1. To refrain from developing areas adjacent to the main natural drainage systems without first considering suitable development methods;

2. That the slopes are graded at a safe angle, the fill is engineered properly, and the construction of adequate drainage facilities for both surface and expected subsurface water disposal;

3. To refrain from using rubble drains and soakage pits on potentially unstable slopes.

Recommend that specific site investigations should be undertaken for slope stability evaluation purposes. It would be advisable to involve geological/geotechnical expertise during the planning stages of the development works and during the time of development.

3.2 There shall be no further reclamation of the foreshore to create new flat areas for development purposes.

It is recommended that no reclamation will be carried out at the coral lagoon/foreshore region. The FAMA report has come out very strongly against any reclamation. It says that 'not only does landfall cause irreversible damage to the lagoon ecology, but these well-intentional efforts tend to destroy the very character that provides Levuka with its charm (p.21, FAMA Report).
RECOMMENDATIONS RELATED TO LAND USE AND LAND TURE

4.1 To ensure orderly development of vacant land/bland with the (general) character of the town, outward appearance of buildings, the size of development, orientation and layout, etc., to complement existing developments.

It is envisaged that if the present rate of growth in population continues, overall development of vacant land will be slow. Nonetheless, it is important to ensure that any new developments conform to the existing appearance and structure of the town. Minor details such as the colour of the buildings, the materials to be used, e.g., such features to aggregate are important and contribute significantly to the general character of the place.

4.2 To regulate existing land uses so as to maintain a balance of the various uses and requirements. Alternative spaces to be sought to cater for increasing needs especially public playgrounds.

The present distribution of land used in the town except for public open space (active and passive recreation) seems acceptable with the existing demands and pressures and population growth rate. Future requirements are to be catered for by the underlying zoning as far as possible.

The lack of public open space especially for active recreation should be looked at and alternative sites (a) sought. Because of the shortage of adequate space for playgrounds within the town boundary, alternative sites (a) just beyond the town should be reserved for this use.
5.0. RESIDENTIAL

5.1. Until demand justifies, existing vacant land under housing to be used for future short-to-middle term housing development. In case of a significant demand resulting from population increase, and immediately outside the town should be considered.

All residential land in Levuka is zoned residential 'B'. It is intended that the 'B' zoning shall remain to cater for lower-density development. This allows for detached units on individual lots, a feature desirable by many potential residents. The past trend has been for single units.

Higher-density developments shall be feasible once P.N.D.'s proposal for sewerage reticulation in Levuka has been accomplished. This shall allow for smaller residential lots with higher densities, in keeping with the current trend of smaller family units.

In the short term, there is no foreseeable shortage of residential land for development. This is based on the fact that (i) approximately 5.4 hectares of land is vacant which comprises a modest number of subdivided vacant lots, and (ii) the negligible population growth rate in Levuka.

Land being released will definitely encourage/facilitate permanent improvement, etc., on any type of building and related activity.

5.2. The historic and architectural status of some residential buildings are quite high and they definitely merit preservation.

Those existing buildings that merit preservation because of their historical and architectural significance should definitely be protected. Protection provision stated in Schedule 5, Provision (1) of Town Planning General Provision.

The P.N.D. report has recommended a community inventory of all buildings should be taken, together with an architectural review process, so that necessary guidelines can be formulated to ensure that new buildings conform in an acceptable way to the needs of the existing building, and that renovations are compatible with the appearance of the buildings.

Special planning provisions to be applied with respect to height of the structure, yard, or open space requirement, signs, colours, construction materials, etc.

5.3. To protect and enhance the existing means of access to houses.

A number of existing houses have footpaths, lateral sidewalks and staircases as their only means of access because of the imposing topography. These features ought to be protected, and new developments should where practicable incorporate existing pedestrian throughfare features like footpaths, lateral sidewalks with wall embankments and separate staircases to individual homes.
6.0

COMMERCIAL

6.1

Existing establishments are deemed sufficient to cater for existing and future (short to medium term) commercial needs of the occupants in Lavokana town and nearby landuse.

Based on findings listed in the Report of Survey (See p.64, Report of Survey) the services provided by the existing establishments are adequate. With a view to implementation of the community restoration and tourism development programme (PNUD Study, 1986) general tourist goods could be provided by the existing businesses who could assign a percentage of their floor space to tourist products.

6.2

The need to protect and manage the commercial sector of Lavokana as a whole, this area is identified as visually the most important within Lavokana.

Because of the centre's aesthetic and architectural values, it is essential that the existing features are maintained or improved/consolidated to enhance the historical identity of the town. Remodelling criteria needs to be established to improve existing buildings. There are some buildings that may need major repairs and some may be declassified to bring them in harmony with their immediate surroundings. Building codes and design guidelines will need to be set and evenly applied for (i) existing and (ii) new buildings. (p.25, PNUD Report).

Although the cost of maintaining of old buildings will be high they must be brought to a reasonable or high state of repair. Existing buildings with unattractive additions can be corrected by minimal alterations, or some of the old buildings can be reconstructed to make them suitable for new uses (p.29, PNUD Report).

It has been pointed out in the PNUD Report that in a multi-user retail area, such as Lavokana, the maintenance of consistent standards has to be voluntary but must be equally effective (p.15, PNUD Report).

6.3

Parking Provision

Parking space to be allocated for vehicles (i.e. taxis, buses and trucks) at the north and south ends of the commercial area along Beach Street (PNUD Study Recommendation, p.34).

It is recommended that there will be no parking permitted along Beach Street for vehicles, especially taxis and buses. The existing taxi base should be moved away from the central corridor. The Council should make efforts to develop new parking spaces at both ends of Beach Street.

Once developed, the parking areas will have to be properly managed by the Council.

6.4

Future Growth

It is not envisaged that there shall be any substantial expansion in the commercial sector that will necessitate the allocation of more land for such uses. There is sufficient vacant land around commercial (approx. 3.4 hectares) for any new extension. But when such a need does arise, expansion will be site-lined fashion and that could necessitate the extension of the present town boundary.
Investment in industry

To encourage smallholder farming at both commercial and subsistence level.

Smallholder farming will encourage the exploitation of local resources. Since Arua is sufficiently endowed with good farming land and adequate road transport, it should provide good prospects for the setting of small agricultural projects specializing in a few crops which can be used as raw materials in agro-processing on a small to medium scale. This is in keeping with TEP's policy of the continuation of resource-based strategy with a greater emphasis being placed on agro-processing (p.56,TDP). With government providing infrastructural support in areas that need increased economic activity (p.57, TDP) links to sources of raw materials and various market outlets can be expanded.

Development of Agro-industries should also boost employment ratios and spread the benefits of such development to both urban and rural village communities on Arua and neighboring islands.

Agro-industries to be based at appropriate locations not necessarily in Arua.

To encourage the development of cottage and small-scale industries.

Although fishing will continue to be the major industry in Arua, it is timely that other activities that are income as well as employment generating are sought. Arua has the potential to develop cottage industries (e.g. bead, wood carving, weaving, bitter cola from shells, etc). The survival of such industries will depend partially on the operation management and market ability. With the proposed restoration of Arua (pocket) and the revival of the tourism industry, as recommended by the GECAT team (see GECAT Report, 1986), it is foreseen that the tourist turnover shall increase significantly and this increase will definitely encourage the establishment and survival of tourism based cottage industries.

Other types of cottage and small-scale industries that are suited to the condition in Arua and Oualia (i.e. considering accessibility, suitability of location, availability of raw materials and labor, etc) should be encouraged. Government's TDP's policy is to increase the dispersal of industrial and economic activity by continuing to support the development of cottage and small-scale industries (p.57, TDP).

To note that Oualia is served with essential industries.

Service industries are virtually non-existent in Arua. The town cannot facilitate the establishment of basic service facilities like mechanical and electrical repair shops, upon assessment of demand, by having classified land for industrial usage.
7.3 To ensure the continued expansion of the fishing (tuna) industry in Levuka.

Although the aim is to reduce dependence from this major economic activity, the tuna industry with its base in Levuka is expected to grow. Government's objective under this Industrial Fisheries Program is to expand highjack tuna fisheries and encourage further utilization of tuna processing capacity. Currently the production capacity has been below normal because of a constraint in obtaining sufficient quantities of fish. Alternative (or more effective) methods of fishing are to be pursued by the IKA Corporation during the ERP period.

Even though diversification from fishing is necessary, it is of benefit to sustain the industry and promote its growth. The existing premises on which FANZ is situated is adequate to cater for expansion in terms of output/productivity bearing in mind that existing capacity is understated. Any physical expansion (e.g. extension of existing factory) which would mean reallocation of the coral lagoon to create new flood areas is not recommended. The FATA report mentions that such activity could cause irreversible damage to the lagoon's ecology and destroy the very character that provides Levuka with its charm.

7.4 To restore and maintain historic features existent in the industrial area.

The FATA report has mentioned certain features that can be restored and enhanced. For example the Levuka canneries site can be landscaped and buildings painted with better colours the pattern of railway lines is interesting. An area to be regularly maintained; the best possible use be made of the port buildings with any become redundant to their present purposes; and the walk along the wharf could be made safe and inviting.

Levuka being a small older town needs to maintain a continuity which complements the very character of the whole place. Therefore it is important to maintain the portion of the town in such a manner that it blends with the rest of the town's development, mainly the residential and commercial areas.

7.5 Future Direction

Except for encouraging the establishment of essential service industries and selected cottage type industries, other types of industry especially heavy and mineral on a medium to large scale is not recommended within the existing town planning area. Appropriate agro based industries should be located where best suited. All necessary pre-conditions of establishing such industries should be considered.
6.0. INFRASTRUCTURE

Drainage

8.1. To improve the drainage system in Levuka.

In view of the recent flooding that caused severe damage in Levuka, it is essential that an effective drainage control system is established in Levuka. The Council should formulate and implement a programme of improving drains in the town. Such a programme could easily be linked to the town's proposed sewerage scheme by FID, as sewerage systems are an effective way of reducing drainage problems.

Roads and Pedestrian Thoroughfares

8.2. To maintain/improve the existing network of roads and pedestrian thoroughfares (footpaths, sidewalks).

Levuka has apart from the main Road Street and a few secondary streets, an attractive network of footpaths, interlocking pavements with well-landscaped and separate surfaces to individual houses. As suggested in the PATA Report, it is recommended that these features that are still existing should be identified and protected; new developments, where practicable, should incorporate appropriate matching facilities. (p.35, PATA Report, 1956)

The roads should be maintained and be improved to standards stipulated by FID. Special consideration should be given when imposing road widening requirements to new subdivisions and buildings applications. This is because the existing network of roads, footpaths and sidewalks fall below the standard requirements of FID.

The homes should also be kept tidy to enhance the attractiveness of the town as a historic place.

Wharf Development

8.3. To ensure that wharf facilities are adequate to cater for effective and efficient running of the wharf.

Because wharf capacity (and associated shore side facilities) in terms of physical area, both length and depth and cargo handling, is considered adequate for current and anticipated cargo passing through now and over the next decade, no attention shall be given to the wharf and its shore side facilities in the forecast within the next decade. However, as requested by FID, the possibility of extension is under continuous review should demand facilitate such expansion.

8.4. Air

The possibility of increased air traffic to Levuka is recognized in anticipation of the building and restoration to Levuka Project which is outlined in the PATA report. It is expected that with better marketing and touristic facilities, greater domestic and overseas tourist to Levuka, air links to and from Levuka will need to be strengthened. The PATA Study has recommended that consideration be given to...
providing air services between: Rarotonga-Savaii-Pago-Pago-French Polynesia-Savaii.

The aerodrome at Rarotonga will have to be improved/expanded to cater for increased traffic as predicted.

8.5 Improvements to water supply are required to fulfill immediate need.

PWB has stated that the immediate improvement to be undertaken shall be the replacement of the deteriorated storage tank of capacity 250m³ on Tontora Creek with a large version of capacity 400m³. This work is programmed for execution in 1982.

In addition another storage tank of capacity 150m³ at an elevation of approximately 8m N.N. on Waitoru Creek is envisaged for construction sometime in 1983 to increase the storage capacity for the system to meet increasing demands.

8.6 Additional source of water to be explored to cater for future demands.

PWB report (1985) indicates that all significant and suitable water flows are fully utilised to the extent that the normal daily demand now exceeds the dry weather flow of the creeks. Among the options available to secure additional supplies of water include: construction of a dam with sufficient storage for 3 months supply to cater for the expected increased construction of water treatment plant to permit use of lower quality water; pumping water from sources which are remote from the town; and an extensive search for ground water. PWB will continue with investigations to bring out improvements necessary in the system. The need to cater for future requirements would mean choosing from the options available. A study on availability of ground water on Ovalau could be undertaken by PWB resources permitting.

8.7 Proper measures/controls to be imposed on land neighbouring the catchments to reduce pollution of the supplies and improve the quality of water supplied.

Land use controls to be imposed on subdivisions and building developments adjoinning the catchment regions. Measures to control/reduce pollution: improvements to be carried out at existing drainage and waste disposal facilities; setback of buildings or other structures from catchment boundary; resettlement of squatters; and fencing of the catchment area from the rest of the area.

8.8 Improvements to the existing water supplies to be carried out under the Government's Development Plan. New urban supplies should only until the standards of supply.

The projects planned for Levuka during this period are construction of a treatment plant, providing additional reservoir capacity and carrying out minor main improvements.
Sewers

8.9 Developers of new subdivisions are required to prepare engineering plans for sewer reticulation in order to create sewer capacity.

To ensure a smooth conversion to the sewerage scheme once it is operational, new subdivisions are to make provision for sewer connections in their schemes. (A study on the feasibility of providing a new sewerage scheme in Kewala will be undertaken during FY9 although it is unlikely that the scheme will be completed within NF9.)
9.0 UTILITY SERVICES

Electricity and Post and Telecommunications

9.1 To carry out periodic reviews of existing services

Both electricity and post and telecommunication services are adequately provided for in Lennox. However, it is essential that these services are periodically reviewed to gauge demands for any expansion or improvements. Any future proposals of substantial scale would necessitate planning and expansion of present services/facilities.

Parking Requirements

5.2 New parking needs to be assessed and developed

Vehicles, especially taxis and buses, shall not be permitted to park along Beach Street. Only drop-off and pick-up points should be provided along the retail frontage. As suggested in the EMDA Report, parking areas could be provided at the north and south ends of the commercial area on Beach Street. A large car park (about 20 cars) could be placed at these positions, or alternatively, larger parking areas (to accommodate buses and trucks as well) which are currently to eliminate dust (1.48 EMDA Report 1986). Possible location is the area around or beyond Shell Service Station for bus and passenger truck parking, or loading and unloading. A taxi stand could also be situated at this location. Alternatively, the area around the market could be the taxi stand, leaving the bus and truck bays at the location suggested above. (6.19, EMDA Report 1986)

The Market

9.3 To expand range of goods and extend opening hours

The possibility of expanding the range of goods available at the market should be looked at by the Council. Besides local fresh foods, the market could sell convenience and perhaps local cooked foods and snacks. The opening hours could be extended with the expansion of goods offered. Maybe a trial period to ascertain if it is economical to have extended opening hours should be carried out (i.e. if the Council are favourable to extending the opening hours).
10.0 COMMUNITY FACILITIES

10.1 Restoration work to be carried out on Levuka High School buildings

As part of the overall process of restoration of old buildings in Levuka, restoration to the schools buildings should be undertaken but only after an inventory of the whole town has been carried out. A proper conservation study of the building is essential whatsoever that requires restoration will need to be undertaken by an appropriate expert. The details once identified and assessed will be included in an annual maintenance programme of the government. The conservation of the Town Report states the need for such a study. Attention to details like door handles, hinges and similar hardware should be included in the professional building report.

10.2 Focus greater attention on vocational and technical training in schools

Land adjacent to the Multicraft Centre is reserved to accommodate additional courses at the centre. New developments in this area shall be given due priority.

10.3 Health care services to be well maintained. These areas that would need changes to improve overall performance to be satisfactorily accomplished

These are areas of the hospital services requiring extensions or improvements in the future to be satisfactorily accommodated for. As indicated by the Ministry of Health (1987) there is a need to extend the pharmacy area and the Dental clinic to cater for an increasing number of patients. The present hospital premises should be able to provide for the above mentioned objectives. However, in case of shortage of space, adjoining or a nearby location should be chosen.

10.4 To make provision for a new police station on a suitable site

A new police station to be built to replace the outdated colonial police building which is thoroughly outdated. The new building shall accommodate modern facilities such as interview rooms, communications network, ample working space and privacy for supervising officers. This new building could be provided for on the present premises or on an alternate site (to be sought) if the present site cannot accommodate the expanded building.

10.5 Relate one and Commercial Organizations - Historic buildings

To promote supportive planning controls to safeguard the character of these buildings

Of concern in the poor state of many of these buildings. When renovated, the buildings ought to retain as much of their original form as possible. After completion of the community inventory,
appropriate building codes and design guidelines will need to be set and strictly applied. As stated elsewhere in the scheme statement, the relevant expertise has to be made available to carry out the architectural review process and draw up the essential guidelines and building codes.

The churches, as well as the commercial centre, definitely merit preservation.

10.6 Cemeteries and monuments

To move the traffic away from the central approach and to keep that traffic free/provided from the Lovuka Yacoviti Cemetery

Possible location for a taxi stand is the area around or beyond Shell service station, or the area around the market. The Council to decide on the most appropriate site for this purpose.

The Lovuka Yacoviti Cemetery, also a historic site and visitor attraction, feature should be well maintained and efforts made to ensure that no graves are removed from the area.

Existing maintenance arrangements for (i) cemeteries, and (ii) monuments, appear adequate.

10.7 Community Centre

To expand on the range of services provided by the Community Centre

The Community Centre which has been set up successfully by the residents is seen as the linchpin in the conservation/restoration process. Provided funds are made available from the National Trust or similar source, the Community Centre could re-establish all of its community services and could contemplate expansion of its facilities and activities (p.11, FATA Report, 1986). The Report suggests acquisition of the building next door to the Community Centre to accommodate a Visitor's Centre (services to include hosting and co-ordinating day visitors tour activities, providing facilities for visitor's e.g. toilets) in the complex buildings, educating the community on the value of tourism and possibly even operating a gift shop and offering guiding services] (p.17, FATA Report, 1986).

Other services that could be provided by the Centre are a continuation of young people's work and recreational programmes, providing the local office for the National Trust and the Fiji Visitors Bureau and facilities for the Lomuva/Wakatama Chamber of Commerce office.

The Report also suggests the Centre could co-ordinate village activities stimulate and co-ordinate production for headquarter and operate a sales outlet for them develop and maintain dual-purpose or interpretation facilities at strategic sites like the school, the Town Hall, the Williams House and the Lomuva House, with churches to develop visitor interpretation facilities in their buildings. (p.14, FATA Report, 1986).
It may not be possible to provide all of the above facilities/services at the same time, considering constraints such as finance and manpower. It is important though that the Centre is able to reactivate and/or initiate within the short-to-medium-term future the most needy facilities/services that would contribute significantly to the rehabilitation and enhancement of community projects.

10.8 Dome Hall

The building to be designated and protected as a historic building.

The building can be made more attractive with minimal restoration work (like painting, interior decoration, etc.) which should be sympathetic with the existing architectural design.

10.9 Hotels and Clubs

The Royal Hotel, Union Club and Masonic Lodge

Buildings need preservation.

These buildings definitely need to be protected. Appropriate building codes and preservation guidelines to be formulated and applied.
11.0. OPEN SPACE AND RECREATION

11.1 The immediate consideration (by the Council) is to acquire a suitable site for a sports complex to supplement Lavelle Park.

The aim is on the Council to identify suitable land which is accessible for use as a public playground. The over-utilisation of Lavelle Park justifies the demand for additional and improved recreational facilities. The unavailability of vacant land for recreational purposes within the town boundary makes it necessary that an appropriate site within accessible distance from town be sought and developed as an active sports area.

11.2 There shall be no unoccupied land filled to create new flats or land for recreation or other purposes.

It is important that the waterfront zone (coral lagoon) remain free from land-filling to avoid destroying the very character that provides Levuka with its charm.

11.3 A landscape plan to be prepared to enhance the beauty and character level throughout.

PUSD or any other agency to be assigned the task of preparing a landscape plan (that could become part of the overall process of restoring the town's existing buildings and parks). Public spaces (including courtyards, and pedestrian corridors such as footpaths, steps, balconies, sidewalks etc.) to be landscaped in accordance with this overall landscape plan. Existing spaces will be to keep public areas, especially the Esplanade, clean and inviting to walk and sit along.

11.4 To preserve areas of scenic, architectural and historic interest and for leisure and recreational purposes.

To formulate appropriate (planning) legislation to protect areas of recreational interest and use. This may be achieved by declaring the whole town a "Conservation Area" and specific areas within the Conservation Area District. Since new legislation (relating specifically to conservation and protection of Levuka as a historic town) would take time to draw, the existing town planning legislation shall be used to protect these areas.
12.1 To upgrade and expand existing accommodation facilities

Lvukus will benefit immensely with the upgrading and expansion of accommodation and tourist amenities. Lvuka's attractiveness as a historic town lends itself to an increased volume of tourists, especially after renovations and improvements are carried out on sites of historic and architectural interest.

Recommendations include:

1. Encouragement of bed and breakfast style accommodation. Many houses are suitable for the provision of this form of casual accommodation.

2. Formation of an "Accommodation Owners' Association" to promote co-operation, self-help and the joint promotion of accommodation facilities.

3. Upgrading accommodation facilities to a higher standard to cater for the middle segment of the tourist market.

4. Identification of suitable sites and commencement of studies for low-budget as well as up-market accommodation. Noting is made of Lvuka's physical limitations (small size, distance from main urban centres, etc) the size and scale of development should be in harmony with the immediate environment.

(Both: The above recommendations are taken from the DHA Report, Executive Survey, P.C.ET, 1986).

12.2 To broaden the retail base in Lvukus to attract more tourists

Recommendations:

1. Encourage cottage industries (weaving, wood carvings, weaving, etc) in the villages.

2. Broaden the range of consumer goods ("designer" apparel, photographic and sporting goods, equipment, refreshments, etc) available in Lvukus.

Development proposals of the above nature shall be encouraged and favourably considered.

12.3 To improve Lvuka's image as a holiday destination by enhancing the local environment

Encouragement and special incentives to be given to residents to improve their localities in order to create a aesthetically pleasing environment. Measures include cleaning up waste objects (derelict botes, old tyres, etc) to be removed from the foreshore area and henceforth this area is not to be used as a dumping ground. Public spaces especially the娱乐场所, to be kept clean and treated to walk along. Landscaping of certain areas, especially the waterfront question. The restoration of Lvuka project shall be the major undertaking to promote Lvuka as a viable tourist destination.
42.1. **Advertising and Marketing of Levuka as a Tourist Destination Should be Improved**

It is hoped that interested groups, especially local hotels, will increase their efforts to promote Levuka, highlighting visitors' attraction features through brochures, distributed to travel bureaus and agents, airlines, and budget market outlets. A brief literature on the historical and architectural features should be included in the brochure.

42.5 **Upgrading of Accommodation Facilities to Match Existing Features That are Under Preservation, New Construction to be Subject to Review Body**

Appropriate guidelines shall be formulated with the advice and assistance of a town planner to see that any extension or conversion work adhere to standards of guidelines stipulated. All exterior changes, demolition and new construction will be subject to specific consideration by a review body comprising the Levuka Town Council, Levuka Historical and Cultural Society, Department of Town and Country Planning and National Trust for Fiji (p.18, P216 Report, 1985).
13.0 HISTORIC PRESERVATION

13.1 Introduction

Lavunja's uniqueness as a historic town is contained in its buildings and visual landmarks. Elements of 19th Century architecture are still inherent here, the existing structures which today lend itself to the identity that one can attach to this historic town. Lavunja has features that ought to be preserved for the enjoyment and development of the town, for the benefit of its local residents.

Historic preservation is considered as an important element of a community's land use control mechanism. As such it needs to be carefully integrated with the comprehensive general town plan of the community.

13.2 Objectives of the Preservation Process

1. To formally protect historic buildings, objects and places of historic interest.

2. To identify important visual landmarks and provide for their protection and enhancement.

3. Suggested buildings which are economically viable should continue to be used as living structures and not just be redundant.

13.3 Means of achieving the Objectives

Under the creation of historic district/area which is defined as 'inter-related groups of prehistoric or historic features considered to be of considerable historic value' (ref: An Act of the Historic Places Act 1960, p.21). By designating historic portions of the town as a historic district and, through proper regulations and controls, much of Lavunja's charm and antiquity can be retained.

Declare the whole town as a Conservation Area. The Conservation Area could extend beyond the boundaries of the town. The intention of the Conservation Area is to maintain the amenity of character of the whole area against development works which are not in sympathy with the period concerned.

Prepare an inventory of historic buildings i.e. building listing and classification. More flexible is a flexible or Conservation Area classification which tend to focus a valuable resource rather than just a few listed buildings. "Attention must be given to identifying and inventorising significant sites and structures according to prescribed criteria; the criteria should outline the intrinsic or inherent qualities which should be preserved" (page 156, Holt Collins Report, 1976.)
13.4 Food Protection Provisions

(a) Establish a registry of sites and buildings of historic interest which deserve protection.

(b) Require ordinances to protect registered buildings, objects, and areas.

At present, the National Trust is responsible for carrying out this duty. It also acquires and conserves endangered sites. However, as suggested in the 1973 National Plan, a Historic and Cultural Preservation Ordinance should be used as the legal basis for establishing and designating preservation districts, outlining the procedure for administering each district, and setting the regulations and controls to be imposed within such districts (p. 154, Bolt, Collins Report, 1973). National Trust is chosen as the logical body to administer this ordinance since the ordinance's objectives are consistent with that of the Trust (p. 156-157, Bolt, Collins Report, 1973).

(c) Establish standards and guidelines for using the special conservation zone for maintenance, repair, and alteration of buildings and sites.

(d) Set out an architectural review process for renovation and new construction that provides community as well as professional input into new development and offers the owner the chance to capture a professionally acceptable design (p. 153, McIver Report, 1981).

(e) Zoning to ensure that new buildings erected conform in an acceptable way to the mien of the existing buildings and that subdivisions are compatible with the character of the building. To apply special planning contributions to different products within the Historic District/Area. For example:

- Building Restrictions—Regulations with respect to height of structures, yard or open space requirements, slope, location, construction materials, etc.

- Landscape Restrictions—Public space shall be landscaped in accordance with established regulations/overall landscape plan prepared by Public Works Department (p. 153, Bolt Report).
Provide tax incentives for historic preservation. Government could create special monetary incentives for the rehabilitation of locally designated historic structures. Incentives could take the form of tax exemptions over a period of time or the availability of low interest, long-term loans.

11.5 Public Education

To initiate public education/awareness programs on the values of protecting our heritage. These programs could be coordinated through the Community Centre, with assistance from specialists with an interest in this field (preservation/conservation of historic and architecturally significant buildings and sites).

11.6 Classification of Objects and Places

It is important to identify items in categories according to their conservation/preservation value. These items to be recorded in the Register and referred to in the administration of the registered places or objects. Buildings and sites in Levuka could be classified in one of three categories* listed below. The first two categories serve to document the significance of the object or place, while the third category serves to define places and objects of general community interest.

Class 1

Objects and places having such significance that their preservation is regarded as being of national importance.

Explanations

Levuka has certain places of significance beyond local parameters. For example, the site of Captain Cook's landing, Levuka Public School and the old Harris Brothers Store, now converted into the Levuka Cultural Centre. Government and other bodies (especially the National Trust) should be approached for protection of such places. The Cultural Centre is one such example of national government's support in the protection of this building.

The role of the owner in the preservation of such objects and places should be appropriately recognised.

*Categories listed (classes 1-3) and Explanations
adapted from the Wellington City District Scheme - Statement of Objectives and Policies, F.16/3.
Class 2

Objects and places which have such significance that their preservation is regarded of local importance.

Explanation

The protection of such objects and places should be the responsibility of Council, the local community and/or such other bodies which may offer assistance.

The role of the owner in the preservation of such objects and places should be appropriately recognized.

Class 3

Objects and places which have significance that their preservation is to be encouraged and which should be recorded for the future.

Explanation

Long term preservation in this class is not intended. Objects and places in this class are those that add to the local character of an area. Their record should be given more careful consideration than would normally be the case. The role of the owner in the preservation of such objects and places should be appropriately recognized.

Prior to registration, a survey (and inventory) of all buildings and places of interest should be taken. Such buildings and places of interest shall then be divided into the three categories (stated above).

Inventory of Community Resources

Inventory of the major buildings and monuments is crucial in the preservation and restoration of the historic identity of the town. The community authority will list the buildings worthy and liabilities for future preservation and to its needs to restore or simply to conserve it from further deterioration.

Influencers that require notification would be listed for each of the buildings. The appointment of a special technical advisory group to undertake this initial survey and reporting process, who then reports to the Council/National Trust for its action.

It is advantageous to carry out the inventory of the whole town before continuing with restoration work. Appropriately standard and guidelines can then be applied to each building and others.
Conservation Areas

To declare, as suggested in the PTA Report 1986,
the area from St John's School and Church down to the
Leeds's Cemetery and from the shore line up the ridge
line, a general conservation zone (p.19, PTA Report, 1986).
It has suggested that within this area, the whole town
of Leeds and surrounding outskirts e.g. the Creaston site
and Williams Grove as well as St John's Church and
Leeds's Cemetery, should receive special attention.

Within the Conservation Zones we could have a number
which is defined as 'two of zero buildings which
Eugene from a 'visual entity' of historic, architect-
trail or, as mentioned above, (Historical
Places Act, 1980).

Within the town of Leeds these could be several,
precincts such as:

Commercial Area

This area is a broad belt of buildings connected by a
walkway with open areas between buildings along
the main street.

In order to manage the whole area which is visually
attractive (recently desolate), the buildings should
be suitably restored and redeveloped to build
in accordance with local importance. The buildings
should be restored to their original condition and
the present character of the buildings. New
construction specifications that are akin to the existing
building styles should be applied to new buildings in
this area. Attention to minor details will give the area
greater charm and character.

Residential Area

The residential buildings located behind the commercial
area extending to the hillsides will maintain a
similarly pleasant character. Sadly, some existing build-
ings have been badly neglected, and a number of new
buildings constructed which are incompatible with the existing
residential areas. New developments should where
possible incorporate existing separation structures
such as footpaths, linden shrubs and well
gardened and mature shrubs to individual houses. These
features should be protected. As stated in the PTA Report, bare
areas should be avoided for maintenance and/or restoration.
This would call for local and national government assis-
tance, possibly in the form of tax incentives.

Civic Buildings

The Town Hall, Masonic Lodge, Cricket Club and the use
of government offices on the opposite side are cohesive
buildings. Most of these buildings need only minor
restoration/revitalization work for e.g. painting, signage,
planting and basic maintenance. The Town Hall requires
various attention especially its interior.

School

The Lovelock Public School merits preservation because of its historical background. Some minor but original features are in a state of disrepair and need maintenance. The P&H Report outlines a number of restorative work that could be implemented upon completion of the Conservation Report.

The other schools in the town also require regular maintenance.

Churches

The Saint Catholic Methodist Mission and Anglican Churches in Lovelock definitely merit preservation. One example of the church maintaining conformity and existing character is the extension to the existing town Catholic Church on Main Street as planned by the Department in 1987.

Any extension to a building should be in sympathy with the existing building in terms of appearance, design, materials used and the craftsmanship.

Industrial Area

Well sited along the waterfront, this area could be enhanced attractive and pleasing. For example, the direct from house upgrade; there is need for more landscaping along the waters edge. The port building could have alternate uses when the present use of the building ceases. The industrial area which forms an important link to the adjoining retail area should be considered in the Conservation Report (possibly as a class 1 category under classification listing); although it may not rank as high as other buildings/sites to be protected.

Landscaping and Open spaces

It is important to recognize that open spaces in any townships enhance the character of the area. In Lovelock, open spaces are as important as the buildings to be preserved. Open spaces between buildings and as passive recreation areas should be noted in the community inventory, and maintained by the residents and Council.

Landscape will, at least, annoyingly benefit the present surrounding of the town. The Rectory along Main Street, with its row of trees, is an excellent example. Trees in the spaces should be protected. The P&H Study reports that the landscaping qualities of the Rectory will need detailed study (p40).
Administration

The Tourism Study of 1973 (Belt, Collins and Associates) made some pertinent suggestions regarding administration of the historic and cultural preservation process. The study recommended the establishment and designation of preservation districts encompassing significant sites. The Ordinance would also set down the regulations and controls within each district (p.156, Tourism Study', Belt Collins Report, 1973).

There is in the Ordinance provision for the designation of a council or body to carry out the purpose and objectives of the Ordinance (p.157). The Council is to comprise professionals from the field of physical and environmental design such as architects, planners and landscape architects.

The study suggests the establishment of a local advisory board to ensure local participation and interest in matters affecting specific areas/sites. The board is to aid the Council in its responsibilities for matters related to development or reconstruction objectives, appropriate use, designation of historic boundaries and regulations and controls" (p.158).

As to the administration of the Historic and Preservation Ordinance, the study recommends the National Trust to administer the Ordinance as the Ordinance objectives are consistent with that of the Trust's.

The recommended administrative process is reproduced on the next page.
APPENDIX

1. Report Prepared by FAHMI on
"LEVAUKA AND VALUAI: A PROGRAMME FOR COMPREHENSIVE
RESTORATION AND TOURISM DEVELOPMENT"

Comments and Recommendations

2. General

The report has come up with a number of recommendations that are pertinent to the revitalisation of Levuka and Valuai.

The task force has made useful (practical) suggestions on ways of implementing the conservation and tourism development objectives and policies. In order to achieve the aims of the Levuka Project, one very important point has been raised and that is 'commitment should be made at all levels - local' (p.42).

Local support is already there; it has to be targeted and channelled in the direction (e.g., setting up of the Historic and Cultural Advisory Body, formation of Accommodation Owner's Association and Ovalau Visitors Bureau). However, without support and commitment from the national Government, terms of finance, technical expertise, etc. it may be difficult to achieve overall objectives.

3. Town Planning Involvement

Recommendations

1. The Town Planning Directorate should declare the area from St. John's and Church lane to the Levuka cemetery, and from the shoreline up to the ridge line, a general conservation zone (p.41).

- Recommendation that should be accepted.

2. The study proposes that 'this process of the restoration, management and further development of Levuka would appear to be the most appropriate carried out under the Town Planning Act.' (p.6 of Executive Summary). It goes further by suggesting the following guidelines:

i. Designation of Levuka as a historic town.

ii. Special provisions for the historic district.

iii. The following general provisions to be applied when reviewing applications:

a. The uses of building shall be those established by the underlying zoning.

b. No building shall exceed two stories or 7.5 metre in height (but may cover up to 100% of its site).

- Buildings on Beach Street shall possess a verandah facing the street.
a. Materials used in the construction of buildings shall generally be those used in the construction of original buildings, namely timber, coral stone, concrete and steel iron.

b. Buildings shall not be painted or coloured in such a way as to be offensive. Permissible colours will be stipulated.

c. Public open space shall be landscaped and maintained in accordance with an overall plan prepared by the PWD.

d. Traffic, especially taxis and buses, shall not be permitted to park along Beach Street. Alternative parking areas to be located.

Objectives (a) - (d) should be discussed by Town Planning Officers and agreed on. The objectives are pertinent to the realisation of the goal i.e., to protect and preserve sites of national importance; to protect the architectural character and structure of buildings.

Environmental and Landfill Management

1) The proposal that all landfill activity on the area shall be discontinued since it will diminish the aesthetic and visual amenity of the town, as well as injure the local ecology.

2) An effective storm water drainage control should be an integral part of any conservation plan.

Both recommendations are worthy (valid) and should therefore be adopted. Incorporate these in the Town Planning Scheme Provision. As per (ii) to obtain PWD’s report/consent on the drainage control system and future guidelines.

Community Resources Inventory and Architectural Review Process

In order to proceed with the Community Inventory and the Architectural Review Process, it is necessary to employ an expert with experience in historic restoration. The study suggests appropriate skills to be made available by the Town Planning Directorate or through an overseas aid agency. This type of specialist technical assistance may be obtained under international aid arrangements [P.L.A.N. Report]. This idea should be taken up by the relevant government body. Town Planning could perhaps provide technical assistance to this expert who shall be appointed. The Town Planning Officer to receive training under this expert while working with him/her.

In addition to the above two tasks, the Town Planners could provide advisory and assistance in developing guidelines for managing the special conservation area (P.L.A.N. Report).
5. Protection through systematic review of development proposals.

To evaluate whether the review mechanism as recommended by the PATA Report is the best means of achieving protection of assets to be preserved/restored. The PATA Report recommends that "any proposal for development should be referred to the Town Council, who, before making a decision should seek the advice of the Local Historic and Cultural Association. Council's decision (together with the advice) should be sent to the Director of Town and Country Planning, and should in turn seek the advice of the National Trust." (p.26, PATA Report).

6. Kelly, Collins Report

Amongst one of the first steps in the restoration programme of Leveda, the study suggests that the Kelly, Collins Report of 1973 is re-studied i.e. analysis and recommendations relevant to Leveda and Oonoon, especially the conservation philosophy, techniques, regulations, incentives, financial sources, and interpretation suggestions as well as model ordinances for preservation and administration, all of which it suggests can be adopted (p.18, PATA Report).

Whether the above recommendations in the Kelly, Collins Report should be adopted, I believe, should be made by a report (or a team of technical representatives), who in well versed in practical experience in previous conservation programmes of similar nature and scale, in order to have the best (most workable and effective) conservation programme/structure.

7. Action Timetable

Immediate 1986-1987

- Reference in made to Executive Summary, p.10.
- Review the Kelly, Collins Report and adapt it to current conditions.
- Institute a 'Restoration of Leveda' project. Arrange appropriate legislation and regulations to govern development. Appoint a specialist town planner in association with an appropriate international aid agency (such as the Australian Development Assistance Bureau), to co-ordinate restoration activities. Prepare detailed inventory of historically and aesthetically valuable structures and scenes in Leveda.

Both the above should begin immediately. As for the rest (6.1.3 to 6.1.11) timing and other relevant agencies to account on and make suitable recommendations.

The Indian Zone (1980 - 1985) and Long Zone (1991 - 1995) should follow naturally, once the programme for immediate action is taken up by the rightful agencies, with the necessary backup facilities (financial, relevant expertise and commitment at all levels - national government, local government and community). However, this action timetable will have to be altered in suit changing conditions in case of unforeseen or unforeseeable circumstances likely to hinder the program of the plan.
8. Conclusion

Valuable reports and strategies suggested should be adopted with amendments where necessary. Town Planning Offices to be involved with town planning agencies, being given the opportunity to work with experts will lead to valuable practical experience and insight into matters of historic preservation and restoration.
Chairman’s Foreword

We live times of unprecedented change and multiple challenges, many of which are new. It is now all the more important for organisations, especially those with a public responsibility, to clearly spell out their respective visions, strategies and priority activities. Clarity of purpose is fundamental to the effective use of resources and the achievement of objectives in any organisation.

This first Strategic Plan for the National Trust of Fiji enables all stakeholders, particularly staff, partners, sponsors and all other supporters, as well as interested citizens, to clearly see where the organisation is going and how it intends to get there.

The Plan has strong ownership because of the consultative and participative process used. This was led by a skilled Fijian facilitator, kindly provided at no cost by a valued partner, the SPC/GTZ Pacific-German Regional Forestry Project.

Heritage conservation, of both the built and natural kind, is really everyone’s concern and responsibility in Fiji. Our nation is fortunate to have a body supported by Government, which serves as a national centre and focal point for these important activities.

The National Trust works closely with a number of Departments, in particular those of Culture and Heritage and also Environment, as well as with a range of NGOs and other organisations, both Fiji-based and from overseas. This team mode ensures a ‘whole of Government’ and wider stakeholder approach which assists greatly with synergies, experience-sharing and also reduces duplication. In fact, we place great value on partnerships and this is well-illustrated by the co-location with us at our Ma’afu street headquarters of Conservation International.

The recent establishment of the Oceania Regional Office of the World Conservation Union [IUCN] here in Suva is a major milestone and provides a link to their vast reservoir of experts [many of whom volunteer their knowledge]. The National Trust is one of 2 Fiji organisations which are IUCN members. A further recent involvement at the global level is as a founding member of the new London-based International National Trusts Organisation, INTO.

Local communities and resource-owners are of course, key partners and we recognise the imperative of working closely with these essential stakeholders.

We simply must protect and conserve our heritage for future generations as we collectively hold this in trust for them. It is vital therefore that we all work together on this noble mission, for unborn Fijian citizens as well as for the world as a whole. This responsibility is not one we can treat lightly or defer to another time.

May I invite all stakeholders to continue to fully support us in this critical mission.

Radike Qereqeretabua
Chairman
Council for the National Trust of Fiji
Glossary of Acronyms

CBD - Convention on Biological Diversity
CI - Conservation International
FVB - Fiji Visitors Bureau
GTZ - German Agency for Technical Cooperation
IAS - Institute of Applied Sciences
INTERO - International National Trusts Organization
IUCN - World Conservation Union
NBSAP - National Bio Diversity Strategy & Action Plan
NTF - National Trust of Fiji
NZAID - New Zealand Agency for International Development
SSDNP - Sigatoka Sand Dunes National Park
USP - University of the South Pacific
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Fiji Peregrine Falcon (Ga ni Vatu)
**Mission**

To consolidate, enhance and reinforce the role of the National Trust of Fiji in the conservation, protection, sustainable management and research of Fiji’s natural and cultural heritage for the benefit and enjoyment of the peoples of Fiji, the Pacific Islands and the world.

**Vision**

Fiji’s natural and cultural heritage is valued and protected for future generations.

**The functions of the National Trust of Fiji:**

a) To promote the permanent preservation for the benefit of the nation of lands (including reefs), buildings, furniture, picture and chattels of every description having national, historic, architectural or natural interest or beauty;

b) The protection and augmentation of the amenities of any such land or buildings and their surroundings and to preserve their natural aspect and features;

c) To protect plant and animal life; and

d) To provide for the access to and enjoyment by the public of such lands, buildings and chattels.
The National Trust movement, begun in Great Britain in 1895, has grown to encompass more than 40 National Trusts throughout the world. The ‘trust’ model has evolved and been adapted according to particular national circumstances but the basic hallmarks remain the same.

National Trust Values - A Global Initiative

National Trusts are non governmental organisations although they may be chartered by government or receive some state funding. They are generally independent and are often classified as a charity or foundation.

- help people protect irreplaceable heritage - intangible and tangible, both cultural and natural
- are engaged at a national level
- have a broad constituency or membership
- have at least some role in heritage site stewardship or management
- raise the profile of heritage issues and provide a view independent of government
- run educational programmes and promotes the enjoyment of heritage

- are an expression of civic engagement - through membership, donation or volunteering
- work in partnership with other organisations including public and commercial bodies to further their objectives and activities have an important role to play in national identity and
- learn about the past to inform the future
- in contrast to most government bodies, think long term rather than short term.

www.internationaltrusts.org
STRATEGIC PLAN 2008-2012
National Trust of Fiji

SITGES AND PROJECT AREAS

Sigatoka Sand Dunes National Park
West of the Sigatoka River, the unique extensive sand dune area contains a rich combination of interesting landform features, archaeological remains and natural beach forest.

Momi Gun Battery
Overlooking Momi Bay. The battery links radar sites on the hills behind to lighthouses on the shore below. Built during WWII in 1944 by NZ and US soldiers, this is an important historical site for Fiji.

Laucala Ring Ditch Fortification
A twin ring ditch fortification situated at Laucala Beach Estate, Suva.

Garrick Forest Reserve
Inland from Navua. Given to the National Trust by the Garrick family in 1980. The reserve consists of old growth lowland forest and is clearly undisturbed forest. Soqe's, Wood pigeons, kula and Honey eaters are some birds that are found in the Garrick forest.

Yaduataba Island Sanctuary
A tiny dry rain shadow island 21km west of the Naicobocobo Peninsula of Western Vuna Levu. Home to Fiji's largest population of the Fijian Crested Iguana (Brachylophus vitiensis) and contains some of the best remaining examples of dry forest and littoral or beach forest in Fiji.

Waisali Rainforest Reserve
Waisali, Savusavu. The reserve is special in maintaining growth of native hardwoods such as Dakua and softwoods such as Yaka and Yasi. Rare specimens of wildlife include the Red Breasted Musk Parrot, Orange Dove, the endemic tree and ground frogs.

Levuka MH Building
The first MH Building in Fiji which houses the town's museum, library, and community hall.
The National Trust of Fiji

The National Trust of Fiji was created in 1970 to provide for the protection of Fiji’s natural, cultural and national heritage. The National Trust Act (Cap 265) of 1978, was later strengthened by the Fiji Government’s National Heritage Policy in 1996 and the National Trust Amendment Act of 1998.

As the National Trust of Fiji approaches its 40th anniversary, it is timely to look back and review its role and performance. It might even be asked if the National Trust is as relevant to Fiji’s needs as it could be.

It is clear that the situation of the world’s environment is extremely worrying due to increasing population, land and marine degradation, global warming and climate change. These trends are placing our natural resources and in particular our biodiversity, under increasing pressure. Plant, insect and animal species are being lost at an alarming rate and invasives are causing many problems – the Meremia vine, now firmly established throughout Melanesia, is but one example.

Islands, which comprise some 43 out of almost 200 nations in our world, are relatively richer in biodiversity than land masses. However, they are also more fragile and vulnerable, partly because of their size and isolation. More than half of all known extinctions have occurred on islands. It is therefore most important that we continue to implement firm steps to preserve our biodiversity as well as our built heritage – we owe this to all future generations because so many of these assets are unique to Fiji. However, such actions need to be properly implemented and coordinated in order to be effective.

The preservation of Fiji’s Crested Iguana or vokai, our iconic cover feature, is a good case in point. Some 98% of the world’s sentient population of around 15,000 of this precious endemic species is found on the 80 hectare island of Yadua Taba, in Bua Province. A special lease has been entered into with the traditional landowners, ensuring the proper management of the island by the National Trust, in accordance with a plan drawn up by the IUCN Iguana Specialist Group. This process required detailed negotiation and discussions with several Government departments and agencies, including the NLTB, as well as with the island’s owners and iguana experts, a role which the National Trust discharged well.

The National Trust has been successful in establishing and managing some 9 heritage sites throughout Fiji, together with a number of built assets, while linking and coordinating well with a range of stakeholders, from NGOs [both national ones, like NatureFiji/Mareqetiviti and regional/international] to community groups. A series of related activities, including awareness, community education and capacity-building, are also undertaken on an ongoing basis. At the same time, an active network of like-minded organisations has been developed, with the National Trust functioning as a focal point for information exchange as well as for many activities.

In addition, the National Trust serves as both an adviser and conduit to Government on important issues such as the National Biodiversity Strategy and Action Plan, developed under the Convention on Biodiversity, of which Fiji is a party. The National Trust is also an advisor to the recently-established National Environment Council with special reference to Protected Areas.

It is generally recognised that the National Trust has performed very well despite being a relatively small organisation. The many challenges and threats to Fiji’s biodiversity and built heritage make it all the more important to retain a strong national focus and priority on the sound protection and management of these precious assets, for the benefit of the nation. The short answer therefore to the question on relevancy, is that the case for an effective National Trust is as strong as it ever was, if not more so.

The National Trust is governed by the National Trust Council. 12 staff are based at the NTF HQ while 11 are field based staff. Currently the National Trust is responsible for the management and maintenance of 9 sites around the country and assists with community heritage projects funded by NZAID.
STRATEGIC PLAN 2008 - 2012 National Trust of Fiji

Strategic Objectives 2008 - 2012

1. Governance & Development
2. Community Participation
3. Capacity Building
4. Policy Frameworks
5. Financial Sustainability
6. Strengthened Partnerships
7. Sustainable Management of Heritage Sites
8. Awareness & Education

Bouma National Heritage Park, Taveuni Island
## Governance and Development

### Objective 1

**Good governance and positive institutional development promoted and service delivery strengthened**

### Outcome 1

1. **Outcome 1.1**
   - Strengthened accountability and transparency in management procedures
   - Increased effectiveness in internal and external communication systems
   - Staff corporate identity and team work spirit strengthened

### Strategy 1.1

**Ensure accountability and transparency to partners and the public**

- **Output 1.1a**
  - Timely and regular reporting on NTF activities to targeted stakeholders and the public

- **Output 1.1b**
  - Operating management and financial procedures developed and followed

### Strategy 1.2

**Strengthen internal and external communication, information, and knowledge management**

- **Output 1.2**
  - Communication strategy in place and implemented

### Strategy 1.3

**Regularly monitor the management of all sites**

- **Output 1.3**
  - Activity on status of all heritage sites regularly reported

### Strategy 1.4

**Instil work ethics and promote team spirit within the organisation**

- **Output 1.4a**
  - Manuals and guidelines promoting a conducive working environment presented to staff

- **Output 1.4b**
  - Team building events regularly organised for staff

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[Image of three buildings: one white building, one yellow building, and one brown building.]

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<thead>
<tr>
<th>Objective 2</th>
<th>Outcome 2</th>
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<tr>
<td><strong>Increased participation of schools, local communities, heritage owners, and heritage users in the management of national cultural and natural heritage sites</strong></td>
<td><strong>Schools, local communities, heritage owners, and heritage users contribute to the conservation and preservation Fiji’s heritage sites</strong></td>
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<tr>
<td><strong>Develop an interactive School and Youth Outreach program</strong></td>
<td><strong>Collaborate and combine efforts with relevant agencies working with local communities</strong></td>
<td><strong>Develop more interactive community conservation programmes</strong></td>
<td><strong>Provide financial incentives to heritage owners and users for conserving the sites</strong></td>
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<th>Output 2.1</th>
<th>Output 2.2</th>
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<th>Output 2.4</th>
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<tr>
<td><strong>Conservation activities and programmes involving schools &amp; youth groups developed and implemented</strong></td>
<td><strong>Community activities of the NTF are integrated into the community work plans of the Fijian Affairs Board</strong></td>
<td><strong>Increased community participation in heritage site programmes and activities</strong></td>
<td><strong>Concerned heritage owners and users are provided with alternative sources of income</strong></td>
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## Capacity Building

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<th><strong>Objective 3</strong></th>
<th><strong>Outcome 3</strong></th>
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<td>Skilled and knowledgeable staff and local counterparts successfully implement and manage heritage field and office site programmes and activities</td>
<td>Increased capacity of staff and counterpart officers to effectively plan and carry out assigned NTF work programmes</td>
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**Strategy 3.1**
- NTF staff undertake relevant training and learning programmes

**Output 3.1a**
- NTF staff trained in administrative and technical activities

**Output 3.1b**
- NTF staff with a greater familiarity on other heritage sites in Fiji

**Output 3.1c**
- NTF staff learn from overseas heritage site programmes and overseas heritage site staff learn about Fiji sites

**Strategy 3.2**
- Put in place training partnership agreements and programmes with local counterparts

**Output 3.2a**
- Volunteer training programme with local counterparts implemented
Objective 4  
Natural and cultural heritage components are strengthened in national policies, legislation, plans and budgetary processes and procedures.

Strategy 4.1  
Review and develop policies and legislations on heritage management and protection.

Strategy 4.2  
Link the NTF Strategy Plan to relevant national plans.

Strategy 4.3  
Formalise procedures and criteria for declaring heritage sites and buildings.

Outcome 4  

4.a National policies, plans, and programmes support heritage site conservation and related activities.

4.b Procedure and criteria for declaring “heritage” status to sites and buildings are formalised.

Output 4.1  
Natural and cultural heritage concerns are incorporated in the proposed Protected Areas Legislation.

Output 4.2  
NTF priorities and activities incorporated into and supported by relevant National Plans.

Output 4.3  
A criteria for declaring heritage sites and buildings is endorsed.
**Objective 5**

Increased financial support and strengthened income generating capacity

**Outcome 5**

5.1 New financing mechanisms developed and effectively implemented
5.2 Increased income from natural and cultural heritage sites and from selling NTF merchandise

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<tr>
<td>Explore and secure access to external sources of funding &amp; investment for heritage conservation</td>
<td>Promote and Market the National Trust sites to specific target groups</td>
<td>Create and market NTF products, &amp; educational and promotional materials</td>
<td>Attract new members and encourage membership contributions</td>
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<tr>
<th>Output 5.1a</th>
<th>Output 5.2a</th>
<th>Output 5.3a</th>
<th>Output 5.4a</th>
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<tbody>
<tr>
<td>Funding secured from grants and bilateral donors</td>
<td>Heritage sites and buildings made more attractive and interesting</td>
<td>Marketable and attractive NTF merchandise created and promoted</td>
<td>Increased membership and membership fees in the various categories (school, club, corporate etc.)</td>
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<tr>
<td>Output 5.1b</td>
<td>Output 5.2b</td>
<td>Output 5.3b</td>
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<tr>
<td>Corporate and business organisations’ contribute towards the implementation of the NTF strategic plan</td>
<td>Income generating activities and events planned and carried out at the heritage sites and buildings</td>
<td>NTF merchandise profitably sold in all NTF centres and in other related agencies</td>
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<td>Output 5.2c</td>
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<td>Fiji heritage sites promoted to international travel and tour agencies</td>
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<td><strong>Objective 6</strong></td>
<td><strong>Outcome 6</strong></td>
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| Strengthened partnerships and increased counterpart collaboration on the implementation of NTF programmes | 6.1 Local and overseas partners routinely collaborate with and support NTF on the implementation of programme  
6.2 Wider partnership and volunteer programme in place |

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<td>Formalise relationship with existing local partners for implementation of specific activities</td>
<td>Cultivate new relationships with relevant local and overseas entities</td>
<td>Expand volunteer base</td>
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<td>Memorandums of Understanding (MoU) and Memorandums of Agreement (MoA) on activity implementation signed between local partners and NTF</td>
<td>New partnerships developed with local and overseas organisations</td>
<td>Increased number of volunteers and exchange personnel supporting activity implementation</td>
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<th><strong>Output 6.3b</strong></th>
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<td>Volunteer policy developed</td>
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## Objective 7

Heritage sites sustainably managed and special characteristics promoted / knowledge on her

### Strategy 7.1

Develop and implement sustainable management plans, including monitoring and evaluation procedures, for heritage sites

### Output 7.1a

Ecological survey carried out in the natural heritage sites

### Output 7.1b

Natural heritage site management plans, including monitoring and evaluation procedures, developed and endorsed by stakeholders

### Strategy 7.2

Gather new information on heritage sites

### Output 7.2

Ecological research carried out in the natural heritage sites

## Outcome 7

7.a Heritage sites managed in a sustainable manner
7.b Ongoing compilation and dissemination of information of heritage sites
7.c Enhanced knowledge on heritage sites
Objective 8
Local, regional and international agencies and the general public are better informed and more aware of the activities of the NTF and Fiji’s national heritage.

Outcome 8
Increased public exposure and awareness on Fiji’s cultural and natural heritage and on the National Trust of Fiji.

Strategy 8.1
Improve accessibility and dissemination of NTF information.

Output 8.1a
An information dissemination and communication system in place and functioning

Output 8.1b
Information dissemination and communication with local, regional and international organisations is facilitated through the NTF website

Output 8.1c
Increased participation and presence of NTF in public events

Strategy 8.2
Develop effective and innovative heritage awareness and education materials and programs.

Output 8.2a
Awareness materials on NTF and on the conservation of national heritage published

Output 8.2b
Increased TV exposure on Fiji's national heritage and conservation issues

Output 8.2c
Increased public events in heritage sites
NTF Council Members
Mr Radike Qereqeretabua - Chairman
Dr Robin Yarrow - Vice Chairman
Professor William Aalbersberg
Mr Sevanaia Tabua
Mrs Emi Rabukawaqa

Special Friends
His Excellency the British High Commissioner, Mr Roger Sykes
Mrs Sykes

Government
Ministry for Education
Department of Culture and Heritage

Corporate Members
Neptune Shipping
Carpenters Group
Euro Cars
Westpac Banking Corporation
FINTEL
Williams and Gosling
Shangri-La Fijian Resort & Spa
ANZ Bank
Temo Consultants
Patterson Brothers Shipping
Motibhai & Company
Warwick Fiji Resort
Flour Mills of Fiji
Stardust Cruises

MOU Partners/ Membership
Conservation International
Tourism Fiji
IAS (USP)
IUCN
Taronga Zoo
Kula Eco Park

Funding Partners
Fiji Government
Conservation International
NZAID
GEF/UNOPS
Global Conservation Fund

Other Partners & Associates
BirdLife International
Mareqeti Viti Wildlife Conservation Society
Stardust Cruises
Sigatoka Sand Dunes National Park
DEVELOPMENT GUIDELINES FOR HERITAGE PLACES
November 2008

This policy is used by the National Trust of Fiji to provide advice on heritage place development in the city of Suva and other municipalities in Fiji.

1.0 POLICY BASIS

- The NTTF values the importance of cultural and natural heritage places to Fiji.
- The NTTF agrees to the protection and conservation of heritage sites and for new development to respect the integrity of places of cultural and natural heritage significance.

2.0 OBJECTIVES

2.1 Overall

- To conserve the unique cultural heritage of Fiji’s cities and towns to ensure its future conservation and continued relevance to the community.
- To retain significant view lines and vistas of areas of cultural heritage significance and to the low rise surrounding the Suva skyline.
- To educate the community and promote the importance of appropriate conservation.
- To promote the heritage of Fiji’s cities and towns.

2.2 Conservation

- To conserve the historic fabric of places of cultural heritage significance including buildings, streetscapes, gardens and archaeological sites.
- To ensure that heritage places can be visible places for users without compromising the cultural heritage significance of the place or the amenity of surrounding areas.

2.3 Additions and New Works to Existing Buildings

- To conserve the historic quality of heritage places through careful consideration of proposed additions and works.

2.4 Infill Development

- To ensure that new development respects the scale, height and setbacks of streetscapes of cultural heritage significance.
2.5 **Non Indigenous Archaeological Sites**
- To record and conserve archaeological places of significance in a manner that allows future generations to interpret them.
- To acknowledge the particular historical significance that the cities and towns of Fiji have played in the history and development of Fiji.
- To facilitate community knowledge and learning from sites of archaeological significance.

3.0 **LOCAL PLANNING POLICIES**

3.1 **Municipality Scheme Statements**
- Municipality scheme statements provide a list of buildings and heritage places of heritage significance to the municipality.
- The Suva City Scheme Statement provides a list of Grade A and Grade B category of buildings. Grade A buildings are of local importance. Grade B buildings are of national importance.
- It is a policy under the Suva City Scheme Statement that:
  - Grade A buildings cannot be demolished and are classified as conditional development in regards to alterations, additions or new development.
  - Grade B buildings are classified as conditional development in regards to demolition, alteration and new development.

4.0 **NTF CONSERVATION GUIDELINES**

4.1 **Conservation: All Heritage Places**

4.1.1 Demolition of a heritage place should not be permitted unless:
- the heritage place has no heritage value; or
- the heritage place has been changed beyond recognition of its original or subsequent contribution to architectural character(s); and
- it does not form part of a group of similar buildings, historic streetscape or collection of historic buildings, and
- the proposed replacement development generally meets the provisions of this policy.

The desirability of a heritage place should not, in itself, be a reason for permitting demolition.

4.2 **Removal of Architectural Features and Details**

4.2.1 The demolition or removal of original contributory features and details from a heritage place should not normally be permitted unless:
• that intervention does not negatively impact upon the cultural heritage significance or architectural character of the heritage place, and
• the intervention cannot be seen from the street.

4.3 Original Location
4.3.1 The moving of all or part of an individual building, tree or object of cultural heritage significance from its original location should not normally be permitted unless:
• the location is not an important component of the cultural heritage significance of the heritage place; or
• it can be shown that the relocation is the only reasonable means of ensuring the survival of the heritage place.

4.4 Historic Plantings and Gardens
4.4.1 The removal of any important trees or plantings in a heritage place or the removal of any contributory trees or plantings in a heritage place should not normally be permitted unless:
• they are causing structural damage to an existing structure; and/or
• they cannot be seen from the street.

4.4.2 The removal of alterations to historic garden layout will not normally be permitted unless the historic garden has changed beyond recognition of its original or subsequent contributory character(s).

4.5 Reconstruction
4.5.1 Encourage the reconstruction of a building, road, laneway or architectural element if:
• the reconstruction is carried out according to good heritage architectural conservation practice and will not detract from the heritage significance of the streetscape or building; and
• evidence exists to support the accuracy of the reconstruction.

4.5.2 Encourage the sensitive reconstruction of the following original or contributory features where they have previously been removed:
• front fences;
• verandahs;
• roofing;
• windows;
• road/laneway surface details; and
• other architectural details and features.
4.6 Painting
4.6.1 Encourage the careful removal of paint (with an approved non-destructive process) from originally unpainted masonry surfaces.
4.6.2 Discourage the sand blasting of render, masonry or timber surfaces of heritage places.
4.6.3 Discourage the painting of previously unpainted surfaces.

4.7 Use of a Heritage Place
4.7.1 Encourage new work, in cases where a prohibited use may be permitted that:
- is substantially reversible and does not require reconstruction; and/or
- requires minimal impact to the culturally significant fabric; and/or
- the provisions of this policy are generally met.

4.8 Additions and New Works: All Heritage Places
4.8.1 Encourage design that:
- may be contemporary;
- avoids 'reproduction' architecture;
- will not be confused with the original historic fabric;
- will ensure that the original historic fabric remains intact;
- will not visually dominate an existing heritage place or street in terms of size, height and bulk when viewed from surrounding streets;
- considers the architectural integrity of the heritage place;
- reflects the particular rhythm, spatial characteristics and character of the surrounding historic streetscape;
- avoids blank walls at ground and upper floor levels when viewed from surrounding streets;
- retains original bluestone road/laneway materials and details.

4.8.2 Encourage setbacks that result in new additions and works that are not visible when viewed from surrounding streets.

4.8.3 Encourage a facade height that conforms to the same height of the adjacent building frontages in the street.

4.8.4 Consider proposals for structures that exceed the height of adjacent buildings if the new structures are located at the rear of sites and will not visually dominate surrounding heritage places.

4.8.5 Encourage building orientation in the street that conforms to the same pattern as the existing buildings in the street (where there is a dominant subdivision pattern).

4.8.6 Encourage any additions and new works to heritage places to:
4.8.7 Encourage additions and new works to respect historic trees, plantings and historic garden layouts through aligning proposed new development at a distance that ensures the ongoing health of the tree or planting and that does not negatively impact upon its historic garden layout or context.

4.9 Carports, car parks, garages and other additions

4.9.1 Any car ports, car parks, garages and other additions proposed within front or side gardens should not normally be permitted unless;
- existing frontage set back on the street are irregular; and
- the new works are setback behind principal architectural features, particularly in the case of works within side gardens; and
- the new works will not obscure view lines of adjacent buildings from the street frontage and
- the design of the new works complements the associated heritage place but does not replicate the heritage features.

4.9.2 Any additions and new works should conceal ancillaries such as satellite dishes, access ladders, air conditioning plants, wall and roof top mounted lighting, solar heating systems, roof top gardens, water meters and rubbish bins.

4.9.3 The height and design of new front fences and gates should normally:
- not obscure views to heritage places from surrounding streets;
- be a maximum of 1.2 metres high (solid) or 1.5 metres high if more than 50% transparent; and
- be consistent with the architectural period of the building.

4.10 Additions and New Works: Residential Heritage Places

4.10.1 New upper storey additions should normally be permitted where:
- the higher section is hidden from the street (such as behind an existing, prospect wall);
- the existing building is a terrace style or attached house, the higher section is setback at least the depth of two rooms from the front wall of the dwelling to ensure the preservation of the existing historic ridge line and chimneystack; or
- In exceptional circumstances, new upper storey additions that do not comply with the above scenario may be permitted on sites that are exceptionally small.
4.11 Additions and New Works: Industrial and Commercial Heritage Places

4.11.1 Disourage the following additions and new works:
- contemporary balconies;
- promotion signs;
- roof top mounted signs;
- roof top gardens;
- pedestrian entrance canopies and other ancillary structures; and
- reflective glass to windows.

4.11.2 The additions and new works listed above may be acceptable in exceptional circumstances if:
- they do not negatively impact upon the significance or architectural character of the place; and/or
- they cannot be seen from the street.

4.11.3 It is policy that new upper storey additions should normally be permitted where:
- the higher section is hidden from the street; and/or
- the higher section is hidden behind an existing parapet wall; and/or
- the higher section meets the other requirements of this policy.

4.12 Infill Developments: All Heritage Places

4.12.1 Encourage design that:
- may be contemporary;
- avoids 'reproduction' architecture;
- will not be confused with the original historic fabric;
- ensures that the original historic fabric remains intact;
- does not visually dominate an existing heritage place or street in terms of size, height and bulk from the surrounding street;
- considers the architectural integrity of the heritage place;
- reflects the particular rhythm, spatial characteristics and character of the surrounding historic streetscape;
- avoids black walls at ground and upper floor levels when viewed from the surrounding streets; and
- retains original building, road/laneway materials and details.

4.12.2 Encourage setbacks from the principal street frontage that are similar to the setbacks of adjacent building types.

4.12.3 Encourage facade heights that conform to the same height as the adjacent building frontages in the street.
4.12.4 Consider proposals for structures that exceed the height of adjacent buildings if the new structures are located at the rear of the site and will not visually dominate surrounding heritage places.

4.12.5 Encourage building orientation that conforms to the same pattern as the existing buildings in the street (where there is a dominant subdivision pattern).

4.12.6 Encourage infill development that:
- does not obscure principal view lines to heritage buildings or their features (such as verandahs, towers, porticos);
- does not obscure principal view lines to existing or significant architectural features (such as verandahs, towers, porticos);
- does not obscure principal view lines to existing significant signage;
- respects the context of an adjacent contributory heritage building.

4.12.7 Encourage subdivision that:
- conforms to the existing street pattern (where there is a dominant subdivision pattern);
- reflects the rhythm of the surrounding historic streetscape;
- does not diminish the significance of the site by destroying the historical, aesthetic and functional relationship between any separate components of a place.

4.13 Carports, car parks, garages and other additions

4.13.1 Any car parks, car parks, garages and other additions proposed within front gardens of sites should not normally be permitted unless:
- existing frontage setbacks on the site are irregular, and
- the proposed works will not obscure view lines to the façade or view lines of adjacent buildings from the street frontage; and
- the design of the new work complements the associated heritage place.

4.13.2 Infill development should conceal ancillary structures such as satellite dishes, air conditioning, gas, hot water systems, roof top air conditioned units, or arrangements minimising the visual impact.

4.13.3 The height and design of new front fences and gates should normally:
- not obscure views to heritage places from surrounding streets;
- be a maximum of 1.2 metres in height if solid or 1.5 metres in height if more than 50% transparent; and
- be consistent with the architectural period of the building; and

4.14 Non Indigenous Archaeological Sites
4.14.1 Conservation

4.14.1a Any new development or works should not violate archaeological sites of cultural heritage significance.

4.14.1b All archaeological sites should be appropriately marked or signs posted on site within public view.

4.14.1c Site specific guidelines should be required for maintaining particular aspects of a place that need interpretation.

4.14.1d Where archaeological relics are discovered, appropriate measures should be taken to protect the physical evidence.

4.14.2 Collection of Evidence & Historical Information

4.14.2a An archaeological assessment in relation to development proposals where there is a known or potential site of archaeological significance.

4.14.2b A Statement of Significance, details, maps and other records of the archaeological remains.

4.15 Alternative Uses

4.15.1 Where the Fiji Museum has decided that new work over archaeological sites must not damage historical evidence and that this should be left in situ, new building works may be sited above these remains.

4.15.2 Where the Fiji Museum has decided that archaeological sites have low significance, or depending on the nature of the development proposal, archaeological remains may be removed or built over provided that they are recorded first.
Fiji Tourism Development Plan
2007-2016

Tourism - Fiji’s Opportunity
The airport needs more noise curtailment for safety which involves a larger airport and a new terminal building situated further back from the runway.

Most residents arrive by plane and the airport has small buses to the airport and to the resort. It would be desirable to construct small jetty and/or piers for sailfish and other conveniences near to the transfer vessels. This is particularly required on the western side of Vatuweqa.

Learn more about the key strategies and attributes to the Kadavu strategic tourism market. With appropriate access, services and resources it has potential to offer unique South Sea Island tropical jungle safari experiences.

Tourism services are a critical component for creating tourism businesses and future development in Kadavu. There is a need to establish effective hospitality and tourism services rather than the present need to rely on casual services.

A process of national framework training and detailed preparation with resource owners should be undertaken to implement these strategies and to further develop the tourism planning for the region.

Movenpick should have an annual workshop with the Kadavu tourism industry to undertake the tourism development aspects. Once the development of a regional strategy commences, establish a Kadavu Task Force.

**Lomaiviti**

The Lomaiviti group of islands are located on the east coast of Viti Levu.

The Lomaiviti group provides 19 tourism accommodations that have 122 rooms. 53% of these rooms are in the budget group. In 2004, 7,876 visitors stayed at least one night in the Lomaiviti group and an average of 6.3 nights. By 2016, 12 properties may provide 270 rooms in the Lomaiviti area.

Major linkages include Baurei airport on Ovalau which services 14 return flights from Vanua Levu weeks, Koro and Gizo airports service one return flight each from Serua a week, Wailuku Island also has an airport that services return flights. Domestic ferries to Ovalau from Savusavua operate daily. Doreas ferry can accommodate up to 50m vessels. Koro and Gizo ferries can accommodate up to 70-80m and 50m vessels respectively. There are 2 return trips to Koro from Savusavua a week.

Tourism in the Lomaiviti group is diverse as the accommodations range from high and luxury accommodation, mid-range bungalows and locally managed budget accommodation.

The old capital of Fiji, Levuka is located on Ovalau. The colonial buildings and laid-back lifestyle of the island is an appeal for tourists who seek to learn about the colonial heritage, mingle with the locals and just relax Fijian style. For tourists who want to engage in activities there are excellent diving spots off the island, riding in the mountains and village visits.

The Levuka Tourism Planning Scheme, 1999 provides both a statutory town planning framework and a set of policies and strategies to ensure the character of Levuka is retained.

Tourism to the region may grow somewhat with the re-launch of Levuka island attracting backpackers and domestic tourists from Savusavua. The beautiful mountain is ideal for rockclimbing, swimming and kitesurfing. The Lomaiviti group of islands is an ideal island-hopping destination for backpackers as well. More frequent ferries can see local boats to experience the relatively untouched Matevulu, Gogoi, Koro, Gizo, Naitasiri and Barutu.

There is some occasional use of the area for inter-island cruises by small cruise ships and small charter yachts and charter yachts.

Despite its potential to be an appealing tourism destination, the Lomaiviti group has limited tourism due to the weak transport linkages from Viti Levu. At present there is no direct airlink from Nadonu to Ovalau and as such, regional growth is limited to those tourists who are dedicated enough to use land transport options or fly via Savusavua or own flights.

Owing said that there is significant potential in Lomaiviti and if there was a critical mass of tourist accommodation at Ovalau and nearby islands regular passenger flights from Nadi could be developed, linking the region to the international gateway.

**Lomaiviti - Desired Character**

Lomaiviti, Heritage Life

The desired tourism character for Lomaiviti is to ensure the relatively remote and untouched landscape and culture are maintained. Transport linkages are most likely to remain minor, however generally smaller resources would be preferred owing to the potential for adverse social impacts from larger resources.

**Lomaiviti - Strategies**

Further enhance the heritage potential of Lomaiviti through enhanced staging and signage.

The world heritage listing of Levuka has been proposed in the past and should it proceed, international tourism will need major improvements to protect the built cultural heritage and serve as an added promotional aspect. Continue the programme towards world heritage listing of Levuka. To the meantime develop heritage conservation and presentation strategies.
Fiji’s Tourism Development Plan
2007-2016

Review the Laiwai Town Planning Scheme 1999, another implementing the various policies and strategies outlined in the Plan.
Maintain existing accommodation to low density (2 rooms per house) and smaller resorts (maximum 8 rooms or 50 beds).
Aim for one true beach and one village per resort. Maximum of 400m length, 50m width, and keep mixed zoning regulated markets. Avoid green dominance urban alterations.
The MFI should meet annually with Laiwai Tourism businesses to understand the regional development aspects.

Lau Islands

The Lau group consists of the northern and southern Lau group and the Mota group. There are approximately 350 small islands scattered over 400km from north to south. The Lau group of islands have been officially restored in terms of tourism development. In 2006, there were 3 resorts in 2 tourism accommodation properties all in the budget category. There is currently 1 property proposed to construct 20 premium rooms in the Lau group.

There is a return flight a week each to Vava'u Balava, Cica, Lakeba and Mota from Savu. The road also has a small boat (12 seats) capable of support that is open. The Vava'u Vavau, Lakeba and Cica have lodges that can accommodate up to 50m vessels. One domestic ferry per month connects to the Lau group. Cruising over at Vava'u Balava, Cica, Lakeba, Onoara, Moe and Komo from Savu.

The unspoiled breathtaking Lau islands have great potential to be an inspirational tourism destination with careful planning. Extraordinary vistas, beautiful white sandy beaches, magnificent lagoons, distinct wildlife and simple village lifestyle are major attractions of the islands.

There are a couple of guesthouses on Vava'u Balava and Lakeba that offer simple accommodation and authentic Fijian hospitality. There are also occasional international cruise ships that stop over on Faleg and Lakeba, and there is a surf charter boat operating from Savu.

The tourism status of the Lau group is ideal for tourists who want to explore alternative island experiences. Village stays are possible with permission on a number of islands and tourists can engage in farming, fishing, cooking, lava ceremonies, nickel and wood carving with villagers.

For national prosperity, the Lau group has potential to benefit from cruise ships to superyachts that can contribute to the local economy. Nevertheless, the introduction of yacht tourism to the region should be done with sensitivity.

Currently there is an issue with cruising yachts who are on passage between Tonga and Fiji stopping and anchoring in the Lau Waters to seek shelter in times of adverse weather or when there is an isolated emergency, but it is otherwise illegal to stop (and go ashore etc) unless the vessel has cleared into a port of entry (Savusavu, Savu, Lauoka or Levuka). The local community is aware of this and has concerns at such illegal activity.

The current cruising permit an international cruising yachts must obtain to cruise within Fiji waters do not usually include the Lau unless a specific invitation and cruising permit is issued. Some yachts do get permission to visit Vava'u Balava but few to other areas.

Lau - Desired Character and Strategies

Lau: The Untouched World.

It is recommended that the Lau Group be the subject of a detailed Regional Strategy. There are numerous proposals and many islands/properties are to have the economic benefits of tourism. The process "envisaging" of a total protection of tourism development could result in a relatively unrestricted development of resorts. Many commercial developers point out the unexplored and unregulated development which occurred in the Vavau islands in recent years and hope to avoid this in the Lau through good planning.

Fundamentally, the Lau has great tourism potential and could become a social tourism partner on a relatively undiscovered chain of remote islands that have strictly controlled but practical tourism. This will need good planning and a private community, government and industry approach.

Any tourism accommodation will need adequate air transport linkage which is present only exists for Vava'u Balava and Lakeba with seaplanes (but only weekly flights) to Cica and Mota. Air access development is most likely to be proposed nearer these airports.

Regular ferry services are starting, but there are unlikely to be used that much for tourism owing to the long passage (20 hours).

The preferred development character and opportunities will be established following a forthcoming project review.
26th October 2012

Ms. Regina Durighello
Director
World Heritage Programme
ICOMOS.

Submission of Fiji-Additional Information for World Heritage List 2013

Dear Ms. Durighello

Fiji would like to take this opportunity to thank ICOMOS most sincerely for the questions and comments raised in your memo dated 21/09/12 ref: GB/MA 1399 on the above subject.

Fiji’s response to the question raised by ICOMOS is appended with various Annexure to further elaborate on responses raised. The questions has allowed Fiji to reconsider its submission so as it would meet the requirements of the Operational Guidelines for the implementation of the World Heritage Convention and further support and demonstrate the OUV statement put forth.

At the outset, we would like to inform ICOMOS that Fiji will reconsider the nominated and buffer zone boundaries and through this response, we wish to confirm that we will re-submit revised nominated and buffer zones including revision to the text of the nomination dossier 2012 so that it is aligned to the Levuka Management Plan 2011. However, to pursue these at the community level, a formal recommendation to come through from ICOMOS or UNESCO on need for revision or else we can use this commentary from ICOMOS to facilitate the revision. We will need guidance as to the re-submission procedures before February 2013, given that we may need to revise the Fiji Nomination Dossier especially the maps and others upon final reconsideration of the two boundaries.

Fiji submits the foregoing responses in anticipation of:
- Further comments from ICOMOS on the Fiji nomination;
- Advice on the submission of reconsidered aspects of the nomination such as the nominated and buffer boundaries.
- the revision to be undertaken within the timeframe given for review of certain aspects of the nomination (Due Date: February 2013);

Thank you once again.

Yours faithfully
Peni Cauvelagi (Mr.)
Director
Department of National Heritage, Culture & Arts,

Cc: 1. Secretary General, Fiji National Commission for UNESCO
2. UNESCO World Heritage Centre
1. INTEGRITY AND BOUNDARIES

(a) ICOMOS: We note that the nominated property boundary does not include the deed of Cession Site and former Governor’s House, although these testify to the key attribute of Levuka as a colonial port town identified in the comparative analysis in relation to Criterion (ii) – tangible evidence of the negation of authority. Cakobau’s former parliament house site (current European Memorial) is also not within the nominated property boundary. Could the State Party clarify why these sites are not included as part of the nominated property?

Fiji Response: The current extent of the nominated property was considered to best explain and demonstrate the integrity and authenticity of Levuka that had existed in the pre and post colonial period in Fiji. These heritage structures are clustered together and not sporadic creating a story. These structures also withstood the test of time and the elements creating a facade that is uniquely Levuka and distinguishing it from other port towns in Fiji, Pacific and the world.

The Deed of Cession Site and the former Governor’s House are included in the Buffer Zone and the Levuka Heritage Register which ultimately will be part of the National Heritage Register. Even with their current status, the two sites qualify for protection and management assistance under the Levuka Management Plan.

Nevertheless, should ICOMOS consider that the proposed boundaries need to be extended to adequately reflect the outstanding universal value of the property and to ensure its integrity, the Fiji is open to revising the boundaries of the property and buffer zone to highlight fully the essence of the nomination.

(b) ICOMOS: Could the State Party clarify where the original Vitoga and Nasau villages were located and whether they are both included within the nominated property boundary? We note that the trace of the indigenous Vitoga village in the street plan testifying to the first stage of Levuka’s development is identified in the comparative analysis as a distinguishing feature in relation to Criterion (IV). It would be helpful if the site of the Vitoga and Nasau could be marked on Map 8.0.

Fiji Response: A revision of Map 8.0 with the original outline of the two villages – Vitoga/Totoga and Nasau villages marked for easier reference is attached as ANNEX 1 and ANNEX 2. As the map shows, only the old site Vitoga/Totoga Village is located within the nominated property. The old Nasau village site was bulldozed and is now a rugby playing field for the town, however included in the buffer zone. The sports field which bears the name Nasau Park emulates the old site. As indicated in 1(a), such sites of importance to the heritage value of the
Levuka Port Town have been included in the buffer zone as in the case of Nasau Village boundary, however, the Vitoga/Totoga Village boundary is included in the nominated property.

*(c) ICOMOS: Could the State Party clarify why the existing indigenous (iTaukei) village of Levuka to the north of the nominated property has not been included within the nominated property boundary? It would seem to have relevance in relation to Criterion (ii) as the chief village at the time of European contact/settlement.*

**Fiji Response:** Indeed the village of Levuka should have been included in the nominated property boundary. This was the initial recommendation of the Fiji National World Heritage Committee (which will now be renamed as the Fiji World Heritage Council as per the draft Heritage Decree) which provides direction in terms of work on potential world heritage sites in Fiji. However, after consulting the 4 main chiefs of the island of Ovalau, including the Paramount Chief of Levuka District (Tikina) who resides in Levuka Village, it was unanimously agreed that it is a sensitive issue given the traditional history encompassing the other 3 districts of Ovalau (Lovoni, Bureta and Nasinu), the district of Levuka and Levuka Town. It would fuel a rift amongst the four indigenous districts that have lived harmoniously over time. The four paramount chiefs of the 4 districts, speaking on behalf of their people, agreed that if the village of Levuka (in the district of Levuka) is included in the nominated property then all villages encompassing the 4 districts must be included as well as they are of equal status.

The wishes of the community are foremost as they play a vital role in future management of the site. Hence, asserting their agreed concern in the non-inclusion of Levuka Village from the nominated property was pivotal which was actioned by the Fiji National World Heritage Committee.

Secondly, the land boundaries and governing legislations which demarcates the ownership of the Levuka Town proper and that of the village of Levuka are different. Levuka Town has a mixture of state-owned and private landownership however they are governed and managed by the regulations encompassed within the Town and Country Act and other aligned legislations. On the contrary, Levuka village is on native land and management is governed by the iTaukei Affairs Act and the proposed village-by-laws which is still under review. Future management of both sites should Levuka Vakaviti be considered as part of the nominated property (with the Levuka Town) would prove difficult in terms of development decisions and implementation, and a lot of disagreements in as far as regulatory mechanisms are concerned.

Moreover, the Levuka Village Church is included in the Buffer Zone and that in itself is sufficient as the church has a lot of heritage value. Other areas which qualify Levuka Village Church as representative of the Levuka Village is:

- Levuka Village Church is part of the Methodist Religious Establishment which by far is the largest Christian denomination in the country. The
Methodist Church has numerous historical linkages with the people and the traditional Levuka village setting. First, the church belongs to the Chief of Levuka Village and any partaking will involve the collective effort of the village of Levuka and its subsidiaries. It is the Chief who is converted and his people follows, hence, the church service, the chief can designate anytime for a church service to be held besides the normal Sunday Service. This would make the church an institution of the village as well. Consequently, both have gone as far having procedures and protocols influenced by either. The traditional ceremony of “sevu” or first offering of root-crops to the chiefly household so that blessings will continue to befall the village and its people is also offered in church seeking the almighty’s overall blessings. The Chief sits on the same level as the Preacher who sits on a podium at the helm of the church adjacent to the altar which is directly in the centre. Their position inculcates that their being is closer to the Almighty and they are vessels for the transmission of the mana (sacred knowledge and blessings) between the Lord and the people. It is through this relationship that the Church Minister’s Residence is situated close to the Chief’s House making him part of the upper rung of respected houses in the village and also a revered person. Hence, the church becomes part of the traditional setting and a representative of the Chief, village and its people.

- The Church brings all members of the village together despite their differences if there is any which is an important element of solidarity, togetherness and the largest gathering other than a social undertaking in the village.
- For any village, there exists a church and a community hall. These are the most commonly pursued infrastructure and have become part of the life of almost all villages in Fiji.
- The Levuka village Church will soon be included in the Levuka Heritage Register.

(d) ICOMOS: Could the State Party clarify how the boundary of the nominated property has been determined? We noted that many of the buildings and places testifying to the four stages of development of Levuka as a historical port town as identified in the nomination dossier are not included within the boundary - for example the Levuka Village Methodist Church, Navoka Methodist Church, Delana Methodist Complex, Levuka Public School, Marist Convent School, Town Hall, Masonic Lodge, Baba Settlement, sea wall, wharfs, Post Office and Customs building, Captain Robbie’s Bungalow, other houses and cottages, the Loreto Convent site, St John’s complex etc. We note that the outstanding universal value relating to Criterion (iv) is being argued in the nomination dossier (pp. 165-178) on the basis that Levuka represents all the stages of development found in colonial port towns of the Pacific, unlike many others with which it is compared where later, development has obliterated the early stages(s). Also that the 19th Century British legacy of administrative buildings and social institutions of leisure is considered a distinguishing feature (p. 139). We would expect that all the key evidence of this representation should be included within the nominated property boundary in
The current boundary of the nominated property was based on the following justification:

→ The authentic historical port town facade created through the careful arrangement, closely knitted and clustering of the buildings along Beach Street. Buildings and monuments external to this line-up however integral will form the buffer and provide testimonies to the existence of the beach street set of buildings as they are a living proof of the authentic and integrity of the Levuka site. Some of the current buildings in the sites specified such as those in the Baba Settlement do not sustain the heritage.

→ The current boundary also clearly demarcates itself from the rest of the buildings within the town boundary, i.e. it has a lane running behind and in front of the buildings so as to provide a clear separation of the nominated property from the buffer which is widely spread over a small area.

→ Management. This is twofold – (i) the space covered if all of the mentioned sites are included in the nominated property will be a burden to the designated authority and monitoring will be weighty given the meagre institutional resources that will be invested in looking after sites inclusive of the Levuka Town Boundary (Nasova to Levuka Vakaviti) and outliers such as Loreto (which is 3km from Levuka Town to the South) and St. John’s Complex (which is 4km from Levuka Town to the North). (ii) Manageable in relation to the protection and implementation of activities to maintain the proposed nominated property. The sites from Loreto to St. John’s Complex are sporadic and governed by different legislations which define land and property ownership. Finding an appropriate amicable solution would not be immediate as the scenario is delicate requiring careful consideration and numerous trials.

→ Buildings, places and monuments specified in the question have been included in the buffer zone (excluding Loreto and St. John’s Complex) which to the community at large is similar in importance and significance to the heritage value of Levuka as per the nominated property. The buffer monuments, buildings and places complement the nominated property.

Some of the buildings noted in the question such as the Post-Office and Customs, bridge along Beach Street by the Market place are included in the current Nominated Property. Besides, all of the heritage buildings/ monuments and significant places are being included in the Levuka Heritage Register irrespective of zoning conditions set in the nomination (whether in the nominated property or buffer). These sites are all covered in the protection and management measures set in place characterising the emphasis and commitment the Fiji government has in protecting the site. To demonstrate such obligation, the Ministry of Education has recently set aside special funds for the maintenance of
heritage schools buildings in Levuka including St. Johns and the funding is recurring on an annual basis.

Besides, as it is mentioned in the question that these heritage features are “...key evidences of representation and should be included within the nominated property boundary...” we had indicated earlier in 1(a), we will consider the extension of the nominated property and buffer zone to include the features highlighted after consulting the community, villages, Levuka Town Council and State.

(e) ICOMOS: It is noted that the harbor of Levuka is protected by customary law (nomination dossier p. 221). Could the State Party clarify why the harbour and maritime heritage is not included within the nominated property boundary?

**Fiji Response:** Indeed the harbour of Levuka is protected by customary law. Again, it is a sensitive issue to include in the nominated property because of ownership boundaries. In the national laws of Fiji, the state is by virtue the owner of all fishing boundaries (qoliqoli) i.e. it (state) has the right to own, however, the indigenous landowners have the right to use. The right to use of Levuka Harbour is divided between the people of the Districts of Levuka and Lovoni. It is the contestation between the two indigenous communities and their endorsement for non kinsman (e.g. diving tour groups) to use the harbour at their own accord may interfere with the cordial relation that exist between the two communities and also can spark old fears and rivalry that had existed pre-independent Fiji (1970). In the Levuka Management Plan, it has detailed that the nominated property had extended towards the harbour. It was in 2011 after consulting the special advisors to the project that the harbour not included in the nominated property; however, should there be a need, the revised nominated property can be revised to facilitate this after the owner of the fishing grounds (state) is consulted.

In the interim, the Fiji Museum which looks after the Preservation of Objects of Archaeological and Paleontological Interest Act is considering the revision of the latter so that it will also encompass Maritime Heritage providing the necessary protection mechanism.

(f) ICOMOS: Could the State Party clarify why the nominated property and buffer zone boundaries in the nomination dossier are not the same as those specified in the Management Plan Figure 53, p. 64?

**Fiji Response:** This was an oversight on the part of the Review Team that had been tasked to relook at the nomination and maps when the Fiji National World Heritage Committee recommended that the nominated property and buffer zone boundaries be reviewed in May 2011 after we had made the first submission in February 2011. However, this will be corrected after reconsideration and redrawing of boundaries to align the nomination dossier with the Levuka
Management Plan. The redrawing of boundaries will be the result of thorough consultations and discussions amongst the various stakeholders.
2. PROTECTION/MANAGEMENT

(a) ICOMOS: Could the State Party clarify whether all the places within the nominated property and buffer zone on Maps 8; 8.01; 8.02; 9 & 10 and in Table 31, pp. 251-2 of the nomination dossier together with other identified in the Management Plan are included on the National Heritage Register maintained under the National Trust Act 1998 amendment? The heritage status is not indicated in either Table 30 or Table 31, although on p. 250 it is said to be indicated in Table 30.

Fiji Response: The places identified on Maps 8; 8.0; 8.01; 8.02; 9 and 10 and in Table 31 (pp.251-2 of the nomination dossier) have been included in the Levuka Heritage Register which is an important tool highlighted in the Levuka Management Plan and the nomination dossier. The National Trust of Fiji currently does not have a national register but they do have a List which characterises schedules of heritage buildings within the greater Suva Area (capital City of Fiji) and Levuka Town. Regardless, the National Trust of Fiji is working towards creating the national heritage register for Fiji as per the requirement of the National Trust Act 1998 (amendment). This will be modelled against the Levuka Heritage Register. A draft copy of the Levuka Heritage Register is appended as Annex 3.

The heritage status of buildings is articulated in Table 31 (pp.251-252) and not Table 30 as indicated in p. 250. This is an oversight and will be corrected. Table 31 identifies the building, type, its condition and the zone with which it is located. These define the heritage status enquired in the question above. The buildings and monuments all have heritage significance. The condition and the zoning describe the heritage nature of the buildings.

(b) ICOMOS: Could the State Party clarify whether this legislation equates to heritage protection at the highest level as required by the operational Guidelines for the Implementation of the World Heritage Convention paragraph 97, or does Fiji have specific national heritage protection legislation relating to the National Heritage Council (see next query below) apart from the National Trust Act and others listed on pp. 215-6 of the nomination dossier?

Fiji Response: The legislation or draft Heritage Decree (HD) referred will be presented to cabinet for endorsement in December 2012 and will provide the highest heritage protection for Fiji’s future World Heritage Sites. The draft HD is complemented by the National Trust of Fiji Act, the Fiji Museum Act, the POAPI Act, the Environmental Management Act and others. While all of the complementing legislations look after heritage protection and listing at the local level, the HD covers heritage protection at the national level and potential sites in Fiji for tentative and world heritage listing with UNESCO. Gaps identified in the current heritage-related legislations led to the development of the HD.
The National Heritage Council or as it is referred to in the revised HD as the “Fiji Heritage Council” is included as the body to implement and monitor the HD in the revised draft HD which is appended as ANNEX 4.

(c) ICOMOS: Could the State Party clarify the role of the National Heritage Council and the National Heritage Committee? They are shown in Section 6A in Table 30, p. 247 of the nomination dossier as the approval authority for applications for buildings development works (National heritage Council), and developments in the harbor (National Heritage Committee) but not included in Figure 98, p. 225 showing the ‘Management Structure for Levuka Port Town’. The National Heritage Council is also mentioned in Section 6B, P. 250 in relation to monitoring and the Management Plan refers to the Heritage Council of Fiji (p. 154). What is the legal standing of this Council?

Fiji Response: Due to typing error and an oversight in editing, the National Heritage Committee should read National Heritage Council; hence it is one and the same. As articulated in the above draft of the HD, the Fiji Heritage Council, previously referred to as the National Heritage Council is an authority making body with the following responsibilities:

Functions of the Council

7. – (1) The Council's functions are to –
(a) advise the Minister on the –
(i) recognition and management of places in Fiji having potential and actual world heritage values;
(ii) observation of Fiji’s obligations prescribed by the World Heritage Convention and any related international instrument; and
(iii) actions required to support Fiji’s nominations to the Tentative List and the World Heritage List;
(b) develop policy direction to support Fiji’s obligations to the World Heritage Convention;
(c) facilitate the implementation of the Fiji Action Plan;
(d) establish and keep the Fiji Register and monitor the status and progress of places on the Fiji Register;
(e) receive and assist in the review and development of Fiji’s nominations to the Tentative List and the World Heritage List;
(f) consult with the Fiji Heritage Foundation on the funding of activities for world heritage;
(g) facilitate the provision of technical advice on world heritage to the public;
(h) facilitate the development and implementation of education and awareness programmes about world heritage;
(i) facilitate capacity building programmes with the relevant Government agencies, including scholarships, for the heritage sector;
(j) provide reports required by this Decree, the World Heritage Convention, related laws and international instruments,
including periodic reports; and
(k) perform any other function conferred by this Decree or any
other related law.

The Council acts as an authority at the national level on all matters pertinent to
heritage in Fiji including tentative and world heritage listing of sites. The Council
currently is in operation acting in the form of a Committee known as the Fiji
National World Heritage Committee. It was formed through a decision of cabinet
with funding set aside by government for its Secretariat – this currently vests
with the Department of National Heritage, Culture & Arts. Once the Heritage
Decree (HD) comes into force the “Council” will be activated.

(d) ICOMOS: Could the State Party clarify whether the Fiji World Heritage Council, Levuka
and Ovalau Management Forum and the Core Group described in the nomination
dossier, have now been established to implement the Management Plan as scheduled in
the nomination dossier p.228 for mid-2012?

Fiji Response: The following delineates on the various clusters described:
1. Fiji World Heritage Council – referred to in the draft Heritage Decree as the
Fiji Heritage Council exists through the Fiji National World Heritage
Committee Fiji which is performing the same functions as above.
2. Levuka and Ovalau Management Forum – the infrastructure is yet to be
established but it has conceptualised through the numerous forums
organised and chaired by the Department of National Heritage, Culture &
Arts Director on discussions pertinent to the Levuka Nomination. The forums
included meetings and discussions with the Levuka Town’s Rate Payers and
the Ovalau Forum involves the paramount chiefs of the 4 districts (Tikina)
who make up the Chiefly Forum and a separate convergence for their
subjects or people.
3. Levuka and Ovalau Management Core Group – also the core group has yet to
be established but there currently exists an Interagency Levuka Heritage
Working Group chaired by the Commissioner Eastern (or Provincial Governor
as it is known in most countries) and involves representatives from
government departments, statutory bodies and non-government
organisations who have a part to play in the management of the town of
Levuka. The Interagency Working Group has been performing functions
similar to the above. Through this Working Group, the Levuka Heritage Clinic
was implemented which involves the meeting of all technical experts from
various government Departments such as Ministry of Works and
Infrastructure, Department of Environment, Ministry of Forests, Department
of Town and Country Planning etc in Levuka Town and setting up booths to
meet face-to-face with the rate payers and other interested individuals from
around the island of Ovalau to site and make recommendations for
improvement measures to buildings, places and monuments (in accordance
with rules and guidelines in the Levuka Management Plan). This was a
success and is continuing.
The Ovalau Chiefly Forum, Town’s People Forum, Ovalau Forum and the Interagency Levuka Heritage Working Group were established through a resolution of the Fiji National World Heritage Committee.

(e) ICOMOS: Could the State Party clarify when the complete inventory of buildings and sites within the nominated property will be available as mentioned in the last item of Table 31, pp. 254-5 of the nomination dossier?

Fiji Response: Fiji has completed the inventory of buildings and sites within the current nominated property as specified in the nomination dossier while technical people are still drafting register for buffer zone. The reconsideration of the boundaries will ensure affect the full completion of the complete inventory of buildings in the nominated property.

(f) ICOMOS: According to the nomination dossier the buffer zone boundary is the same as the town boundary. However in the description (p. 35-7) the cliff terrain behind the town is said to create a dramatic backdrop and seen from the sea, the town is a long line of buildings along the beach front enclosed by an amphitheatre created by the steeply rising densely forested hills to the rear which extends to the coast at either end of town. Could the State Party clarify how this surrounding visual environment will be protected in order to maintain the visual integrity of the town? Perhaps the buffer zone could be extended to the ridge line of the surrounding cliffs?

Fiji Response: The surrounding visual environment was meant to provide a holistic representation of the Levuka Historical Port Town and its unique setting. Nevertheless, the visual integrity is maintained through the following legislations which does not allow any development or changes taking place other then the natural weathering of the cliffs and other physical features. Protection mechanisms currently in place include the:

→ iTaukei Lands Act (Cap.133)
→ iTaukei Affairs Act (Cap. 120)
→ Forest Act (Cap. 150)
→ Land Conservation and Improvement Act (Cap. 141)
→ Rivers and Streams Act (Cap. 136)
→ Crown (state) Lands Act (Cap. 132)
→ Environment Management Act (2005)

Even so, the buffer zone can be extended to include the cliff terrain behind the town boundary. This is under consideration by Fiji at present.
(g) **ICOMOS:** It is noted that the nominated property and buffer zone boundaries in the nomination dossier are not the same as those specified in the Management Plan. Could the State Party clarify this and also advise the date on which the Management Plan was approved by the Fiji Government?

**Fiji Response:** The first portion to this question has been answered in 1(f) above. The Levuka Management Plan was approved in 25/11/2011 by Ambassador Fijipe Bole, Minister for Education, National Heritage, Culture and Arts. However, Fiji would like to raise with ICOMOS that the nominated and buffer properties/ zone are tentative and can be revised based on technical and professional advice of ICOMOS.
Map 8.0: Historical Buildings (1800-1900) of Nominated Property and Buffer Zone - Levuka Town

Legend
- 19th Century Buildings
- Streets
- Nominated Property Outline (6ha)
- Buffer Zone (71ha)
- Levuka Cadastral
- Ovalau Island

[Map showing historical buildings and marks for streets, boundary outlines, and other landmarks.]
LEVUKA OVALAU

HERITAGE Buildings

Author National Trust of Fiji
**National Heritage Register No:** 008  
**DATA SHEET NO.** 008  
**FORMER BURNS PHILIP COPRA SHED (PAFCO)**

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**Large Photo**

![Image of the former Burns Philip Copra Shed](image)

**Descriptive notes, including the roof and wall are of corrugated iron, the doors are of timber board, the winds are of multi-pane. The buildings are in good condition and have a good Degree of integrity. The tram tracks are still intact and in fair condition.**

**assessmnt criteria (from s.28 of the heritage decree) which criteria are met**

- These buildings were originally constructed as copra shed for Burns Philip, the major trading company in the South Pacific. They appear to have been built after 1890, the time that Burns Philip expanded into the island-the Solomon, New Hebrides and , with less enthusiasm Perhaps, into Fiji. Since the decline in the copra trade through Levuka after 1960, the sheds have been used as Bond stores associated PAFCO fish factory.

- The buildings are a pair sheds with gabled roofs joined by a smaller segmental arch roof, a shape which is reflected in the adjacent PAFCO Fish Factory. They are similar in construction, form and materials to the much newer Fiji Electric Authority building off Beach Street. The tram tracks which connected the sheds with the wharf survive...
| Other matters | in the pavement. The land is reclaimed. Founded in 1883 as the amalgamation of several companies Burns Philip & Co. dominated the northern Australia, Papua New Guinea and island trade routes. At the head of the form in Australia was Sir James Burns (1846 – 1923 and in charge in the pacific was Sir Walter Luca (1869 – 1954). Buns was willing to make headquarter in Fiji, to compete with the Japanese. |
| Statement of Significance | These former copra sheds are of local significance for their association with the major trading firm, Burns Philip, as the biggest built out of corrugated iron and as part of the Pacific Co Ltd complex. |
| Sources of Information | 1. the concrete copra Sheds in Henning Street, DS No. 057, may also have been used by burns Philip  
3. 3. loc cit. |
| Historic Photos | Historic maps, drawings, ephemera  
Additional present day photographs, including interiors  
Measured drawing  
Author(s) and date/any updates | NTF September 2011 |
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**History**

These buildings were originally constructed as copra sheds for Burns Philip, the major trading company in the South Pacific. They appear to have been built after the defeat of Germany in World War 1 and the demise of its power. Burns Philip took the opportunity to consolidate its interests in the island. Since the decline in the copra trade through Levuka after 1960, the sheds have been used by the Ports Authority of Fiji and MH Homemakers Hardware.

**Description**

The building is long and large, one of the biggest Weather board buildings in Levuka. Large doors at both end and the tram tracks allowed for the easy

**Descriptive notes, including**

The roof is of corrugated iron, the walls are of weather board, the doors are of double timber, the winds of timber 6 pane and the interior is lined with Weatherboard. The building is in good condition and retains a good degree of integrity; some windows have been replaced with louvers. The tram tracks are in fair condition.

**Assessment criteria (from s.28 of the heritage decree) which criteria are met**

One of the major trading industries in the South Pacific in the 1900s.
### Other matters

The significance of the site extends to the whole of the allotment. The buildings can be compared with other industrial buildings, especially those used in the copra trade, nearby and the wharf.

### Statement of Significance

These former copra sheds are of local significance for their association with the major trading firm, Burns Philip, as the biggest built out of weatherboard and for the new association with the Ports Authority. Significant dates 1920.

### Sources of Information

ADB, Vol 7, pp 489-492 for Burns, Vol. 10, pp 165-166 for Lucas and Vol. 11, pp 220-222 for Robert Philip. The Concrete Copra Sheds in Hennings Street, DS No 057, may also have been used by Burns Philip.

### Historic Photos

- Historic maps, drawings, ephemera
- Additional present day photographs, including interiors
- Measured drawing

### Author(s) and date/any updates

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**History**

The first coastal industry, limited trading and the making of boats was focused on the village of Levuka Vakaviti from early as the 1830s and before. Several small jetties were constructed off Beach Street over the years. There seem to have been wharfing facilities at this point of the coast from at least the 1880s. A twin armed timber wharf with two ship berthed appears in a photograph in the 1907. Captain Robbie is said to have been the contractor of the Kings Wharf. He was certainly involved with most important matters in Levuka at that time. Being a trader in several commodities he would at least have used the wharf and profited from it through trade.

The present concrete wharf was dedicated on 17 May 1980. It appears to have been called both Kings and Queen’s wharf at various times.

The present wharf is a single arm and is conventional in its structure.

**Descriptive notes, including Assessment criteria (from s.28 of the heritage decree) which criteria are met**

The Kings/Queens wharf at Levuka is of local significance as the last of the trading wharves of Levuka a site of earlier wharves and as the modern wharf servicing the Pafco fish factory, car ferries and a potential tourist industry.

**Sources of Information**

1. The encyclopaedia of Fiji panoramic photograph on pp88 & 89
2. The cyclopaedia of Fiji p 15
3. The cyclopaedia of Fiji p 208
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**Descriptive notes, including**

- The roof of the building is of corrugated iron, the walls are of weatherboard, the doors are of 3 panel timber, the windows are of 6 pane timber with metal bracing internally. The building is of excellent condition and it retains a high degree of integrity.

**Assessment criteria (from s.28 of the heritage decree) which criteria are met**

- It would have been needed immediately after Cession to collect monies and for communication. Such a substantial building would not have been built after the removal of the capital to Suva in 1882. A date in the late 1870s seems most likely and this is supported by the physical evidence from the building.

**Description**

- The building is timber, has two major gabled roofs, representing the dual functions, and is flanked on the southern side by a verandah. This originally continued around the eastern or beach side as well. This section side was replaced by a bracketed awning.

**Other matters**

- The building has been continuously occupied for its present functions since its construction.

**Statement of Significance**

- Significant dates by 1880, the Post office and customs authority building is of national
| Sources of Information | significance for its age and continuity of occupation, as the most important public building in Levuka, for its position- effectively as the economic and social hub – in the centre of Levuka and for its contribution to the appearance of the town.  
1. The Fiji government Archives are most likely to hold the secret. British colonial correspondence archives in London might also reveal discussions and details  
2. The Cyclopaedia of Fiji p 69 |
|------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Historic Photos        | Historic maps, drawings, ephemera  
Additional present day photographs, including interiors  
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<th>Descriptive notes, including</th>
<th>The building was on corrugated iron, weatherboard, 4 panel timber, 6 pane timber, shut were of timber, posts concrete posts and timber ventilators</th>
</tr>
</thead>
<tbody>
<tr>
<td>assessment criteria ( from s.28 of the heritage decree) which criteria are met</td>
<td></td>
</tr>
<tr>
<td>History</td>
<td>The building was raze to the ground,</td>
</tr>
<tr>
<td>Description</td>
<td></td>
</tr>
<tr>
<td>other matters</td>
<td></td>
</tr>
<tr>
<td>statement of Significance</td>
<td></td>
</tr>
<tr>
<td>Sources of Information</td>
<td></td>
</tr>
<tr>
<td>Historic Photos</td>
<td></td>
</tr>
<tr>
<td>Historic maps,drawings, ephemera</td>
<td></td>
</tr>
<tr>
<td>Additional present day photographs, including interiors</td>
<td></td>
</tr>
<tr>
<td>Measured drawing</td>
<td></td>
</tr>
<tr>
<td>Author (s) and date/any updates</td>
<td></td>
</tr>
<tr>
<td>National Heritage Register No:</td>
<td>DATA SHEET NO. 013</td>
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<tr>
<td>-------------------------------</td>
<td>--------------------</td>
</tr>
<tr>
<td>Place Name</td>
<td>OT &amp; T</td>
</tr>
<tr>
<td>Type of Place</td>
<td>Building</td>
</tr>
<tr>
<td>Address</td>
<td>Beach Street</td>
</tr>
<tr>
<td>Owner</td>
<td>Mike Brook</td>
</tr>
<tr>
<td>Owner supplied with a copy of register entry</td>
<td></td>
</tr>
<tr>
<td>Occupier</td>
<td>Mr &amp; Mrs Dehm</td>
</tr>
<tr>
<td>Use</td>
<td>Ovalau Water Sports Activity</td>
</tr>
<tr>
<td>Land Tenure</td>
<td>Free Hold land</td>
</tr>
<tr>
<td>Rating No</td>
<td>CT3170 Lot 1 L85 assessment # 19</td>
</tr>
<tr>
<td>Locality Map</td>
<td>Cadastral map</td>
</tr>
<tr>
<td>Heritage Decree</td>
<td>World Heritage Core Area</td>
</tr>
<tr>
<td>Large Photo</td>
<td></td>
</tr>
</tbody>
</table>

Descriptive notes, including:
- building built in the 1950's, roof is of corrugated iron,
- walls are reinforced concrete, doors are of glazed timber, and wind's steel or timber, shut's timber.
- Other notable features are of cantilevered verandah, steel windows, position on streetscape and large timber sliding doors on side elevation.

Assessment criteria (from s.28 of the heritage decree) which criteria are met:
- It is known for whom this building was constructed but it seems to be one of several designed and built by Jack War in the modern style in the 1960s. For the last few years it has been run by different people who had the interest in running their own business in the town.

Description:
- The building is two storeys at the front with a shop on the ground floor and a residence above with access by an internal staircase. The rear of the building is a large store with access from the side through two large sliding timber doors. The walls are built of reinforced concrete. The form, modern style and materials are typical throughout Fiji for this period.

Other matters:
- The significance of the existence of the site extends to the whole of the building and to the whole of the
<table>
<thead>
<tr>
<th>Statement of Significance</th>
<th>allotment.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>The Dive Shop building is of local significance as one of several World War 2 buildings in Levuka and for its critical contribution to the streetscape.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Sources of Information</th>
<th>Hubbard report</th>
</tr>
</thead>
<tbody>
<tr>
<td>Historic Photos</td>
<td></td>
</tr>
<tr>
<td>Historic maps, drawings, ephemera</td>
<td></td>
</tr>
<tr>
<td>Additional present day photographs, including interiors</td>
<td></td>
</tr>
<tr>
<td>Measured drawing</td>
<td></td>
</tr>
<tr>
<td>Author (s) and date/any updates</td>
<td>NTF September 2011</td>
</tr>
<tr>
<td>National Heritage Register No:</td>
<td>DATA SHEET NO. 014</td>
</tr>
<tr>
<td>-------------------------------</td>
<td>-------------------</td>
</tr>
<tr>
<td>Place Name</td>
<td>FORMER MORRIS HEDSTROM STORE</td>
</tr>
<tr>
<td>Type of Place</td>
<td>Building</td>
</tr>
<tr>
<td>Address</td>
<td>BEACH STREET</td>
</tr>
<tr>
<td>Owner</td>
<td>NATIONAL TRUST OF FIJI</td>
</tr>
<tr>
<td>whether owner supplied with a copy of register entry</td>
<td>National Trust of Fiji</td>
</tr>
<tr>
<td>Occupier</td>
<td>Levuka Community Centre (Library, Museum, shoe shop, hair salon, handicraft, kindergarten, gym, squash court)</td>
</tr>
<tr>
<td>Use</td>
<td>STATE LAND</td>
</tr>
<tr>
<td>Land Tenure</td>
<td>C.T. 5882; l 197 PT OF; ass’ment # 20</td>
</tr>
<tr>
<td>Rating No</td>
<td>cadastral map</td>
</tr>
<tr>
<td>Locality Map</td>
<td></td>
</tr>
<tr>
<td>Heritage Decree</td>
<td>world heritage core area</td>
</tr>
<tr>
<td>World heritage</td>
<td></td>
</tr>
<tr>
<td>Large Photo</td>
<td></td>
</tr>
<tr>
<td>Descriptive notes</td>
<td>built in 1868, existing by c1900, the roof is of sheet zinc iron, the walls weather board/ concrete, doors glazed timber, the wind’s single pane timber, shut, timber and others timber posts, timber ventilators. The width of the building is 13 m, the depth is about 34m, it is in excellent condition plate glass for front windows. The number of floor is one, the building has two separated roof structures, roof structure is collar beam</td>
</tr>
<tr>
<td>Assessment criteria ( from s.28 of the heritage decree) which criteria are met</td>
<td>partitioned onto three occupancies at front, partitioned into two occupancies at rear, large plate glass front windows, undertake conservation Management Plan.</td>
</tr>
<tr>
<td>History</td>
<td>This building was originally constructed as a General store either for R Bentley &amp; Co., or that firm’s successor, Morris Hedstrom, which was to become the major trading company in Fiji. They appear to have been built after 1890 and were perhaps built in competition to Bentley’s new rival, Burns Philip, which expanded into Fiji at this time. The existing rival, Hennings, had interests in Levuka but was</td>
</tr>
</tbody>
</table>
based primarily in Lomaloma. Alternatively, and this seems more likely, they were built in 1902 when Morris Hedstrom was founded. The firm was founded by Percy Atherton Morris, an American who came to Fiji in 1871 via Australia and John Maynard Hedstrom who was born in Levuka and educated in Melbourne. Both played critical roles in the development of Levuka and Fiji. The firm met the needs of planters, operating on a credit system, as well as the local community. Between the 1930s and the 1950s, it operated 20 cutters bringing in copra from most islands and sending out goods charged against the harvest. Apparently founded on this site and the neighbouring site, Morris Hedstrom has grown to be the most important retailer in Fiji. Since 1980, the stores have been used for various new functions, a library, a Museum, a drop in centre, a kindergarten, sporting facilities and a hall to accommodate different functions. It has now developed to having business tenants; a hair salon, a shoe shop, and a handicraft outlet.

Description
The building is comprised of several sections, now partitioned into different occupancies. The construction of the façade is typically timber framed with false front pediments, large shop windows and a continuous verandah. The sidewalls are off-form reinforced concrete. Across a breezeway, with tram tracks and a drain, there are two large former stores also built in reinforced concrete. The building contributes significantly to the streetscape because it is very large and occupies a key position.

Other matters
The building is located at the southern end of central part of Beach street. The back of the building faces the ocean. The road runs on the west of the main building. Three warehouses stand behind the main building in the north eastern part of the lot.

Statement of Significance
The Former Morris Hedstrom Store is of national significance as a reminder of the role this major trading company played in the development of Levuka and Fiji, as the firm’s foundation site, for associations with its predecessor, R. Bently&Co., for the buildings commercial architecture and for its critical contribution to the streetscape.

Sources of Information
1. There are two indistinct photographs in the Cyclopaedia of Fiji, 9 326 of the building (with a tall flag) and the staff outside.
| Historical Photos | The Concrete Copra Sheds in Hennings Street, DS No: 057 may also have been used by Morris Hedstrom.
| Historic Maps, Drawings, Ephemera | R A Derrick, History of Fiji, vol 1, p 162
| Additional Present Day Photographs, Including Interiors | Width of the building is about 13m; the depth is about 34m.
| Measured Drawing |

| National Heritage Register No: | DATA SHEET NO. 015/028 |
| Place Name | Patterson Memorial Garden |
| Type of Place | Landscape |
| Address | Beach Street |
| Owner | National Trust of Fiji |
| whether owner supplied with a copy of register entry |
| Occupier | National Trust of Fiji |
| Use | Garden and old Power machines |
| Land Tenure | STATE LAND |
| Rating No | CT2488, L73; assessment # 21 |
| Locality Map | Cadastral |
| Heritage Decree | world Heritage Core Area |
| world heritage |

| Large Photo |

**Descriptive Notes, Including**

- **Assessment Criteria (from s.28 of the Heritage Decree) which criteria are met**
  - Demonstrates an important aspect of Fiji’s history or culture
  - This area was used as a yard for the Morris Hedstrom trading activities. The firm was founded by Percy Atherton Morris, an

- The significance of the site extends to the whole of the allotment and the right of way beside the former Morris Hedstrom Store includes all the tram tracks and equipment.
<p>| Description | The yard has been landscaped but retains much of the tram tracks, a turntable and loose equipment associated with its former use. The view out across the water is particularly attractive while the sense of enclosure created by the adjacent buildings is critical for the character of the space. The garden is maintained in a fair condition and the surviving tram tracks and equipment are in poor condition. |
| Other matters | Machines were from the first generator owned by Patterson Brothers. From as early as 1870s, the power house ruins are of local significance as the remains of the introduction of electrical power brought to Levuka by Mr. Reg Patterson in the 1950’s and possibly as the remnants of the earlier blacksmith or engineering workshops in Vulcan lane. Mr. Reg Patterson, a member of the shipping family brought electricity to Levuka as a private company before the second World War. Some of the wiring still survives around the town. A power plant was established in an open building with a corrugated iron roof and lattice walls. It was burnt down soon after the Fiji Electricity authority assumed responsibility for power generation, in different premises in the 1950s. Much of the plant remains. |
| Statement of Significance | The Patterson Memorial Gardens are of local significance for their association with the Morris Hedstrom buildings on site, their surviving equipment or tram tracks associated with the copra industry and as a Memorial to the Patterson Family. |
| Sources of Information | The Cyclopaedia of Fiji, p 271 for Hedstrom’s biography and photo and p 272 for Morris’s Interview with Cr. George Gibson, 10 March 1994 |</p>
<table>
<thead>
<tr>
<th>National Heritage Register No:</th>
<th>DATA SHEET NO. 016</th>
</tr>
</thead>
<tbody>
<tr>
<td>Place Name</td>
<td>Former Morris Hedstrom Bond Store</td>
</tr>
<tr>
<td>Type of Place</td>
<td>Building</td>
</tr>
<tr>
<td>Address</td>
<td>Beach Street</td>
</tr>
<tr>
<td>Owner</td>
<td>National Trust of Fiji of Fiji Islands</td>
</tr>
<tr>
<td>whether owner supplied with a copy of register entry</td>
<td></td>
</tr>
<tr>
<td>Occupier</td>
<td></td>
</tr>
<tr>
<td>Use</td>
<td>Commercial</td>
</tr>
<tr>
<td>Land Tenure</td>
<td>State land</td>
</tr>
<tr>
<td>Rating No</td>
<td>CT No: L 215</td>
</tr>
<tr>
<td>Locality Map</td>
<td>cadastral map</td>
</tr>
<tr>
<td>Heritage Decree</td>
<td>core zone area</td>
</tr>
<tr>
<td>world heritage</td>
<td></td>
</tr>
</tbody>
</table>

**Large Photo**

The significance of the site extends to the whole of the building and to the whole of the allotment. The building should be compared with the Burns Philip building opposite and be seen in association with the other buildings and land owned by Morris Hedstrom in Levuka.

**Descriptive notes, including**

The origins of this building are not certain. It may have been built as early as the time of Cession. It appears in all early photographs and the fabric of the building suggests an early date. It was probably constructed as a general store for either R Bentley & Co. who owned it by the turn of the century or by the Hennings family. Richard Bentley is mentioned in Turpin’s 1873 Directory and by 1879 there are no less than five Bentleys listed at Levuka in Griffith’s Directory. The firm’s main rival, Hennings, had interests in Levuka but was based primarily at Lomaloma. William Hennings moved to Levuka in 1878 as a copra trader losing money from the collapse of the cotton. He failed again in 1889. In 1902 R
Bentley & Com. was taken over by Morris Hedstrom and has grown to be the most important retailer in Fiji. Since 1980, the stores have been used for various new functions including the Community Centre and Museum, a drop-in centre, a kindergarten and sporting facilities.

**Description**

The two-storey building is timber framed but clad in corrugated iron. It has a very simple gabled form and a two-storey timber verandah, now enclosed. The ground floor is occupied as a shop. The building contributes significantly to the streetscape because it is very large and occupies a key position.

**Other matters**

The Former Morris Hedstrom Bond store is of national significance as a reminder of the role this major trading company played in the development of Levuka and Fiji, as the firm’s foundation site, for associations with its predecessor, R Bentley & Co. (and possibly William Hennings), for the building’s commercial architecture and for its critical contribution to the streetscape.

**Statement of Significance**

**Sources of Information**

2. *The Cyclopaedia of Fiji*, p 301
<table>
<thead>
<tr>
<th>National Heritage Register No:</th>
<th>Data Sheet No: 017</th>
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<tbody>
<tr>
<td>Place Name</td>
<td>Power House</td>
</tr>
<tr>
<td>Type of Place</td>
<td>building</td>
</tr>
<tr>
<td>Address</td>
<td>Beach street</td>
</tr>
<tr>
<td>Owner</td>
<td>Fiji Electricity Authority</td>
</tr>
<tr>
<td>whether owner supplied with a copy of register entry</td>
<td>FEA</td>
</tr>
<tr>
<td>Occupier</td>
<td>Power source for the town and the island of Ovalau</td>
</tr>
<tr>
<td>Use</td>
<td>Director of Lands</td>
</tr>
<tr>
<td>Land Tenure</td>
<td>L:125318; LOT 1 DP3634</td>
</tr>
<tr>
<td>Rating No</td>
<td>Cadastral Map</td>
</tr>
<tr>
<td>Locality Map</td>
<td></td>
</tr>
<tr>
<td>Heritage Decree</td>
<td></td>
</tr>
<tr>
<td>World heritage</td>
<td></td>
</tr>
<tr>
<td>Large Photo</td>
<td></td>
</tr>
</tbody>
</table>

**Descriptive notes, including**

Roof is of corrugated iron, walls of corrugated iron, doors of sheet metal, winds of louvers, shut of sheet metal, cyclone wire fences. The frontage cover is of timber and wooden posts.

**Assessment criteria (from s.28 of the heritage decree), which criteria are met**

In the 1950s the Fiji Electricity Authority, a national government instrumentality took over the responsibility of power supply to Levuka from the private company, established before the Second World War, by Mr. Reg Patterson. The first power house was burnt and the old machine is now visible at the Patterson Garden located at the Levuka community Centre.

**History**

The Fiji Electric Authority occupies two buildings on reclaimed land beside the former Morris Hedstrom bond Store. Both buildings have a typically industrial appearance, like the fish factory and other nearby industrial buildings which suits the location well, having functional forms, materials and detailing. The significance of the site extends to the whole of the building and equipment and to the whole of the allotment.

**Description**

The Fiji Electric Authority complex is of local significance as the modern source of electrical power for the town, its appropriately industrial aesthetic and for the contribution it makes to the streetscape and to the character of the wharf area.

**Other matters**

**Statement of Significance**

Sources of Information

Historic Photos
Historic maps, drawings, ephemera
Additional present day photographs, including interiors
<table>
<thead>
<tr>
<th>National Heritage Register No:</th>
<th>DATA SHEET NO. 018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Place Name</td>
<td>Former MH Copra Shed</td>
</tr>
<tr>
<td>Type of Place</td>
<td>BUILDING</td>
</tr>
<tr>
<td>Address</td>
<td>Beach Street</td>
</tr>
<tr>
<td>Owner</td>
<td>Peter and Wendy</td>
</tr>
<tr>
<td>whether owner supplied with a copy of register entry</td>
<td></td>
</tr>
<tr>
<td>Occupier</td>
<td>Morris Hedstrom Store</td>
</tr>
<tr>
<td>Use</td>
<td>Supermarket Food Store</td>
</tr>
<tr>
<td>Land Tenure</td>
<td>Free hold</td>
</tr>
<tr>
<td>Rating No</td>
<td>C.T. 725 Ass’ment 31</td>
</tr>
<tr>
<td>Locality Map</td>
<td>Cadastral Map</td>
</tr>
<tr>
<td>Heritage Decree</td>
<td>core zone</td>
</tr>
<tr>
<td>World heritage</td>
<td></td>
</tr>
<tr>
<td>large Photo</td>
<td></td>
</tr>
</tbody>
</table>

**Descriptive notes, including**

The significance of the site extends to the whole of the building, any equipment surviving inside, and the tram tracks in the pavement and to the whole of the allotment. It should be compared.

**Assessment criteria (from s.28 of the heritage decree) which criteria are met**

This copra shed appears to have been built well for the major Fiji trading firm Morris Hedstrom, soon after the turn of the century. Reinforced concrete construction was just becoming popular, especially in difficult climates and conditions. The firm also owned adjacent the copra shed since recently demolished. The firm of Morris Hedstrom was founded in 1902 by Percy Atherton Morris, an American who came to Fiji in 1871 via Australia and John Maynard Hedstrom who was born in Levuka and educated in Melbourne.¹ Both men played critical roles in the development of Levuka and Fiji. The firm met the needs of the planters, operating on a credit system as well as the local community. Between the 1930s and the 1950s, it operated 20 cutters bringing in copra from most islands and sending out goods charged against the harvest.² Copra from this shed, its immediate neighbour and the many other sheds in Levuka.
would be sent once or twice a month by ship to soap manufacturers in England, such as Unilever. Morris Hedstrom has grown to be the most important retailer in Fiji. Since 1980 the shed has been rented by PAFCO as storage for fishing tackle. It is now owned by Pacific Holdings Ltd.
<table>
<thead>
<tr>
<th>Description</th>
<th>The single storey building has a simple and functional form but with a traditional shop front façade unlike the other copra sheds. Its walls are concrete, apparently reinforced, a form of construction which emerged after the turn of the century and which persisted into the sixties and Seventies.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other matters</td>
<td>After the extension of the Pacific Fishing company other occupied buildings closed down. The building was bought by an Australian couple who ran a cinema. This did not work out well and closed down. The building is being used by Morris Hedstrom as a supermarket.</td>
</tr>
<tr>
<td>Statement of Significance</td>
<td>The former Morris Hedstrom Copra Shed is of national significance as one of the most intact copra sheds surviving with its unusual form, for its associations with the major trading firm, Morris Hedstrom and for its critical contribution to the streetscape.</td>
</tr>
<tr>
<td>Sources of Information</td>
<td>1. The Cyclopaedia of Fiji, p. 271 for Hedstrom biography and photo and p 272 for Morris</td>
</tr>
</tbody>
</table>

**Historic Photos**
- Historic maps, drawings, ephemera
- Additional present day photographs, including interiors
- Measured drawing

**Author (s) and date/any updates**
**Former Copra Shed Site**

<table>
<thead>
<tr>
<th>Building</th>
<th>Beach Street</th>
</tr>
</thead>
<tbody>
<tr>
<td>Owner</td>
<td>Supreme Holdings Limited</td>
</tr>
<tr>
<td>Occupier</td>
<td>Supreme Clothing Store</td>
</tr>
<tr>
<td>Use</td>
<td>Drapery Store</td>
</tr>
<tr>
<td>Land Tenure</td>
<td>STATE LAND</td>
</tr>
<tr>
<td>Rating No</td>
<td>CT 4416 or D.P. 168</td>
</tr>
<tr>
<td>Locality Map</td>
<td>Cadastral</td>
</tr>
<tr>
<td>Heritage Decree</td>
<td>Core Zone area</td>
</tr>
<tr>
<td>World heritage</td>
<td></td>
</tr>
</tbody>
</table>

**Descriptive notes, including**

The former building was demolished in 1992, a brief archaeological survey undertaken in 1993, ram tracks are still visible in the pavement. Significant dates 1900's, demonstrates an important aspect of Fiji's History or culture.

The copra shed appears to have been built well before the turn of the century when the major Fiji trading firm of Morris Hedstrom, took it over. It was constructed on a much older site which went back even to the 1860s cotton boom days of Levuka. It was one of the only corrugated iron copra sheds in Levuka. The firm of Morris Hedstrom was founded in 1902 by Percy Atherton Morris, an American who came to Fiji in 1871 via Australia and John Maynard Hedstrom who was born in Levuka and educated in Melbourne. Both men played critical roles in the development of Levuka and Fiji. The firm me the need of planters, operating on a credit system, as well as the local community. Between the 1930s and the 1950s, it operated 20 cutters bringing in copra from most islands and sending out goods charged against the harvest. Copra from this shed, its immediate neighbour, and the many other sheds in Levuka would be sent once or twice a month by ship to soap manufacturers in England, such as Unilever. Morris Hedstrom has grown to be the most important retailer in Fiji. The building was demolished by the owners in 1992. It is now owned by Pacific Holdings Ltd and Banno Brothers of Suva. Only the floor survives from the original building. The site is in poor condition and has a very low degree of above ground.
integrity. Its present condition, location and associations makes it ideal site for archaeological investigation.

The significance of the site extends to the whole allotment. The former Morris Hedstrom Copra shed is of national significance as one of the oldest sites associated with the copra industry, it’s associated with other primary industries and trading firms, and for its associations with the major trading firm, Morris Hedstrom.

Sources of Information

1. A preliminary archaeological survey has been undertaken by Judy Birmingham
2. The Cyclopaedia of Fiji, p 271 for Hedstrom’s biography and photo and p 272 for Morris’s
3. Interview with Cr. George Gibson, 10 March 1994.

Historic Photos

Historic maps, drawings, ephemera
Additional present day photographs, including interiors
Measured drawing

Author(s) and date/any updates

NTF September 2011
<table>
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<th>National Heritage Register No:</th>
<th>Data sheet No. 023</th>
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<td>Place Name</td>
<td>Former Naidu's family home</td>
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<tr>
<td>Type of Place</td>
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</tr>
<tr>
<td>Address</td>
<td>Beach street</td>
</tr>
<tr>
<td>Owner</td>
<td>Patricia Riley</td>
</tr>
<tr>
<td>whether owner supplied with a copy of register entry</td>
<td></td>
</tr>
<tr>
<td>Occupier</td>
<td>Tenant</td>
</tr>
<tr>
<td>Use</td>
<td>residence</td>
</tr>
<tr>
<td>Land Tenure</td>
<td>Free hold</td>
</tr>
<tr>
<td>Rating No</td>
<td>CT 7190 LOT 4&amp;7DP 1522</td>
</tr>
<tr>
<td>Locality Map</td>
<td>Cadastral map</td>
</tr>
<tr>
<td>Heritage Decree</td>
<td>world heritage</td>
</tr>
<tr>
<td>Core area</td>
<td></td>
</tr>
</tbody>
</table>

**Description**

The single storey timber house has a key position above wharf area of town and beyond the commercial fringe of Beach Street by a flight of steps. The construction is simple – a single skin of boards on a timber frame, a type which is common in tropical Australia. Internal doors are glazed French doors and side window, at east, is a 12 pane double hung sash, both typical details for Levuka but rather old fashioned. The house has been improved and much extended. The verandah has been enclosed with louvered windows.

**Assessment criteria (from s.28 of the heritage decree) which criteria are met**

Along with most of the other houses in this part of Levuka, this house appears to have been built about 1900 and was probably built as workers housing for the copra and general traders of Levuka. Hennings, Morris Hedstrom and burns Philip. It has been the home of the town clerk since after the second world war. Former owner was the town clerk of Levuka Town.

**History**

The single storey timber house has a key position above wharf area of town and beyond the commercial fringe of Beach Street by a flight of steps. The construction is simple – a single skin of boards on a timber frame, a type which is common in tropical Australia. Internal doors are glazed French doors and side window, at east, is a 12 pane double hung sash, both typical details for Levuka but rather old fashioned. The house has been improved and much extended. The verandah has been enclosed with louvered windows.

**Other matters**

The house is in good condition but has a low degree of integrity because of its many extensions and alterations. The significance of the place extends to the whole of the building and to the whole of the site. This house of local significance as an early and typical example of worker housing associated with copra and general traders of Levuka, for its construction and details, and for its contribution to the streetscape.

**Sources of Information**

Roof made of corrugated iron, the walls of vertical boards, doors of timber, wind’s steel and timber
The significance of the place extends to the whole of the building and to the whole of the site. The building can be compared with its immediate neighbour to the south, which it has influenced, and with other post Second World War buildings including the Ministry of Primary Industries building also designed by Jack War Brother.

The building is of local significance as a design of Jack War Brothers, as one of a series built at the end of the copra boom, using modern materials and detailing, and for its contribution to the streetscape.

Sources of Information

1. Draft datasheet and interview with Cr. George Gibson, 10 March 1994
<table>
<thead>
<tr>
<th>National Heritage Register No:</th>
<th>DATA SHEET NO. 025</th>
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<tbody>
<tr>
<td>Place Name</td>
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<tr>
<td>Type of Place</td>
<td>BUILDING</td>
</tr>
<tr>
<td>Address</td>
<td>Beach Street</td>
</tr>
<tr>
<td>Owner</td>
<td>Kang Ping Yen</td>
</tr>
<tr>
<td>whether owner supplied with a copy of register entry</td>
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<tr>
<td>Occupier</td>
<td>Kang Ping Yen</td>
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<tr>
<td>Use</td>
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<tr>
<td>Land Tenure</td>
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<tr>
<td>Rating No</td>
<td>CT No: 7190 Lot 3&amp;8 DP 1522</td>
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<tr>
<td>Heritage Decree</td>
<td>Core Zone</td>
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<tr>
<td>world heritage</td>
<td></td>
</tr>
<tr>
<td>Large Photo</td>
<td></td>
</tr>
</tbody>
</table>

**Descriptive notes, including**

Corrugated iron roof, reinforced concrete walls with timber doors and winds. The building also has a concrete parapet with glazed tile stall board and concrete veranda posts.

**Assessment criteria (from s.28 of the heritage decree) which criteria are met**

Probably built after 1900, based on the use of reinforced concrete, this is a conservative pair of smaller shops which have the typical scale and forms of shops from previous decades. They have been modernized in an attempt to keep up with their newer neighbour to the north, a significant change in the streetscape. The former owners and occupiers are not known for certain but was probably European representing a range of uses. The shops are now a Chinese restaurant and an Indian supermarket.

**History**

The pair of shops is single storey with traditional forms, details and fenestration. The use of concrete is typical in Levuka after 1900. The relatively small panes of glass are unusual for shop fronts of this date and can be compared with the plate glass windows of the large department stores owned by burns Philip and Morris Hedstrom.

**Description**

The significance of the place extends to the whole of the building and to the whole of the site. It can be compared with other small shops along Beach Street, such as the Gulabdas store and should be contrasted with the larger stores.

**Other matters**

The pair of shops is of local significance as a typical example of smaller shops and for its contribution to the...
<table>
<thead>
<tr>
<th>Sources of Information</th>
<th>streetscape.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Historic Photos</td>
<td></td>
</tr>
<tr>
<td>Historic maps, drawings, ephemera</td>
<td></td>
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</tbody>
</table>
### DATA SHEET NO: 026

#### KANG PING YEN STORE

**Type of Place:** Building  
**Address:** Beach Street  
**Owner:** Kang Ping Yen  
**Use:** Commercial Use  
**Land Tenure:** State Land  
**Rating No:** C.T No: 7188 Lot 2; D.P 1522  
**Locality Map:** Cadastral Map

### Descriptive notes, including

The building is corrugated iron roof and has reinforced concrete walls; doors are glazed timber with timber or steel winds. Shutters have open timber with glazed tiles and Cantilevered concrete veranda.

### Assessment criteria (from s.28 of the heritage decree) which criteria are met

Built in the early 1960s on a much older site, this store represents the prosperity of Levuka even at the end of the copra boom and the emergence of Fiji as a developing nation. The building is similar to series in Levuka built about this time, all possibly designed by Jack War Brothers, and many more throughout Fiji, it was built by the three Yen brothers and is one of the few commercial buildings owned by Chinese.

### Description

The building is two storeys and is built of reinforce concrete including a cantilevered veranda and sun shades on the first floor. The ground floor is occupied by a shop and first floor was designed as a residence. The fenestration and materials, including the blue and white glazed tiles of the shop front, are typical of the early 1960s. The building is in good condition and has an excellent degree of integrity.
**National Heritage Register No:**

**DATA SHEET NO: 027**

**FORMER CHOY’S BUILDING**

**Building**

**Beach Street**

**Owner**

Lomaiviti Provincial Council

**Occupier**

BSP Bank and Westpac Bank

**Use**

Commercial Bank and residence

**Land Tenure**

Free hold land

**Rating No**

C.T. No: 7187 Lot 1 & D.P 1522

**Locality Map**

Cadastral Map

**Core Zone**

Is a two storey building, the roof is corrugated iron, the walls concrete/clad, the doors are of timber, the winds are of timber, the shutters are of timber. The condition is excellent, its integrity is fair.

**Assessment criteria (from s.28 of the heritage decree) which criteria are met**

Originally built as a store for the choy family on a much older site, this building has been completely renovated by the National Bank of Fiji. The works represent the most substantial commercial construction in Levuka for some time.

**History**

The two storey building is, in fact, reinforced concrete but has been clad with traditional shiplap weatherboard. Other details and materials are traditional. The original cantilevered veranda has been replaced by a timber post supported veranda. The building is in excellent condition but has, following the renovations, a low degree of integrity tested against its historic fabric.

**Description**

The significance of the place extends to the whole of the building and to the whole of the site.

This building is of local significance as one of a series built towards the end of the copra boom.

**Other matters**

**statement of Significance**

Sources of Information

Historic Photos

Historic maps, drawings, ephemera

Additional present day photographs, including interiors
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<tr>
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<td>Type of Place</td>
<td>BUILDING</td>
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<tr>
<td>Address</td>
<td>BEACH STREET</td>
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<td>Owner</td>
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<td>Occupier</td>
<td>GULABDAS &amp; SONS STORE</td>
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<tr>
<td>Use</td>
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<td>Land Tenure</td>
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<td>Cadastral Map</td>
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<tr>
<td>Heritage Decree</td>
<td>core zone</td>
</tr>
</tbody>
</table>

**Descriptive notes, including**

The building is in good condition and it retains a high degree of integrity. Roofs has colour bond with corrugated iron walls along with timber door, winds and shuts, other features is the presence of timber façade in the building.

**Assessment criteria (from s.28 of the heritage decree) which criteria are met**

Probable built before 1900, based on the use of timber and iron, this is a conservative pair of smaller shops which have the typical scale and forms of shops from previous decades. They have not been modernized. The former owners and occupiers are not known for certain but was probably European representing a range of used. The shops are now a chinese milk bar and

**History**

The pair of shops is single storey, with traditional forms, details and fenestration. The use of timber for the façade and for the framing with corrugated iron cladding for the side walls is typical in Levuka before 1900. The relatively small panes of glass are typical for shop fronts of this early date and can be compared with the plate glass windows of the large department stores owned by Burns Philip and Morris Hedstrom.

**Other matters**

The significance of the place extends to the whole of the building and to the whole of the site. It can be compared with other small shops along Beach Street, such as RS Gounder & Sons store and it should be contrasted with the larger stores.

**Statement of Significance**

This pair of shops is of local significance as typical example of smaller shops and for its contribution to the streetscape.

**Sources of Information**
<table>
<thead>
<tr>
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<tr>
<td>Rating No</td>
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<tr>
<td>Locality Map</td>
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</table>

**Descriptive notes, including**

The building is in good condition and it retains a high degree of integrity. It also has a corrugated iron roof with reinforced concrete walls; there is a 4 panel timber door with timber board’s walls and winds. It was also painted in new corporate colours. In 1993 & 1994 with limit colours to white on walls and any detail on joinery. Notable features would be a concrete awning over first floor windows and cantilevered veranda.

**Assessment criteria (from s.28 of the heritage decree) which criteria are met**

Built in the early 1960s on a much older site this store represents the prosperity of Levuka even at the end of the copra boom and the emergence of Fiji as a developing nation. The building is similar to a series in Levuka built about this time, all possibly designed by Jack War brothers, and many more throughout Fiji. It was built for Mrs Naidu and has been courts supermarket since 1986.

**History**

The building is two storeys and is built of reinforced concrete including a cantilevered veranda and sun shade over the first floor windows. The ground floor is occupied by a shop and the first floor was designed as a residence. The doors, fenestration and materials are not sophisticated as other buildings in the series, typical of the early 1960s, which suggests that this may have been earlier.

**Description**

The significance of the place extends to the whole of the building and to the whole of the site. The building can be compared with the Kang Ping Yen building to the south and
### Statement of Significance

This building is of local significance as one of a series built at the end of the copra boom, using modern materials and detailing, and for its contribution to the streetscape.

### Sources of Information

- **Historic Photos**
- **Historic maps, drawings, ephemera**
- **Additional present day photographs, including interiors**
- **Measured drawing**
- **Author(s) and date/any updates**
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<tr>
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<tr>
<td>Address</td>
<td>BEACH STREET</td>
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<tr>
<td>Owner</td>
<td>R. K. SINGH</td>
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<td>World heritage</td>
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<td>Large Photo</td>
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</table>

**Descriptive notes**

The building is in good condition and it retains a high degree of integrity. It has a corrugated iron roof material with reinforced concrete walls. 2 panel timber doors with timber shutts and winds and also timber parapet as its other features. There is no major external alterations and has retained scale, forms, materials and details. Its notable features include traditional scale, forms, materials and details.

**Assessment criteria ( from s.28 of the heritage decree) which criteria are met**

Probably built after 1900, based on the use of reinforced concrete, this is a conservative pair of smaller shops which have the typical scale and forms of shops from previous decades. They have not been modernized. The former owners and occupiers are not known for certain but was probably European representing a range of uses. The shops are now a milk bar and a supermarket.

**Description**

This pair of shops is single storey, with traditional forms, details and fenestration. It rises at the rear. The use of concrete for the side walls and timber for the façade is typical in Levuka after 1900. The relatively smaller panes of glass are typical for shop fronts of this early date and can be compared with the plate glass windows of the large 'department' stores owned by Burns Philip and Morris Hedstrom.
The significance of the place extends to the whole of the building and to the whole of the site. It can be compared with other small shops along Beach Street, such as the R S Goundar & Sons store and it should be contrasted with the larger stores.

This pair of shops is of local significance as a typical example of Smaller shops and for its contribution to the streetscape.

1. It was suggested in the draft datasheet that this might have been the site of the first Fiji Times Office but it is not the case, that building being in north Levuka.
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<tr>
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<tbody>
<tr>
<td>Place Name</td>
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</tr>
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<td>Address</td>
<td>BEACH STREET</td>
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<tr>
<td>Owner</td>
<td>Kimin Fong</td>
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<tr>
<td>Owner (continued)</td>
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<tr>
<td>Occupier</td>
<td>Courts Home Centre/ Park Kum Loong restaurant</td>
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<tr>
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<td>Large Photo</td>
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</table>

Descriptive notes, including:
The roof is of corrugated iron with reinforced concrete walls where as the doors, winds and shuts are made of timber materials. Other materials used are concrete posts for the veranda. Upper veranda enclosed with display windows added for conversion to store and timber veranda posts replaced with concrete ones. Its notable features include two storey verandas, the buildings in good condition and it retains an excellent degree of integrity.

Assessment criteria (from s.28 of the heritage decree) which criteria are met:

- History:
  Built originally for the Bank of New South Wales early this century, the building has since been converted in to store. The first bank in Levuka was the bank of New Zealand with the Bank of New South Wales probably the second. Presumably the manager of the branch lived in quarters above the banking chamber on the ground floor. The bank now operates a smaller branch nearby; a reflection is still one of the most formal commercial premises in Beach Street. It is operated as Kumar’ shopping centre.

- Description:
  The two storey concrete building has a grand but conventional form with a central doorway and large display windows on either side. The exposed gable end is unusual and may be related to the former use. Access to the residence quarters above the bank may have been from the southern side where there has been a staircase and openings have been closed.

- Other matters:
  The significance of the place extends to the whole of the building and to the whole of the allotment.

- Statement of Significance:
  The former Bank of New South Wales is of local significance for its associations with the bank, as an example of an early twentieth
Sources of Information

1. The former Bank of New Zealand was advertising in the 1879 Directory and had presumably already built on its site on Beach Street, near the Royal Hotel at the mouth of the creek. No bank manager is listed in the 1873 Directory.

Historic Photos

Historic maps, drawings, ephemera
Additional present day photographs, including interiors
Measured drawing
Author(s) and date/any updates
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<tr>
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<tr>
<td>Use</td>
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<td>world heritage</td>
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<tr>
<td>Large Photo</td>
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</tbody>
</table>

**Descriptive notes**

Corrugated iron roof with reinforced concrete walls and timber doors and windows also timber plank shutters. The building also has three veranda posts which were replaced by concrete. Its notable features include simple tradition forms, materials and details; it also has appropriate colour scheme, weather board parapet and traditional display counter. Anyways, the building is in good condition and it retains an excellent degree of integrity.

**Assessment criteria (from s.28 of the heritage decree) which criteria are met**

Probably built after 1900, based on the use of reinforced concrete, this is a conservative smaller shop which still has the typical scale and forms of shops from previous decades. It has not been Modernized. The former owners and occupiers are not known for certain but was probably European Representing a range of users. It has been owned by
Now a general store.

**Description**

This shop is single storey with traditional forms, details and fenestration. The use of concrete for the side walls and timber for the façade is typical in Levuka after 1900. The plate glass is typical for shop fronts this later date and can be compared with the plate glass windows of the large department stores owned by Burns Philip and Morris Hedstrom. It retains its original plank shutters.

**Other matters**

The significance of the place extends to the whole of the building and to the whole of the site. It can be compared with other smaller shops along Beach street such as the R. S. Gounder & sons and its immediate neighbour, Vallabh & Sons. It should be contrasted with the larger stores.

**Statement of Significance**

This shop is of local significance as a typical example of smaller shops, its association with the Damodar Family and for its contribution to the streetscape.

**Sources of Information**

- Historic Photos
- Historic maps, drawings, ephemera
- Additional present day photographs, including interiors
- Measured drawing
- Author(s) and date/any updates: NTF September 2011
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<tr>
<td>Address</td>
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<td>Drapery store</td>
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<tr>
<td>World heritage</td>
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</table>

**Large Photo**

The roof is of corrugated iron roof with resistant concrete walls. Two panel timber doors with timber winds and shuts. Other alterations include two veranda posts replaced with concrete posts. The building is in good condition and it retains an excellent degree of integrity.

**Assessment criteria ( from s.28 of the heritage decree) which criteria are met**

Probably built after 1099, based on the use of reinforced concrete, this is a conservative smaller shop which still has the typical scale and forms of shops from previous decades. It has not been modernized. The former owners and occupiers are not known for certain but were probably European representing a range of users. It has been owned by the Vallabh Family for about fifty years. The family came to Levuka in 1930 and the building may even date from then. The shop is now a general store.

**History**

This shop is single storey, with traditional forms, details and fenestration. The use of concrete for the side walls and timber for the façade is typical in Levuka after 1900. The plate glass is typical for shop fronts this later date and can be compared...
with the plate glass windows of the large department stores owned by Burns Philip and Morris Hedstrom.

The significance of the place extends to the whole of the building and to the whole of the site. It can be compared with other small shops along Beach Street, such as the R.S. Gounder & Sons store and its immediate neighbour, Damodar & Sons. It should be contrasted with the larger stores.

This shop is of local significance as typical example of smaller shops, its association with the Vallabh Family and for its contribution to the streetscape.

<table>
<thead>
<tr>
<th>Other matters</th>
<th></th>
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<tbody>
<tr>
<td>Statement of Significance</td>
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<td>Sources of Information</td>
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**DATA SHEET NO. 036**

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<td>Use</td>
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<tr>
<td>Large Photo</td>
<td><img src="image_url" alt="Image" /></td>
</tr>
</tbody>
</table>

### Descriptive notes, including

The building is made of corrugated iron roof with concrete and timber walls; there is a 2 panel timber with timber winds and shutters and also timber veranda. Its notable features include long, unifying veranda with frieze of central parapet. A recommendation made that there is an appropriate veranda reconstruction and appropriate colour scheme used; and also in appropriate advertising which has already been removed. Thus, the building is in fair condition and it retains an excellent degree of integrity.

### Assessment criteria (from s.28 of the heritage decree) which criteria are met

Most likely built after 1900, based on the use of present building still has the typical scale and forms of shops from previous decades. It now has one of the longest frontages in Beach Street and has not been modernized. The former owners were Morris Hedstrom. It has been owned by the Ranchold Family for about seventy years. The business operated a drapery store. Then switched to a supermarket. In 1985 Levuka town suffered a major flood; the Ranchods lost everything in the flood. They never did recover so the other alternative was to sell the store.

### History

This shop is single storey with traditional forms, details and fenestration. The use of concrete for the side walls and timber for the façade is typical in Levuka after 1900. The plate glass is
typical for shop fronts this later date and can be compared with the plate glass windows of the large department stores owned by burns Philip and Morris Hedstrom. It retains its original plank shutters.

The significance of the place extends to the whole of the building and to the whole of the site. It can be compared with other small shops along Beach Street, such as the R.S. Gounder & Sons store and its immediate neighbour, Vallabh & sons. It should be contrasted with the larger stores.

This shop is of local significance as an example of a larger general store, for its association and Morris Hedstrom and later, its associations with the Ranchod Family and for its major contribution to the streetscape.

<table>
<thead>
<tr>
<th>Sources of Information</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1. The cyclopaedia of Fiji, p 271 for Hedstrom’s biography and photo and p272 for Morris’s biography and photo.</td>
<td></td>
</tr>
<tr>
<td>2. Interview with Cr. George Gibson, 10 March 1994.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Historic Photos</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Historic maps, drawings, ephemera</td>
<td></td>
</tr>
<tr>
<td>Additional present day photographs, including interiors</td>
<td></td>
</tr>
<tr>
<td>Measured drawing</td>
<td></td>
</tr>
<tr>
<td>Author(s) and date/any updates</td>
<td></td>
</tr>
<tr>
<td><strong>Place Name</strong></td>
<td>WHALES TALE RESTAURANT</td>
</tr>
<tr>
<td>---------------</td>
<td>------------------------</td>
</tr>
<tr>
<td><strong>Address</strong></td>
<td>BEACH STREET</td>
</tr>
<tr>
<td><strong>Owner</strong></td>
<td>TARAMANI VAGH</td>
</tr>
<tr>
<td><strong>Use</strong></td>
<td>Restaurant</td>
</tr>
<tr>
<td><strong>Land Tenure</strong></td>
<td>Free hold</td>
</tr>
<tr>
<td><strong>Rating No</strong></td>
<td>CT No: 4971 Lot 2 &amp; DP 2930</td>
</tr>
<tr>
<td><strong>Locality Map</strong></td>
<td>core zone</td>
</tr>
</tbody>
</table>

**Descriptive notes, including**

Building has a corrugated iron roof with weatherboard walls and doors have 2 panel timbers with 4 pane timber winds. It also has timber shutters with steel posts. Notable features are the use of 12 butted timbers and timber frieze of parapet. Recommendations made are the 2 timber veranda posts which have been replaced by steel pipe, appropriate colour scheme, appropriate signage and the replacement of any missing details of parapet frieze. The building is in good condition and it retains an excellent degree of integrity.

**Assessment criteria (from s.28 of the heritage decree) which criteria are met**

Possibly built before 1900, based on the use of weatherboards on timber framing and especially the presence 12” lining boards, this is a conservative smaller shop which still has the typical scale and forms of shops from previous decades. The earliest owners and occupiers are not known for certain but was probably European representing a range of uses. It has been owned by the Vagh Family – Ramon Vagh was a tailor for about forty years. It was for some time the Levuka Timber and Hardware Merchants store. The shop is now the Whales Tale Restaurant.

**Description**

This shop is single storey, with traditional forms, details...
and fenestration. The use of timber for the side walls and timber for the façade is typical in Levuka before 1900. The four panes of plate glass is typical for shop fronts of this earlier date and can be compared with the plate glass windows of the large 'department' Stores owned by Burns Philip and Morris Hedstrom. It Retains its original timber grille shutters. The building has been very well conserved in its conversion into a Restaurant.

<table>
<thead>
<tr>
<th>Other matters</th>
</tr>
</thead>
<tbody>
<tr>
<td>The significance of the place extends to the whole of the building and to the whole of the site. It can be compared with other small shops along Beach Street, such as the R. S. Goundar &amp; Sons store and its Immediate neighbour, Vallabh &amp; Sons. It should be Contrasted with the larger stores. It is a good model of Conservation practice for other buildings.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Statement of Significance</th>
</tr>
</thead>
<tbody>
<tr>
<td>This shop is of local significance as a typical example of smaller shops, its association with the Vagh Family and for its contribution to the streetscape.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Sources of Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. The use of imported softwood 12” lining boards, usually as flooring, can indicate a date in the 1850s, these boards are from that time it is more likely that they have been recycled, a common practice with all building materials.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Historic Photos</th>
</tr>
</thead>
<tbody>
<tr>
<td>Historic maps, drawings, ephemera</td>
</tr>
<tr>
<td>Additional present day photographs, including interiors</td>
</tr>
<tr>
<td>Measured drawing</td>
</tr>
<tr>
<td>Author(s) and date/any updates</td>
</tr>
<tr>
<td>National Heritage Register No:</td>
</tr>
<tr>
<td>-------------------------------</td>
</tr>
<tr>
<td>Place Name</td>
</tr>
<tr>
<td>Type of Place</td>
</tr>
<tr>
<td>Address</td>
</tr>
<tr>
<td>Owner</td>
</tr>
<tr>
<td>whether owner supplied with a copy of register entry</td>
</tr>
<tr>
<td>Occupier</td>
</tr>
<tr>
<td>Use</td>
</tr>
<tr>
<td>Land Tenure</td>
</tr>
<tr>
<td>Rating No</td>
</tr>
<tr>
<td>Locality Map</td>
</tr>
<tr>
<td>Heritage Decree</td>
</tr>
<tr>
<td>World heritage</td>
</tr>
<tr>
<td>Large Photo</td>
</tr>
</tbody>
</table>

**Descriptive notes, including**

Corrugated iron roof building with reinforced concrete walls. Doors consist of 3 panel timber with timber doors, winds and shuts. Its notable features include two storey timber veranda and scroll support on parapet. Its alterations and recommendations include inappropriate façade repairs in concrete, floor level raised two steps to prevent flooding, replacement of concrete posts with timber and also to repair veranda with traditional Material. Anyways the building is in fair condition and it has a fair degree of integrity.

**Assessment criteria (from s.28 of the heritage decree) which criteria are met**

Probably built after 1900, based on the use of reinforced concrete, for the side walls, this is an important large store which still has much of the typical scale and forms of shops from previous decades. The façade has been modernized as a result of damage from Hurricane Kina. The earliest owners and occupiers are not known for certain but was

**History**

Probably built after 1900, based on the use of reinforced concrete, for the side walls, this is an important large store which still has much of the typical scale and forms of shops from previous decades. The façade has been modernized as a result of damage from Hurricane Kina. The earliest owners and occupiers are not known for certain but was
<table>
<thead>
<tr>
<th>Description</th>
<th>Probably European representing a range of uses. It was owned by J Maneklal who used it as a store until 1968. Since then it has been owned by the Narsey Family. The shop is now a general store. This shop is two storied, with traditional forms, details and fenestration although the lower façade has been rebuilt in concrete. The use of concrete. The use of concrete for the side walls and timber for the façade is typical in Levuka after 1900. The timber details of the veranda are of critical significance and every effort should be made to retain them.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other matters</td>
<td>The significance of the place extends to the whole of the building and to the whole of the site. It can be compared with smaller shops along Beach Street, such as the R. S. Goundar &amp; Sons and the other two storied stores such as the Former Bank of New South Wales. It should be contrasted with the larger stores.</td>
</tr>
<tr>
<td>Statement of Significance</td>
<td>This shop is of local significance as a typical example of a smaller store, its architecture, its association with the Maneklal and Narsey families and for its important contribution to the streetscape.</td>
</tr>
</tbody>
</table>
| Sources of Information | Historic Photos  
Historic maps, drawings, ephemera  
Additional present day photographs, including interiors  
Measured drawing  
Author(s) and date/any updates |
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<thead>
<tr>
<th>National Heritage Register No:</th>
<th>DATA SHEET NO: 039</th>
</tr>
</thead>
<tbody>
<tr>
<td>Place Name</td>
<td>LEN WONG’S BUILDING</td>
</tr>
<tr>
<td>Type of Place</td>
<td>BUILDING</td>
</tr>
<tr>
<td>Address</td>
<td>BEACH STREET</td>
</tr>
<tr>
<td>Owner</td>
<td>Mr. Len Wong</td>
</tr>
<tr>
<td>whether owner supplied with a copy of register entry</td>
<td></td>
</tr>
<tr>
<td>Occupier</td>
<td>NARSONS &amp; NAIRS</td>
</tr>
<tr>
<td>Use</td>
<td>Commercial { DVD movies, supermarket, restaurant, hardware}</td>
</tr>
<tr>
<td>Land Tenure</td>
<td>Free hold land</td>
</tr>
<tr>
<td>Rating No</td>
<td>C.T. No: 4971 Lot 3 &amp; DP 3201</td>
</tr>
<tr>
<td>Locality Map</td>
<td>cadastral map</td>
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<tr>
<td>Heritage Decree</td>
<td>Core Zone</td>
</tr>
<tr>
<td>World heritage</td>
<td></td>
</tr>
<tr>
<td>Large Photo</td>
<td></td>
</tr>
</tbody>
</table>

**Descriptive notes, including**

The roof of the building is of corrugated iron, the walls of corrugated iron, the doors are steel & wire, winds timber, and other materials used timber and metal concrete in rear walls.

**Assessment criteria (from s.28 of the heritage decree) which criteria are met**

Most likely built after 1099, based on the use of reinforced concrete, this is a conservative smaller shop which still has the typical scale and forms fo shops from previous decades. It has not been modernized. The former owners and occupiers are not known for certain but was probably European representing a range of uses. Its ins now owned by the Wong Family. The shop is now general store.

**Description**

The hop is single storey with traditional forms details and fenestration. The use of corrugated wion cladding over concrete for the site walls and timber for the façade is typical in Levuka after 1900. The plate glass is typical for shop fronts of this later date and can be compared with the plated glass windows of the large department stores owned by burns Philip and Morris Hedstrom. It retains its original grille shutters.

**Other matters**

The significance of the place extends to the whole of the building and to the whole of the site. It can be compared with other small shops along Beach Street, such as the R. S. Goundar & Sons store and its larger immediate
<table>
<thead>
<tr>
<th>Statement of Significance</th>
<th>Neighbour, Narsey &amp; Sons. It should be contrasted with The larger stores.</th>
</tr>
</thead>
<tbody>
<tr>
<td>This shop is of local significance as a typical example of smaller shops, its association with the Wong and Kishore families and for its contribution to the street scape</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Sources of Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Historic Photos</td>
</tr>
<tr>
<td>Historic maps, drawings, ephemera</td>
</tr>
<tr>
<td>Additional present day photographs, including interiors</td>
</tr>
<tr>
<td>Measured drawing</td>
</tr>
<tr>
<td>Author (s) and date/any updates</td>
</tr>
<tr>
<td>National Heritage Register No:</td>
</tr>
<tr>
<td>-------------------------------</td>
</tr>
<tr>
<td>Place Name</td>
</tr>
<tr>
<td>Type of Place</td>
</tr>
<tr>
<td>Address</td>
</tr>
<tr>
<td>Owner</td>
</tr>
<tr>
<td>whether owner supplied with a copy of register entry</td>
</tr>
<tr>
<td>Occupier</td>
</tr>
<tr>
<td>Use</td>
</tr>
<tr>
<td>Land Tenure</td>
</tr>
<tr>
<td>Rating No</td>
</tr>
<tr>
<td>Locality Map</td>
</tr>
<tr>
<td>Heritage Decree</td>
</tr>
<tr>
<td>World heritage</td>
</tr>
<tr>
<td>Large Photo</td>
</tr>
</tbody>
</table>

**Descriptive notes, including**

Corrugated iron roof with reinforced concrete walls as well as timber doors, winds and shutters. Also there was a replacement of veranda posts with concrete. The building is in good condition and it retains a high degree of integrity.

**Assessment criteria (from s.28 of the heritage decree) which criteria are met**

Probably built after 1900, based on the use of reinforced concrete, this is a conservative smaller shop which still has the typical scale and forms of shops from previous decades. It has not been modernized. The former owners and occupiers are not known for certain but was probably European representing a range of uses. It had been owned by the Vithalbhai Family for about forty years. The shop is now photo studio, hair salon and sells different kinds of stuff like fishing gears to cosmetics, and stationeries.

**Description**

This shop is single storey, with traditional forms, details and fenestration. The use of concrete for the side walls and timber for the façade is typical in Levuka after 1900. The plate glass is typical for shop fronts of this later date and can be compared with the plate glass window of the large
<table>
<thead>
<tr>
<th>Other matters</th>
<th>'department' stores owned by Burns Philip and Morris Hedstrom. The significance of the place extends to the whole of the building and to the whole of the site. It can be compared with other small shops along Beach Street, such as the R S Goundar &amp; Sons store and its immediate neighbours, Vallabh &amp; Sons and S A Kishore &amp; Sons. It should be contrasted with the larger stores.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Statement of Significance</td>
<td>This shop is of local significance as a typical example of smaller shops, its association with the Vithalbhai Family and for its contribution to the streetscape.</td>
</tr>
<tr>
<td>Sources of Information</td>
<td>Historic Photos</td>
</tr>
<tr>
<td></td>
<td>Historic maps, drawings, ephemera</td>
</tr>
<tr>
<td></td>
<td>Additional present day photographs, including interiors</td>
</tr>
<tr>
<td></td>
<td>Measured drawing</td>
</tr>
<tr>
<td></td>
<td>Author(s) and date/any updates</td>
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<td><strong>National Heritage Register No:</strong></td>
<td>DATA SHEET NO: 041</td>
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<tr>
<td>-------------------------------</td>
<td>-------------------</td>
</tr>
<tr>
<td><strong>Place Name</strong></td>
<td><strong>YOUNG YET BUILDING</strong></td>
</tr>
<tr>
<td><strong>Type of Place</strong></td>
<td>BUILDING</td>
</tr>
<tr>
<td><strong>Address</strong></td>
<td>BEACH STREET</td>
</tr>
<tr>
<td><strong>Owner</strong></td>
<td>Young Yet</td>
</tr>
<tr>
<td><strong>whether owner supplied with a copy of register entry</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Occupier</strong></td>
<td>Prem Singh</td>
</tr>
<tr>
<td><strong>Use</strong></td>
<td>Restaurant, DVD movies</td>
</tr>
<tr>
<td><strong>Land Tenure</strong></td>
<td>free hold</td>
</tr>
<tr>
<td><strong>Rating No</strong></td>
<td>C.T.No:4971 Lot 1 &amp; DP 924</td>
</tr>
<tr>
<td><strong>Locality Map</strong></td>
<td>Cadastral map</td>
</tr>
<tr>
<td><strong>Heritage Decree</strong></td>
<td>BUFFER ZONE</td>
</tr>
<tr>
<td><strong>World heritage</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Large Photo</strong></td>
<td></td>
</tr>
</tbody>
</table>

**Descriptive notes, including**

Corrugated iron roof with reinforced concrete walls and 3 panel timber door. The building also has multi-panel timber window with timber shuts. Within the building the 1st floor of verandah is enclosed for extra room and also the 6 timber verandah posts were replaced by concrete. The building is in good condition and it has a good degree of integrity.

**Assessment criteria (from s.28 of the heritage decree) which criteria are met**

Probably built after 1900, based on the use of reinforced concrete for the façade and side walls, this is an important larger store which still has much of the typical scale and forms of shops from previous decades. The façade has been modernized by the enclosure of the first floor verandah. The earliest owners and occupants are not known for certain but was probably European representing a range of uses. It had been owned by the Family for over sixty years. The shop is now a general store.

**History**

This shop is two storied, with traditional forms, details and fenestration. The use of concrete for the façade side walls is typical in Levuka after 1900.

**Description**

The significance of the place extends to the whole of the building and to the whole of the site. It can be
<table>
<thead>
<tr>
<th>Statement of Significance</th>
<th>This shop is of local significance as a typical example of smaller shops, its architecture, and its association with the Yet Family and for its contribution to the streetscape.</th>
</tr>
</thead>
</table>
| Sources of Information                                                                  | Historic Photos  
Historic maps, drawings, ephemera  
Additional present day photographs, including interiors  
Measured drawing  
Author (s) and date/any updates  
NTF September 2011                                                                 |
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<th>National Heritage Register  No:</th>
<th>DATA SHEET NO: 043</th>
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<tbody>
<tr>
<td>Place Name</td>
<td>Formerly Old Capital Inn</td>
</tr>
<tr>
<td>Type of Place</td>
<td>Building</td>
</tr>
<tr>
<td>Address</td>
<td>Totogo Lane</td>
</tr>
<tr>
<td>Owner</td>
<td>David Kirton</td>
</tr>
<tr>
<td>whether owner supplied with a copy of register entry</td>
<td></td>
</tr>
<tr>
<td>Occupier</td>
<td>David Kirton</td>
</tr>
<tr>
<td>Use</td>
<td>Residence</td>
</tr>
<tr>
<td></td>
<td>Office space</td>
</tr>
<tr>
<td>Land Tenure</td>
<td>Free Hold</td>
</tr>
<tr>
<td>Rating No</td>
<td>CT 23086, Lot 1 DP 4279</td>
</tr>
<tr>
<td>Locality Map</td>
<td>Cadastral map</td>
</tr>
<tr>
<td>Heritage Decree</td>
<td>world heritage core area</td>
</tr>
<tr>
<td>World heritage</td>
<td></td>
</tr>
<tr>
<td>Large Photo</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Descriptive notes, including Assessment criteria (from s.28 of the heritage decree) which criteria are met</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roof of corrugated iron, walls reinforced concrete, doors of timber, winds timber and louvers, shuts timber, timber balustrade and timber slatted eaves</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>History</th>
</tr>
</thead>
<tbody>
<tr>
<td>The old capital Inn was built originally as a shop and dwelling in 1953. Over the years it has been substantially altered and extended and converted in to a boarding house and restaurant. The Old Capital Inn was owned by Emosi Yee Shaw's father who died and was given to the two brothers, Luna and Emosi. The family is Chinese. The construction coincides with the last phase of the copra boom. Boarding or guest houses have provided accommodation to travellers in Levuka since the cotton boom of the 1860s.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>This shop is single storey with traditional forms details and fenestration. The use of timber for the side and timber for the façade is typical in Levuka before 1900 but for other reasons this store appears to be latter. The four panes of plate glass is typical for shop fronts of this earlier date and can be contrasted with the plate glass windows of the large department store owned by Burns Philip and Morris Hedstrom. It retains its original timber grille shutters. The building has been very well conserved in its recent renovation.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Other matters</th>
</tr>
</thead>
<tbody>
<tr>
<td>The building is in good condition and it retains an excellent degree of integrity.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Statement of Significance</th>
</tr>
</thead>
<tbody>
<tr>
<td>This building is of local significance as a typical example of smaller shops, its</td>
</tr>
</tbody>
</table>
**Sources of Information**

**Historic Photos**
- Historic maps, drawings, ephemera
- Additional present day photographs, including interiors
- Measured drawing
- Author(s) and date/any updates

association with the Pran and now Sadheo Family and for its important contribution to the corner streetscape away from Beach street.
<table>
<thead>
<tr>
<th>National Heritage Register No:</th>
<th>DATA SHEET NO. 045</th>
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</thead>
<tbody>
<tr>
<td>Place Name</td>
<td>LUM STORE</td>
</tr>
<tr>
<td>Type of Place</td>
<td>BUILDING</td>
</tr>
<tr>
<td>Address</td>
<td>BEACH STREET</td>
</tr>
<tr>
<td>Owner</td>
<td>Mrs Yen Kee Lum</td>
</tr>
<tr>
<td>whether owner supplied with a copy of register entry</td>
<td></td>
</tr>
<tr>
<td>Occupier</td>
<td>SAINIMERE CIKAMATANA</td>
</tr>
<tr>
<td>Use</td>
<td>Fashion Second Hand Clothing Store</td>
</tr>
<tr>
<td>Land Tenure</td>
<td>Free hold land</td>
</tr>
<tr>
<td>Rating No</td>
<td>CT4971 Lot 2 &amp; DP 4279</td>
</tr>
<tr>
<td>Locality Map</td>
<td>Cadastral Map</td>
</tr>
<tr>
<td>Heritage Decree</td>
<td></td>
</tr>
<tr>
<td>World heritage</td>
<td></td>
</tr>
<tr>
<td>Large Photo</td>
<td></td>
</tr>
<tr>
<td>Descriptive notes, including</td>
<td>Corrugated iron roof building with reinforced concrete walls, 4 panel timber doors, 4 pane timber winds and also timber shutts. Its notable features include a simple traditional. The building is in fair condition and has an excellent degree of integrity.</td>
</tr>
<tr>
<td>Assessment criteria (from s.28 of the heritage decree) which criteria are met</td>
<td></td>
</tr>
<tr>
<td>History</td>
<td>Most likely built after 1900, based on the use of reinforced concrete, this is a conservative smaller shop which still has the typical scale and forms of shops from previous decades. It has not been modernized. The former owners and occupiers are not known for certain but was probably European representing a range of uses. It has been owned by the Kangitong Family for about fifty years. It was then sold to another Chinese family. The shop is now a second clothing shop.</td>
</tr>
<tr>
<td>Description</td>
<td>This shop is single storey, with traditional forms, details and fenestration. The use of concrete for the side walls and timber for the façade is typical in Levuka after 1900. The plate glass is typical for shop fronts of this later date and</td>
</tr>
</tbody>
</table>
can be compared with the plate glass windows of the large 'department' stores owned by Burns Philip and Morris Hedstrom.

The significance of the place extends to the whole of the building and to the whole of the site. It can be compared with other small shops along Beach Street, such as the R S Goundar & Sons store and R. Damodar & Sons and should be contrasted with the larger stores.

This shop is of local significance as a typical example of smaller shops, its association with the Lum Family and now Sai Family and for its important contribution to the streetscape.

<table>
<thead>
<tr>
<th>Sources of Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Historic Photos</td>
</tr>
<tr>
<td>Historic maps, drawings, ephemera</td>
</tr>
<tr>
<td>Additional present day photographs, including interiors</td>
</tr>
<tr>
<td>Measured drawing</td>
</tr>
<tr>
<td>Author (s) and date/any updates</td>
</tr>
</tbody>
</table>
**Descriptive notes, including**

- Built in the 1900’s, roof of corrugated iron, walls reinforced concrete, doors of multipanel timber, winds of timber.

**Assessment criteria (from s.28 of the heritage decree) which criteria are met**

- Building probably built after the 1930, based on the use of reinforced concrete and other details, this a conservative pair of small shops, which still has the typical scale and forms of shops from previous decades. It may be an older building which has modernized. The former owners are the grandmother of Kowkwai and occupiers are not known for certain but was probably European representing a range of uses. It is now owned by Kwokwai who runs a small bakery, Chinese cafe and an amusement centre.

**History**

- This shop is single storey, with traditional forms, details and fenestration. The use of concrete for the sidewalls and timber for the façade is typical in Levuka after 1900. It may be the only example of a veranda suspended from a parapet.

**Description**

- Veranda post removed & roof slung from cables but since reinstated.

**Other matters**

- this shop is of local significance as late but typical example of smaller shops, its association with the Hin Family and for its contribution to the streetscape.
<table>
<thead>
<tr>
<th>Sources of Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Historic Photos</td>
</tr>
<tr>
<td>Historic maps, drawings, ephemera</td>
</tr>
<tr>
<td>Additional present day photographs, including interiors</td>
</tr>
<tr>
<td>Measured drawing</td>
</tr>
<tr>
<td>Author (s) and date/any updates</td>
</tr>
</tbody>
</table>
**National Heritage Register No:**

**DATA SHEET NO. 047**

**PLACE NAME:** SACRED HEART CHURCH  
**TYPE OF PLACE:** Building  
**ADDRESS:** Beach Street  
**OWNER:** Sacred Heart Catholic Mission  
**Occupier:** Marist Fathers  
**Use:** Church  
**Land Tenure:** Free hold  
**Rating No:** CT No. 4971 LOT 3 DP 4279; assessment 63  
**Locality Map:** cadastral map  

**Heritage Decree:** World heritage core zone  

**Descriptive notes, including constructed in the 1860s; the Cathedral may have been built during the cotton boom and uses a conventional but simple Gothic Revival Style. Corrugated iron roof, walls weather board, door of timber, winds French doors. The tower is concrete, building in good condition and an Excellent integrity.**

**Assessment criteria (from s.28 of the heritage decree) which criteria are met:** It’s a major keystone to the streetscape in Levuka. it was founded in 1858 and the church building started afterwards. The present presbytery appears to date from before 1900 and is said to have been 2 storied originally. The first priest was Father Breheret who arrived in 1844 and the detached clock tower was built to commemorate his arrival  

**Description:** In 1851 Ratu Cakobau arranged for land at Navutu for the Catholic Mission. He refused Bishop Battalion’s request to establish a mission in Bau because the Wesleyan missionaries were already there. The Tui Levuka allowed the first mass at Levuka Vakaviti at site known as the Mass rock.  

**Other matters**  

**Statement of Significance:** This Sacred Heart Church is of local significance to the South
Pacific region as the oldest and best developed catholic Mission in Fiji, for its architecture, its association with promoting education as the keystone for this part of Levuka.

1. Katherine Foi “forum Novum”,

<table>
<thead>
<tr>
<th>Sources of Information</th>
<th>Historic Photos</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Historic maps, drawings, ephemera</strong></td>
<td><img src="image.jpg" alt="Historic Photo" /></td>
</tr>
<tr>
<td>Additional present day photographs, including interiors</td>
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<td>Measured drawing</td>
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<tr>
<td>Author (s) and date/any updates</td>
<td>NTF September 2011</td>
</tr>
<tr>
<td>National Heritage Register No: DATA SHEET NO. 048</td>
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<td>---------------------------------</td>
<td>---------------------------------</td>
</tr>
<tr>
<td>Place Name</td>
<td>SACRED HEART PRESBYTERY</td>
</tr>
<tr>
<td>Type of Place</td>
<td>Building</td>
</tr>
<tr>
<td>Address</td>
<td>Beach Street</td>
</tr>
<tr>
<td>Owner</td>
<td>Sacred Heart Catholic Mission</td>
</tr>
<tr>
<td>whether owner supplied with a copy of register entry</td>
<td>Marist Fathers</td>
</tr>
<tr>
<td>Occupier</td>
<td>Residential</td>
</tr>
<tr>
<td>Use</td>
<td>Freehold</td>
</tr>
<tr>
<td>Land Tenure</td>
<td>CT4971 LOT 2 DP 2540 Ass’ment # 64</td>
</tr>
<tr>
<td>Rating No</td>
<td>Cadastral</td>
</tr>
<tr>
<td>Locality Map</td>
<td>world heritage core area</td>
</tr>
<tr>
<td>Heritage Decree</td>
<td></td>
</tr>
<tr>
<td>World heritage</td>
<td></td>
</tr>
<tr>
<td>Large Photo</td>
<td></td>
</tr>
</tbody>
</table>

**Descriptive notes, including**
- built in the 1900's, corrugated iron roof, weatherboard walls, timber French doors, 12 pane timber wind timber shutters, condition good

**assessent criteria (from s.28 of the heritage decree) which criteria are met**
- History: The Sacred Heart Mission was founded in 1858. The area had been swapped. The present timber church since enlarged dates from no earlier than in 1860s and presumably there was accommodation for the priest at that time. The first priest was Fr Breherent who had arrived at Lakemba in 1844. The present presbytery appears to date from before 1900 and is said to have been two storied originally.
- Description: The single story timber is typical for its period. The veranda has been enclosed and the house altered with non-traditional materials. The condition and integrity of the building is in fair condition.
- Other matters: The significance of the place extends to the whole of the building and to the whole of the allotment. It is directly associated.
- Statement of Significance: The Sacred Heart Presbytery is of local significance for its associations with the Sacred Heart Mission. The oldest and best developed Catholic Mission in Fiji, as a residential
Sources of Information

1. T B Dineen, the Commercial Directory and tourists guide p101. He was a Marist and came with Bishop Battalion and Fr Roulleaux to the eastern islands of Fiji from Tonga taking the same route as the Methodists a few years before.
<table>
<thead>
<tr>
<th>National Heritage Register No:</th>
<th>DATA SHEET NO. 049</th>
</tr>
</thead>
<tbody>
<tr>
<td>Place Name</td>
<td>WAR MEMORIAL MONUMENT</td>
</tr>
<tr>
<td>Type of Place</td>
<td>Structure</td>
</tr>
<tr>
<td>Address</td>
<td>Beach Street</td>
</tr>
<tr>
<td>Owner</td>
<td>Levuka Town Council</td>
</tr>
<tr>
<td>whether owner supplied with a copy of register entry</td>
<td>Levuka Town Council</td>
</tr>
<tr>
<td>Occupier</td>
<td>recreation area</td>
</tr>
<tr>
<td>Use</td>
<td>State Land</td>
</tr>
<tr>
<td>Land Tenure</td>
<td>Cadastral Map</td>
</tr>
<tr>
<td>Rating No</td>
<td></td>
</tr>
<tr>
<td>Locality Map</td>
<td></td>
</tr>
<tr>
<td>Heritage Decree</td>
<td></td>
</tr>
<tr>
<td>World heritage</td>
<td></td>
</tr>
<tr>
<td>Large Photo</td>
<td></td>
</tr>
<tr>
<td>Descriptive notes, including</td>
<td></td>
</tr>
<tr>
<td>assessment criteria (from s.28 of the heritage decree) which criteria are met</td>
<td></td>
</tr>
<tr>
<td>History</td>
<td></td>
</tr>
</tbody>
</table>

The structure is concrete, painted white, it is built out of reinforced concrete and has marble tables with lead lettering on each face of the pedestal listing those who died. The obelisk and pedestal stand on a low dias of steps are surrounded by eight concrete bollards linked by chains.

The Fijian War Memorial was erected initially to commemorate those who had died in active service in France and Italy during the First World War, between 1917 and 1919, in the Lomaiviti contingent of the Fijian Labour Corps. Each face lists the men from different areas of the Province. It is now used to commemorate all those Fijians who have died in active service. The use of an obelisk as a memorial dates back to the days of ancient Egypt. They were also used as focal elements in streetscapes as part of the rehabilitation of Rome during the High and late Renaissance.
<table>
<thead>
<tr>
<th>Description</th>
<th>The memorial is a simple but dignified marker within the European tradition. The significance of the place extends to the whole of the structure and the Beachfront area. It should be compared with European War Memorial and traditional memorials of the Cession site.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other matters</td>
<td>The monument is in good condition and retains a high degree of integrity.</td>
</tr>
<tr>
<td>Statement of Significance</td>
<td>The Fijian War Memorial is of local significance as the commemoration for those who served in the First and Second World War from the Province, the broader symbolism of its architecture and for its contribution to the streetscape.</td>
</tr>
</tbody>
</table>
DATA SHEET NO. 050

Former BAKERY STORE

Building

Beach Street

Place Name
Former BAKERY STORE

Type of Place
Building

Address
Beach Street

Owner

whether owner supplied with a copy of register entry

Occupier

Use
Bread shop

Land Tenure
Free Hold Land

Rating No
CT No. 4971 LOT 2 DP 4279

Locality Map
Cadastral Map

Heritage Decree
World heritage

Large Photo

Description
Materials used was corrugated iron roof, coral masonry wall, aluminium doors and winds, no shuts, imitation brick tile cladding. It is single story shop. The shop fronts was modernized in 1984, removal of award addition at rear, removal of cladding and changed windows.

Assessment criteria (from s.28 of the heritage decree) which criteria are met

the exact date of construction of this building is not known but based on its use of rubble masonry it may have been built as earl as the 2860s. it is one of the few masonry buildings in Beach Street and was apparently originally a residence. The site is owned by the Sacred Heart Mission and has had succession of recent occupants including the St Vincent de Paul opportunity shop, a lease to Jale Drauwaya and Sons and was used as a bakery. The building was substantially altered in 1984.

Description
the single story shop is pair with exposed unequal gables. The façade has been modernized using non traditional materials including aluminium windows and initiation brick and tile cladding. A particularly awkward attrition has been made at the rear.

Other matters
Statement of Significance

Significant date 1860’s, formally was a residence, is of local significance for its age and building type, its associations with the Sacred Heart Mission and for its key contribution to the streetscape.
<table>
<thead>
<tr>
<th><strong>National Heritage Register No:</strong></th>
<th>DATA SHEET NO. 051/052</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Place Name</strong></td>
<td><strong>AMBALAL AND COMPANY</strong></td>
</tr>
<tr>
<td><strong>Type of Place</strong></td>
<td>Building</td>
</tr>
<tr>
<td><strong>Address</strong></td>
<td>Beach Street</td>
</tr>
<tr>
<td><strong>Owner</strong></td>
<td>Ambalal and Company</td>
</tr>
<tr>
<td><strong>whether owner supplied with a copy of register entry</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Occipier</strong></td>
<td>Ambalal and Company</td>
</tr>
<tr>
<td><strong>Use</strong></td>
<td>Shop shop / drapery/stationery/ household items/electrical items</td>
</tr>
<tr>
<td><strong>Land Tenure</strong></td>
<td>Free hold land</td>
</tr>
<tr>
<td><strong>Rating No</strong></td>
<td>CT no. 7219 LOT 3 DP1523</td>
</tr>
<tr>
<td><strong>Locality Map</strong></td>
<td>Cadastral Map</td>
</tr>
<tr>
<td><strong>Heritage Decree</strong></td>
<td></td>
</tr>
<tr>
<td><strong>World heritage</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Large Photo</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Descriptive notes, including</strong></td>
<td>Roof is of corrugated iron, walls concrete, doors of timber, wind’s of 4 pane timber shuts of timber, veranda iron post.</td>
</tr>
<tr>
<td><strong>Assessment criteria (from s.28 of the heritage decree) which criteria are met</strong></td>
<td>Probably built before 1900’s, and possible as early as 1881, this is a conservative smaller shop which still has the typical scale and forms of shops from previous decades. The earliest owner and occupier was the important trading firm, Henry Marks &amp; Co. It has since been by Nippon trading (</td>
</tr>
<tr>
<td><strong>History</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Description</strong></td>
<td>the shop is single storey, with traditional forms, details and fenestration. The use of timber and corrugated iron for the side walls and timber for the façade is typical in Levuka</td>
</tr>
<tr>
<td><strong>Other matters</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Statement of Significance</strong></td>
<td>This shop is of local significance, post 1900 as a typical example of smaller shops, its association with Rishi Ram &amp; sons and Ambalal and Co. and for is contribution to the streetscape.</td>
</tr>
</tbody>
</table>
**National Heritage Register No:**

<table>
<thead>
<tr>
<th>Place Name</th>
<th>KATUDRAU TRADING</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type of Place</td>
<td>Building</td>
</tr>
<tr>
<td>Address</td>
<td>Beach Street</td>
</tr>
<tr>
<td>Owner</td>
<td>Josese Niumataiwalu</td>
</tr>
</tbody>
</table>

| Owner            | Amelia Niumataiwalu |
| Use              | Grocery Store      |
| Land Tenure      | Free hold          |
| Rating No        | C.T. 7216 Lot 1 DP1523 assessment 67 |
| Locality Map     | Cadastral map      |

| Heritage Decree  | World heritage     |
| Core Area        |                    |

| Descriptive notes, including |
| the roof is of corrugated iron, the walls of timber with reinforced concrete, the doors are of 4 panel timber, the winds are 6 & 4 pane timber, shuts are timber grille, and ship lap boards |

| Assessment criteria (from s.28 of the heritage decree) which criteria are met |
| this building was probable built after 1920 this double shop is especially conservative and still has the typical scale and forms of shops from previous decades. It was owned by a chinese family, than bought by the Ovalau/Lomaiviti Cooperative Association Ltd. Than rented out to Thomas Murgan. Mr. Josese Niumataiwalu bought the building in 1996 and is now operated by the family. It dealt in Trochus shell and yaqona and had a copra trading licence. The premises in now a general store. |

| Description |
| this shop is single storey with traditional forms details and fenestration. The use of reinforced concrete for the side walls and timber for the façade is typical in Levuka after 1900/ the two entrances are less usual and the use of timber pilasters, simulating columns and shiplap boards between in most unusual. The original timber grille shutters survive. The veranda was demolished by Hurricane Kina in 1993 and replaced. |

| Other matters |
| the building is in good condition and it retains a high degree of integrity. The name of the building refers to |
a long stretch of sand on the island of Gau in the Lomaiviti group
<table>
<thead>
<tr>
<th>National Heritage Register No:</th>
<th>DATA SHEET NO. 054</th>
</tr>
</thead>
<tbody>
<tr>
<td>Place Name</td>
<td>Amusement Centre</td>
</tr>
<tr>
<td>Type of Place</td>
<td>Building</td>
</tr>
<tr>
<td>Address</td>
<td>Beach Street</td>
</tr>
<tr>
<td>Owner</td>
<td>Chong Mar Lee</td>
</tr>
</tbody>
</table>

**Occupier**  
Mrs Andy Lee

**Use**  
Billet shop

**Land Tenure**  
Free hold

**Rating No**  
CT No. 7163 Lot 1 DP 1513

**Locality Map**  
Cadastral Map

### Core Area

The building is stylistic, the roof is of corrugated iron, the walls are reinforced concrete, the doors are of 4 panel timber, the windows of 6 pane timber, the shutters are timber grille, other materials cast iron column

### Descriptive notes, including

**Assessment criteria (from s.28 of the heritage decree) which criteria are met**

the exact date of construction of this building is not known but, based on its sophisticated use of reinforced concrete, it may have been built as late as the 1920's. It is one of the few buildings in each street to express architectural details in concrete on its façade. It also has the only surviving cast iron column in a veranda although these were probably more common. The site has been owned by the same family, presently Mar Yin Yuen and Mar Yee Ho, for over seventy years. The southern section is said to have been a residence. It is now used as a restaurant.

**History**

the building, now a pair of shops is single story and built of reinforced concrete. It has an unusual double gable elaborately detailed in concrete as panels and boarders, all the more interesting for being unequal. The southern shop window is said to have been introduced. The veranda columns appear to have been all cast iron.

**Description**

The significance of the place extends to the whole of the building and to the whole of the allotment. The building should be compared with other small shops in beach Street. The unequal gables parallel the much
| Statement of Significance | earlier construction of the nearby bakery. This pair of shops is of local significance for its architecture, its use of materials, for its long association with its Chinese owners and for its important contribution to the streetscape. |
**DATA SHEET NO. 055**

**Former Cinema**

<table>
<thead>
<tr>
<th>National Heritage Register No:</th>
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</thead>
<tbody>
<tr>
<td>Place Name</td>
<td><strong>DATA SHEET NO. 055</strong></td>
</tr>
<tr>
<td>Type of Place</td>
<td><strong>Former Cinema</strong></td>
</tr>
<tr>
<td>Address</td>
<td>Building</td>
</tr>
<tr>
<td>Owner</td>
<td>Beach Street</td>
</tr>
<tr>
<td>whether owner supplied with a copy of register entry</td>
<td>Penitoe Baleinagusui</td>
</tr>
<tr>
<td>Occupier</td>
<td>Gulabdas Sale Shop</td>
</tr>
<tr>
<td>Use</td>
<td>Commercial business</td>
</tr>
<tr>
<td>Land Tenure</td>
<td>free hold</td>
</tr>
<tr>
<td>Rating No</td>
<td>CT 1200 LOT 1 DP 3050 Ass’m’ent # 69</td>
</tr>
<tr>
<td>Locality Map</td>
<td>Cadastral map</td>
</tr>
<tr>
<td>Heritage Decree</td>
<td>world heritage core area</td>
</tr>
</tbody>
</table>

**Descriptive notes, including**

- the roof of building is of corrugated iron, the walls reinforced concrete, the doors of glazed timber, the wind’s timber or steel, the shut’s timber grille, other materials used is steel bars.

**Assessment criteria (from s.28 of the heritage decree) which criteria are met**

- this former building cinema was built before the Second World War but belongs to a series of reinforced concrete buildings from that time. The previous timber cinema burnt down. The building was owned and operated by the Ranchod family as a cinema until 1965 and operated until 1985. It is still owned by the Ranchod family. For some time is was used as the RK Singh Restaurant. The cinema function has been superseded by the new technology of the video.

**History**

- the architecture of the cinema is especially expensive of its function and period with strong, almost expressionist, brackets to support the verandah roof. The form and planning are conventional for the functions including he upstairs lobby. In other ways, such as the parapet and its pediment, the architecture is old fashioned.

**Other matters**

- the significance of the place extends to the whole of the building and to the whole of the allotment. It should be compared with the other building in Beach Street, which date from this and into the 1960s.

**Statement of Significance**

- the former cinema is of local significance as place of modern entertainment, for its expensive
| Sources of Information | architecture and for its contribution to the streetscape. 
<p>| interview with Cr. George Gibson, 10th March 1994. It may have been designed and built by Jack War Brothers. |</p>
<table>
<thead>
<tr>
<th>National Heritage Register No:</th>
<th>DATA SHEET NO. 056</th>
</tr>
</thead>
<tbody>
<tr>
<td>Place Name</td>
<td>Lomaiviti Provincial Building</td>
</tr>
<tr>
<td>Type of Place</td>
<td>Building</td>
</tr>
<tr>
<td>Address</td>
<td>Beach Street</td>
</tr>
<tr>
<td>Owner</td>
<td>Lomaiviti Provincial Council</td>
</tr>
<tr>
<td>whether owner supplied with a copy of register entry</td>
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</tr>
<tr>
<td>Occupier</td>
<td>Ministry of Primary Industries</td>
</tr>
<tr>
<td>Use</td>
<td>Agriculture and fisheries office</td>
</tr>
<tr>
<td>Land Tenure</td>
<td>free hold</td>
</tr>
<tr>
<td>Rating No</td>
<td>CT 7183 LOT 1 DP 1521;</td>
</tr>
<tr>
<td>Locality Map</td>
<td>Cadastral Map</td>
</tr>
<tr>
<td>Heritage Decree</td>
<td>world heritage core area</td>
</tr>
<tr>
<td>World heritage</td>
<td></td>
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<tr>
<td>Large Photo</td>
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</tbody>
</table>

**Descriptive notes, including**

- the building roof is of corrugated iron, the walls are reinforced concrete, the doors are timber, the wind’s are steel and other materials used are steel railings.

**Assessment criteria (from s.28 of the heritage decree) which criteria are met**

- this building is one of a series built in Levuka after the Second World war and towards the end of the copra boom. It was designed by Jack War Bros.
- the materials used forms details and general idiom of Modern architecture. This is perhaps the best example of the designer. The building was owned by Cathay Hotels (Fiji). It is now owned by the Lomaiviti Provincial council and after some time as a women’s centre is now used as the local offices of the Ministry for Primary Industries.
- the two storey building is a classic for its period.
- The cantilevered verandah and sun shades, the steel railings and the skillion roof hidden behind a parapet are standard. It addresses the corner site with an angled entrance and makes a critical contribution to the streetscape marking the end of the run of commercial buildings.
<p>| Description | the two storey building is a classic for its period. The cantilevered verandah and sun shades, the steel railings and the skillion roof hidden behind a parapet are standard. It addresses the corner site with an angled entrance and makes a critical contribution to the streetscape marking the end of the run of commercial buildings. |
| Other matters Statement of Significance | the Ministry of Primary Industries building is of local significance as one of the few office buildings in Levuka for its architecture being perhaps the most important by this designer, for its government associations and for its important contribution to the street |
| Sources of Information Historic Photos | Historic maps, drawings, ephemera Additional present day photographs, including interiors Measured drawing Author(s) and date/any updates |</p>
<table>
<thead>
<tr>
<th>National Heritage Register No:</th>
<th>Data sheet No.057</th>
</tr>
</thead>
<tbody>
<tr>
<td>Place Name</td>
<td>Former Copra Shed</td>
</tr>
<tr>
<td>Type of Place</td>
<td>Building</td>
</tr>
<tr>
<td>Address</td>
<td>Henning Street</td>
</tr>
<tr>
<td>Owner</td>
<td>Patterson Family</td>
</tr>
<tr>
<td>whether owner supplied with a copy of register entry</td>
<td>Patterson</td>
</tr>
<tr>
<td>Occupier</td>
<td>Ware House</td>
</tr>
<tr>
<td>Use</td>
<td>Free hold</td>
</tr>
<tr>
<td>Land Tenure</td>
<td>CT No. 7182 lot 2 DP 1521</td>
</tr>
<tr>
<td>Rating No</td>
<td>Cadastral Map</td>
</tr>
<tr>
<td>Locality Map</td>
<td>Core Zone</td>
</tr>
<tr>
<td>Heritage Decree</td>
<td></td>
</tr>
<tr>
<td>World heritage</td>
<td></td>
</tr>
<tr>
<td>Large Photo</td>
<td></td>
</tr>
<tr>
<td>Descriptive notes, including</td>
<td></td>
</tr>
<tr>
<td>the roof is of corrugated iron; the walls are reinforced concrete, has three sliding doors two of which face Henning Street the other leads to chain link boundary, all made of timber board, no windows. the condition of the building is good, and has a high degree of integrity</td>
<td></td>
</tr>
</tbody>
</table>
| Assessment criteria (from s.28 of the heritage decree) which criteria are met | these buildings were originally constructed as copra sheds for either Morris Hedstrom or burns Philip, the major trading companies in the “south Pacific. They appear to have been built after 1890, the time that burns Philip expanded into the islands, the solomons, the New Hebrides\(Vanuatu\)
<p>| History                       |                   |
| Description                   |                   |
| The buildings are a pair of simple sheds with gabled roofs. They are similar in form and function to the other copra sheds off Beach Street. The tram tracks which connected the sheds with the wharf may survive in the pavement. |
| Other matters                 |                   |
| Statement of Significance     | significant dates 1908, 1912, the significance of the place extends to the whole of the building and to the whole of the allotment. The buildings should be seen in association with the other copra sheds in and off Beach Street. |</p>
<table>
<thead>
<tr>
<th>National Heritage Register No:</th>
<th>DATA SHEET NO. 058</th>
</tr>
</thead>
<tbody>
<tr>
<td>Place Name</td>
<td>LOMAIVITI PROVINCIAL Complex</td>
</tr>
<tr>
<td>Type of Place</td>
<td>Building</td>
</tr>
<tr>
<td>Address</td>
<td>Henning Street &amp; Totoga land</td>
</tr>
<tr>
<td>Owner</td>
<td>State Land</td>
</tr>
<tr>
<td>whether owner supplied with a copy of register entry</td>
<td></td>
</tr>
<tr>
<td>Occupier</td>
<td>Lomaiviti Provincial Council Office, Provincial Administrator, Police &amp; residence, Judiciary, Public Works, Ministry of Women,</td>
</tr>
<tr>
<td>Use</td>
<td>Government offices Ovalau and Lomaiviti Province</td>
</tr>
<tr>
<td>Land Tenure</td>
<td>Civic (FAB)</td>
</tr>
<tr>
<td>Rating No</td>
<td>CT. No. DP 2440</td>
</tr>
<tr>
<td>Locality Map</td>
<td>Cadastral Map</td>
</tr>
<tr>
<td>Heritage Decree</td>
<td>Core Area</td>
</tr>
<tr>
<td>World heritage</td>
<td>The building roof is of corrugated iron, the walls are vertical timber, and the doors made of timber the winds multi paned timber, the shut are of timber, the other buildings of similar structures. The conditions of the building are good and apart from the conversion of the timber lock-up, the buildings retain high degree of integrity. Various changes have occurred during the years to the buildings.</td>
</tr>
<tr>
<td>large Photo</td>
<td></td>
</tr>
<tr>
<td>Descriptive notes, including</td>
<td></td>
</tr>
<tr>
<td>Assessment criteria (from s.28 of the heritage decree) which criteria are met</td>
<td>the day to day administration of not just Levuka but much of the Lomaiviti district must have stemmed from this site after Cession in 1874. The oldest surviving structure is the masonry ruin of the old goal. Even in 1871 a man called Cox is listed in the directory as the gaoler at Totoga and by 1879 the gaoler received a salary of 200 pounds a year. The first goal was superseded by the adjacent timber lock-up and this has since been converted to other purposes. The small police station, now supplemented by extra accommodation, is later possibly from the early twentieth century. Other buildings, such as the court House and the PWD and health Offices, have been constructed on an as needed basis with little formal site planning. The complex continues its administrative role.</td>
</tr>
<tr>
<td>History</td>
<td>the various buildings are all standard Public works Department structures in timber. The buildings are all</td>
</tr>
<tr>
<td>Description</td>
<td></td>
</tr>
</tbody>
</table>
small and even domestic in scale. The largest building buildings are the barracks located around what is, effectively, a parade ground. Each structure was purposely built and so it's from will express its function. Some, if not all, have special concessions to the climate such as verandahs, deep eaves and sunshades over windows. The character of this complex can be contrasted with the Lomaiviti Hospital.

the Lomaiviti Provincial council complex is of local significance for the early dates of some the structures, for its continuing role in the administration for Ovalau and outlying islands, as a major source for employment as such a large complex, for its contribution to the urban character of Levuka. the significance of the place extends to all the main buildings and especially of not are the ruins of the former gaol, the remodelled prison building, the two police station buildings, the court house, PWD and Health Offices, the telephone exchange and the Lomaiviti Provincial Council meeting room. The barracks buildings have only a limited association with complex. This complex should be seen together with the other Provincial Council buildings at eh former governor's Residence, the new gaol and the Levuka town Hall opposite.
<table>
<thead>
<tr>
<th>National Heritage Register No:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Place Name</td>
</tr>
<tr>
<td>Former Totogo Village</td>
</tr>
<tr>
<td>Type of Place</td>
</tr>
<tr>
<td>Archaeological Site</td>
</tr>
<tr>
<td>Address</td>
</tr>
<tr>
<td>Totogo Lane</td>
</tr>
<tr>
<td>Owner</td>
</tr>
<tr>
<td>Government</td>
</tr>
<tr>
<td>whether owner supplied with a copy of register entry</td>
</tr>
<tr>
<td>Occupier</td>
</tr>
<tr>
<td>Government</td>
</tr>
<tr>
<td>Use</td>
</tr>
<tr>
<td>Provincial Administrative offices</td>
</tr>
<tr>
<td>Land Tenure</td>
</tr>
<tr>
<td>State land</td>
</tr>
<tr>
<td>Rating No</td>
</tr>
<tr>
<td>Locality Map</td>
</tr>
<tr>
<td>Cadastral Map</td>
</tr>
<tr>
<td>Heritage Decree</td>
</tr>
<tr>
<td>world heritage</td>
</tr>
</tbody>
</table>

### Description

**Core Area**

The Fijian village Totogo

Has a strong or special association with a particular community or group for social, historical cultural or spiritual reasons.

This area was the establishment of a Fijian village in 1868 its chief sold this property to the Catholic Mission. The Fijian residents were moved to another location now called Draiba village. Where the first parliament meeting was held. The stone structures/building still stands today. The centre gravity for Levuka then shifted towards this area and further south along beach street.

---

**Sources of Information**

David V. Burley,
**National Heritage Register No:**

**DATA SHEET NO. 059**

**Former Hennings Residence**

<table>
<thead>
<tr>
<th>Place Name</th>
<th>Henning Street</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type of Place</td>
<td>Building</td>
</tr>
<tr>
<td>Owner</td>
<td>Teddy Morris</td>
</tr>
<tr>
<td>Owner, whether owner supplied with a copy of register entry</td>
<td></td>
</tr>
<tr>
<td>Occupier</td>
<td>Morris Family</td>
</tr>
<tr>
<td>Use</td>
<td>Residence</td>
</tr>
<tr>
<td>Land Tenure</td>
<td>free hold</td>
</tr>
<tr>
<td>Rating No</td>
<td>CT No. 7276, ass'ment No. 70</td>
</tr>
<tr>
<td>Locality Map</td>
<td>cadastral map</td>
</tr>
<tr>
<td>Heritage Decree</td>
<td></td>
</tr>
<tr>
<td>World heritage</td>
<td></td>
</tr>
</tbody>
</table>

**Large Photo**

![Large Photo]

**Descriptive notes, including**

- the roof is of corrugated iron, the walls are of missed boards, doors are of timber, wind's are of timber, some wind's are of glass louvers. The building is in good condition and retains a high degree of integrity, taking into account various alteration of an hashish character.

**assessment criteria (from s.28 of the heritage decree) which criteria are met**

- has a strong or special association with a particular person

**History**

The Hennings family was German and include brother Gustav, William and Frederick and at least two generations. The form of F & W Hennings was amongst the first of the cotton planters and even won international. The firm crashed with cotton and was dissolved. The brothers separately turned to copra in the 1870’s traded and became involved with local inter-cultural politics. William married a Fijian princess. The family suffered financially again the late 1880s and again, at least socially, as a result of anti-German feeling during the First world War.

The building possibly dates from 1878, the time William Hennings came to Levuka to live. He returned to his private island, Katavaga in 1889 to live as a planner. The house is still lived in by a member of the family.

**Description**

The simple timber, single storey house is conventional for its time in its scale, materials and forms. It follows the same planning and sitting of most homes from the 19th century in Levuka although unusual for being located in the flat rather than one on the hillside. It is important for its position at the end of
<table>
<thead>
<tr>
<th>Other matters</th>
<th>The lane that leads to the royal Hotel.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Statement of Significance</td>
<td>The significance of the place extends to the whole of the building and to the whole of the allotment and includes any of the ruins of the former watch-house in the north-west corner of the site. The building should be compared or contrasted with the homes of the other early planters and traders. Significant dates 1878, the former William Hennings Residence is of local significance for its association with the real family of planters and traders as a reflection of the family's fortune. For its age and as an example of the simple domestic architecture from the time of the early copra boom.</td>
</tr>
<tr>
<td>Sources of Information</td>
<td>The cyclopaedia of Fiji</td>
</tr>
<tr>
<td>National Heritage Register No:</td>
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</tr>
<tr>
<td>-----------------------------</td>
<td>--------------------</td>
</tr>
<tr>
<td>Place Name</td>
<td>Cap. Robbie's House</td>
</tr>
<tr>
<td>Type of Place</td>
<td>Building</td>
</tr>
<tr>
<td>Address</td>
<td>Robbie’s Lane</td>
</tr>
<tr>
<td>Owner</td>
<td>Ashley Family</td>
</tr>
<tr>
<td>whether owner supplied with a copy of register entry</td>
<td></td>
</tr>
<tr>
<td>Occupier</td>
<td>Ashley family</td>
</tr>
<tr>
<td>Use</td>
<td>Apartment</td>
</tr>
<tr>
<td>Land Tenure</td>
<td>free hold</td>
</tr>
<tr>
<td>Rating No</td>
<td>CT No. 3938</td>
</tr>
<tr>
<td>Locality Map</td>
<td>Cadastral Map</td>
</tr>
<tr>
<td>Heritage Decree</td>
<td>world heritage</td>
</tr>
<tr>
<td>world heritage</td>
<td></td>
</tr>
<tr>
<td>large Photo</td>
<td></td>
</tr>
<tr>
<td>Descriptive notes, including</td>
<td></td>
</tr>
<tr>
<td>the building roof is of corrugated iron, the walls of coral stone, the doors of timber, the winds of timber, and other materials used concrete block.</td>
<td></td>
</tr>
<tr>
<td>assessment criteria ( from s.28 of the heritage decree) which criteria are met</td>
<td>Demonstrates an important aspect of Fiji’s History At a particular period. Has a strong or special association with a particular person or group for social historical and cultural reasons.</td>
</tr>
<tr>
<td>History</td>
<td>Said to be the home of captain Robbie, this must be one of the oldest masonry houses surviving in Levuka. Captain Robbie, a Scot was MLC for Levuka, a sea captain and a trader and is credited with proving the potential of tea growing to Fiji as well as the importance of other tropical crops. He settled in Levuka in 1882 and this house probably dates from that time. Captain Robbie was warden (Mayor) many times and chaired that Levuka School Board. In 1905 he was elected unopposed as the Member of the Legislative Council for Levuka</td>
</tr>
<tr>
<td>Description</td>
<td>The house is a rare masonry domestic building, of a single storey and traditional form. The walls are rendered and ruled as mock ashlers. The house is set close to the street. French doors open to the garden at either end of the verandah. The verandah has been enclosed by open concrete block work.</td>
</tr>
<tr>
<td>other matters</td>
<td>The building is in good condition and except for the loss of the verandah detailing, retains a high degree of integrity. The significance of the site extends to the whole of the building and to the whole of the allotment. The building</td>
</tr>
<tr>
<td>Statement of Significance</td>
<td>Capt. Robbie’s House is of national significance for its association with</td>
</tr>
</tbody>
</table>
Captain David Robbie as rare masonry domestic building and for its association with the Royal Hotel. Significant dates 1882, 1960’s

<table>
<thead>
<tr>
<th>National Heritage Register No:</th>
<th>DATA SHEET NO</th>
</tr>
</thead>
<tbody>
<tr>
<td>Place Name</td>
<td>Marys Lodge</td>
</tr>
<tr>
<td>Type of Place</td>
<td>Building</td>
</tr>
<tr>
<td>Address</td>
<td>Beach Street</td>
</tr>
<tr>
<td>Owner</td>
<td>Emosi Yee show</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>whether owner supplied with a copy of register entry</th>
</tr>
</thead>
<tbody>
<tr>
<td>EMOSI MICHEAL YEESHOW</td>
</tr>
<tr>
<td>Owner: Emosi Yee show</td>
</tr>
<tr>
<td>Use: HOME STAY</td>
</tr>
<tr>
<td>Land Tenure: Freehold</td>
</tr>
<tr>
<td>Rating No: CT 3254, Lot 10 L156</td>
</tr>
<tr>
<td>Locality Map: Cadastral Map</td>
</tr>
<tr>
<td>Heritage Decree:</td>
</tr>
<tr>
<td>World heritage:</td>
</tr>
<tr>
<td>large Photo</td>
</tr>
</tbody>
</table>
**National Heritage Register No:**
**Place Name:** ROYAL HOTEL
**Type of Place:** BUILDING
**Address:** Beach Street

**Owner:** Ashley family

**Rating No:**
- CT No. 3938 L212 Ass'ment No. 93

**Locality Map:** cadastral map

**Core Area**

---

**Descriptive notes, including**

- the roof is of corrugated iron, walls are of bick and timber, the doors are of timber, winds of glass louvers the shuts are of timber. The condition of the building is good.

**Assessment criteria (from s.28 of the heritage decree) which criteria are met**

- the royal Hotel dating from at least 1869, is one of the oldest sites in Levuka, appearing regularly in advertisements in the early addition of the Fiji times. Until 1873 at least is was run by JR Thompson and was one of at least twelve hotels in Levuka. By 1906, when its photograph appeared in the Cyclopaedia of Fiji, it was probably at its heydays with shady veranda and a lookout for shipping. Its main rivals were the Levuka Hotel, which in the mid 1870s boasted 60 well appointed rooms, and later the Polynesian Hotel in Beach street. It is the last survivor and has been owned by the Ashley family since before world war

**History**

- the royal Hotel is of masonry construction on the ground floor and timber construction on the first. It seems to have been built in two stages at least. It has the form and details of a traditional Australian corner hotel. The building has suffered from succession of modernisation including the enclosure of the veranda and the removal of the main ground floor windows. There is a lookout on the roof of the section of the hotel. The main staircase, on the southern end of the hotel, has been enclosed.

- The building is in good condition and retains good degree of integrity taking into account changes of an historic nature.

**Description**

- The royal Hotel is of masonry construction on the ground floor and timber construction on the first. It seems to have been built in two stages at least. It has the form and details of a traditional Australian corner hotel. The building has suffered from succession of modernisation including the enclosure of the veranda and the removal of the main ground floor windows. There is a lookout on the roof of the section of the hotel. The main staircase, on the southern end of the hotel, has been enclosed.

- The building is in good condition and retains good degree of integrity taking into account changes of an historic nature.
### Other matters

**Statement of Significance**

The Royal Hotel is significant for the South Pacific region as one of the oldest surviving hotels in the South Pacific and the oldest in Fiji, for its association with key historical figures, for its architecture and for its contribution to Levuka’s urban form.

**Sources of Information**

1. The cyclopaedia of Fiji
2. TB Dineen, the commercial Directory and tourists. Guide to the South Pacific Islands.
<table>
<thead>
<tr>
<th>National Heritage Register No:</th>
<th>Data sheet No. 076</th>
</tr>
</thead>
<tbody>
<tr>
<td>Place Name</td>
<td>Municipal Market</td>
</tr>
<tr>
<td>Type of Place</td>
<td>Building</td>
</tr>
<tr>
<td>Address</td>
<td>Beach Street</td>
</tr>
<tr>
<td>Owner</td>
<td>Director of Lands</td>
</tr>
<tr>
<td>whether owner supplied with a copy of register entry</td>
<td></td>
</tr>
<tr>
<td>Occupier</td>
<td>Levuka Town Council</td>
</tr>
<tr>
<td>Use</td>
<td>Municipal Market</td>
</tr>
<tr>
<td>Land Tenure</td>
<td>free hold</td>
</tr>
<tr>
<td>Rating No</td>
<td>CT 7570 (L:87123); LOT 2DP 1698 LOT 2 DP 1612</td>
</tr>
<tr>
<td>Locality Map</td>
<td>cadastral map</td>
</tr>
<tr>
<td>Heritage Decree</td>
<td>world heritage</td>
</tr>
<tr>
<td>Large Photo</td>
<td></td>
</tr>
</tbody>
</table>

### Descriptive notes, including

- The condition of the building is excellent and its integrity is good. The roof is of corrugated iron, the walls is vertical boards, the doors are timber, window's are of timber, the shut's are of timber, there have been no substantial alterations. Notable features are of triple gable form, horizontal boarding in gables, 6 pane casement windows and its fate at front door & side windows Awnings.

### assessment criteria (from s.28 of the heritage decree) which criteria are met

- Demonstrates a high degree of achievement at a particular period, has a strong or special association with the community.

### History

The tradition of a market would stem from the earliest settlement times but the present municipal market structure dates from the 1940's. As with the Levuka Public School, a market place was probably always provided by the Levuka Town council which was founded in 1877, the first in Fiji, and hence this structure would be descended from that function. Fresh produce, extra to subsistence needs, was sold here and a trumpet triton (Davui) shell was blown to announce fresh Fish. In the 1950's shopping habits changed and There was a move towards shopping in stores. The Levuka Reserve Unit was located in the structure until recently. It is now being used more often as a market. The council further developed it into small cubicle to accommodate other business.

### Description

- The building is very simple with a post supported roof.
which covers a concrete floor and combines covered and uncovered space allows for natural ventilation. There are only limited facilities associated with the structure.

Significant dates 1908, 1912, the Municipal Market is of local significance for its traditional function as one of the commercial and social centres of Levuka, for its functional architecture and its contribution to the streetscape.
<table>
<thead>
<tr>
<th><strong>National Heritage Register No:</strong></th>
<th>DATA SHEET NO. 077</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Place Name</strong></td>
<td>PATTERSON BROTHERS OFFICE</td>
</tr>
<tr>
<td><strong>Type of Place</strong></td>
<td>Building</td>
</tr>
<tr>
<td><strong>Address</strong></td>
<td>Beach Street</td>
</tr>
<tr>
<td><strong>Owner</strong></td>
<td>Henry and Robert Patterson</td>
</tr>
<tr>
<td><strong>whether owner supplied with a copy of register entry</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Occupier</strong></td>
<td>Patterson Brothers</td>
</tr>
<tr>
<td><strong>Use</strong></td>
<td>OFFICE</td>
</tr>
<tr>
<td><strong>Land Tenure</strong></td>
<td>Free hold</td>
</tr>
<tr>
<td><strong>Rating No</strong></td>
<td>C.T. 7571 LOT 1; DP 1698</td>
</tr>
<tr>
<td><strong>Locality Map</strong></td>
<td>cadastral map</td>
</tr>
<tr>
<td><strong>Heritage Decree</strong></td>
<td>world heritage</td>
</tr>
<tr>
<td><strong>Core Area</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Descriptive notes, including</strong></td>
<td>the building is in good condition and has a good degree of integrity, the roof is made of corrugated iron, walls of vertical boards, doors of double timber, winds of timber with louvers, shut of timber, and have concrete posts</td>
</tr>
<tr>
<td><strong>assessment criteria (from s.28 of the heritage decree) which criteria are met</strong></td>
<td>Demonstrated a high degree of achievement at a particular period and has a strong or special association with a particular person or family.</td>
</tr>
<tr>
<td><strong>History</strong></td>
<td>the Patterson family has opened a ferry service to the island of Ovalau for generations and has other business interest. The main brothers were Reginald and Robert. This is the Levuka office of the company. It appears to have been built about 1900 and was previously run by a Mr. Purdon, an Englishman, as a butcher shop with an ice works at the rear.</td>
</tr>
<tr>
<td><strong>Description</strong></td>
<td>the building is a typical two storey timber with a two storey verandah supported by four concrete posts.</td>
</tr>
<tr>
<td><strong>Other matters</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Statement of Significance</strong></td>
<td>The Patterson Bros office is of local significance as the centre in Levuka of the Patterson transport company whose ferry service represents one of the major transport and communication links for the island of Ovalau. The significance of the site extends to the whole of the building and to the whole of the allotment. It should be seen in association with the Patterson family’s other commercial interests, their homes and with the Kings/Queens Wharf.</td>
</tr>
</tbody>
</table>
GOVERNMENT OF FIJI

HERITAGE DECREE 2012
(Decree No. OF 2012)

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1. Short title, commencement and application
2. Interpretation
3. Objects
4. Administration

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6. Principles to guide the Council
7. Functions of the Council
8. Meetings of the Council
9. Disclosure of interests
10. Annual report
11. Exemption from liability
12. Duties of the Department

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13. Establishment of the Fiji Register of Potential World Heritage Places
14. Potential World Heritage Places
15. Notice of nomination to the Fiji Register

PART 4 – MANAGEMENT OF PLACES

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17. National Heritage Area
18. Monument
19. Grading
20. Development and destruction of any Potential World Heritage Place

21. Failure to uphold Agreement or comply with Order

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25. Preparation of nomination dossier to the World Heritage List
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27. Management of World Heritage Property
28. Duty of user
29. Development and destruction of World Heritage Property

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31. Application of other laws
32. Regulations
33. Dissolution of the National Committee for World Heritage

SCHEDULE 1 – Criteria for the Assessment of Outstanding Universal Value

IN exercise of the powers vested in me as the President of the Republic of Fiji and the Commander in Chief of the Republic of Fiji Military Forces by virtue of the Executive Authority of Fiji Decree 2009, I hereby make the following Decree —

TO PROVIDE FOR THE RECOGNITION AND MANAGEMENT OF PLACES HAVING WORLD HERITAGE VALUES IN FIJI

PART 1 – PRELIMINARY

Short title, commencement and application
1. — (1) This Decree may be cited as the Heritage Decree 2012 and shall come into force on a date appointed by the Minister by notice published in the Gazette.

(2) This Decree shall bind the State.

Interpretation
2. In this Decree, unless the context otherwise requires –

“Agreement” means a legally enforceable understanding entered into by parties under section 21;

“Chairperson” means the Chairperson of the Fiji Heritage Council;

“Council” means the Fiji Heritage Council established by section 5;
“cultural heritage” refers to the meaning in Article 1 of the World Heritage Convention and means the following –

(a) monuments - architectural works, works of monumental sculpture and painting, elements or structures of an archaeological nature, inscriptions, cave dwellings and combinations of features, which are of outstanding universal value from the point of view of history, art or science;
(b) groups of buildings - groups of separate or connected buildings which, because of their architecture, their homogeneity or their place in the landscape, are of outstanding universal value from the point of view of history, art or science; or
(c) sites - works of human or the combined works of nature and humans, and areas including archaeological sites which are of outstanding universal value from the historical, aesthetic, ethnological or anthropological point of view;

“Department” means the Department of National Heritage, Culture and Arts;

“development” means any activity or undertaking likely to alter the physical nature of the land in any way, and includes the construction of buildings or works, the deposit of wastes or other material from outfalls, vessels or by other means, the removal of sand, coral, shells, natural vegetation, sea grass or other substances, dredging, filling, land reclamation, mining or drilling for minerals, but does not include fishing;

“Director” means the Director of the Department of National Heritage, Culture and Arts;


“Fiji Register” means the Fiji Register of Potential World Heritage Places established by section 13;

“financial year” means the period from the first day of January to the thirty first day of December, both days inclusive;

“heritage” includes, either or both, cultural heritage and natural heritage;

“natural heritage” takes its meaning from Article 2 of the World Heritage Convention and means the following –

(a) natural features consisting of physical and biological formations or groups of such formations, which are of outstanding universal value from the aesthetic or scientific point of view;
(b) geological and physiographical formations and precisely delineated areas which constitute the habitat of threatened species of animals and plants of outstanding universal value from the point of view of science or conservation; or
(c) natural sites or precisely delineated natural areas of outstanding universal value from
the point of view of science, conservation or natural beauty;

“management” in relation to a heritage place, includes –

(a) the retention and transmission of the heritage significance of the place; and
(b) any protection, conservation, presentation, promotion, maintenance, preservation, restoration, reconstruction or adaptation of the place;

“member” means any member of the Fiji Heritage Council as prescribed by section 5;

“Minister” means the Minister responsible for National Heritage, Culture and Arts;

“National Trust” means the National Trust of Fiji;

“Permanent Secretary” means the Permanent Secretary for National Heritage, Culture and Arts;

“person” or “party” includes any company or association or body of persons, corporate or unincorporate;

“Potential World Heritage Place” means any place entered in the Fiji Register of Potential World Heritage Places by section 13 and which the Council has declared by notice in the Gazette;

“Tentative List” refers to paragraphs 62 to 76 of the Operational Guidelines for the Implementation of the World Heritage Convention;

“World Heritage List” refers to paragraphs 45 to 119 of the Operational Guidelines for the Implementation of the World Heritage Convention;

“World Heritage Convention” means the UNESCO Convention concerning the Protection of the World Cultural and Natural Heritage adopted in 1972;

“World Heritage criteria” is prescribed in paragraph 77 of the Operational Guidelines for the Implementation of the World Heritage Convention (see Schedule 1);

“World Heritage Property” means any place listed by the UNESCO World Heritage Committee in the World Heritage List according to paragraphs 154 to 157 of the Operational Guidelines for the Implementation of the World Heritage Convention; and


**Objects**

3. The objects of this Decree are to –

(a) provide for the recognition and management of places having potential and actual World
Heritage values;
(b) establish the Council and grant functions, powers and duties for safeguarding the integrity of places having potential and actual world heritage values;
(c) establish and observe the Fiji Register;
(d) provide for the management of places on the Fiji Register;
(e) provide for individual operating trust funds for places on the Fiji Register;
(f) implement the World Heritage Convention; and
(g) provide for incidental matters.

Administration

4. The Department, in consultation with the Minister, shall have the responsibility for administering this Decree and shall perform all the functions assigned to it by or under this Decree.

PART 2 – FIJI HERITAGE COUNCIL

Establishment and composition of the Fiji Heritage Council

5. – (1) This section establishes the Fiji Heritage Council.

(2) The Council shall consist of 4 ex-officio members and 10 other members, appointed by the Minister.

(3) The 4 ex-officio members shall comprise of the following –

(a) the Permanent Secretary who shall be the Chairperson;
(b) the Secretary General of the Fiji National Commission for UNESCO;
(c) the Director of the National Trust of Fiji; and
(d) the Director of the Fiji Museum.

(4) In appointing the 10 other members of the Council, the Minister shall ensure that they comprise of the following –

(a) one person representing each of the following –

   (i) Ministry of iTaukei Affairs;
   (ii) Department of Tourism;
   (iii) Department of Town and Country Planning; and
   (iv) Department of Environment;

(b) one person representing the iTaukei Land Trust Board;
(c) one person representing the iTaukei Affairs Board;
(d) two persons representing organisations dealing with the protection and management of the natural environment; and
(e) two persons representing organisations dealing with the protection and management of the cultural environment.
(5) The members appointed under subsection (4) (e) to (i) shall hold office for 3 years, shall be eligible for re-appointment and shall be entitled to be paid such remunerations and allowances as determined by the Minister.

(6) The Minister may appoint as co-opted members, any person or persons –

(a) who, in the opinion of the Council, possesses expert knowledge necessary in the exercise of the Council’s functions, powers and duties;
(b) for such purpose and conditions as the Council may determine; and
(c) who are not public servants,

and such persons shall be entitled to sitting allowance as determined by the Minister.

(7) The Council may at any time, receive public money by way of grant or loan from the government, in accordance with the Financial Management Act 2004.

(8) The Director shall be the Secretary of the Council.

Principles to guide the Council

6. The Council shall ensure that –

(a) Fiji’s heritage is held in public trust for future generations and shall be protected as the common heritage of Fiji and the world;
(b) the greatest sustainable benefit derived from Fiji’s heritage is consistent with its conservation;
(c) Fiji’s obligation to the World Heritage Convention to recognise and manage the heritage significance of places having potential and actual world heritage values;
(d) the development of management plans for places having potential and actual world heritage values, taking into consideration vulnerable ecosystems and best practices suited to Fiji, in as far as possible;
(e) the participation of all parties, in particular local communities and land owning units, in the governance and management of Fiji’s heritage;
(f) the promotion of intergovernmental and stakeholder co-ordination and co-operation relating to world heritage;
(g) the promotion of an informed consultative process that considers the interests, needs and values of all interested and affected parties;
(h) the promotion of community well-being and empowerment through education, awareness and knowledge sharing; and
(i) the resolution of actual or potential conflicts through appropriate procedures.

Functions of the Council

7. – (1) The Council's functions are to –

(a) advise the Minister on the –

(i) recognition and management of places in Fiji having potential and actual world
heritage values;
(ii) observation of Fiji’s obligations prescribed by the World Heritage Convention and any related international instrument; and
(iii) actions required to support Fiji’s nominations to the Tentative List and the World Heritage List;

(b) develop policy direction to support Fiji’s obligations to the World Heritage Convention;
(c) facilitate the implementation of the Fiji Action Plan;
(d) establish and keep the Fiji Register and monitor the status and progress of places on the Fiji Register;
(e) receive and assist in the review and development of Fiji’s nominations to the Tentative List and the World Heritage List;
(f) consult with the Fiji Heritage Foundation on the funding of activities for world heritage;
(g) facilitate the provision of technical advice on world heritage to the public;
(h) facilitate the development and implementation of education and awareness programmes about world heritage;
(i) facilitate capacity building programmes with the relevant Government agencies, including scholarships, for the heritage sector;
(j) provide reports required by this Decree, the World Heritage Convention, related laws and international instruments, including periodic reports; and
(k) perform any other function conferred by this Decree or any other related law.

(2) The Council may appoint committees, including a technical committee, necessary to advise it on matters of world heritage.

Meetings of the Council

8. – (1) The Chairperson shall –

(a) convene meetings of the Council; and
(b) preside at all meetings, or in his or her absence, a nominee of the Chairperson to preside, or in that nominee's absence, the members present may, for that particular meeting, select a member to preside at that meeting.

(2) There shall be not less than 4 meetings in any financial year unless the Council otherwise resolves.

(3) At any Council meeting, the quorum shall be the Chairperson, or in his or her absence the Deputy Chairperson and 8 members.

(4) Voting at any meeting of the Council shall be as follows –

(a) each member of the Council is entitled to one vote;
(b) if there is equality of votes at a meeting, the Chairperson shall have the casting vote; and
(c) any co-opted member shall not have the right to vote.

(5) Accurate minutes of every Council meeting shall be kept by the Secretary to the Council.

Disclosure of interests

9. – (1) If a Council member has a direct or indirect personal, pecuniary or other interest in a matter being considered, or about to be considered, and the interest may conflict with the performance of the member's duties in relation to the matter, that member shall immediately disclose his or her interest at the meeting.

(2) The disclosure in subsection (1) shall be recorded in the minutes of the meeting and unless the Council otherwise determines, the member shall not –

(a) be present during any deliberation of the Council in relation to the matter; or
(b) take part in or vote on any resolution before the Council in relation to the matter.

Annual report

10. – (1) The Council shall, as soon as practicable, at the end of each financial year, prepare and submit to the Minister, an annual report of its proceedings and operations for the preceding financial year.

(2) The report shall be in a form the Council considers appropriate and shall include –

(a) activities undertaken under this Decree, the World Heritage Convention, related laws and international instruments;
(b) entries to the Fiji Register and the status of such places; and
(c) any other details the Minister may require.

(3) The Minister shall, as soon as practicable, cause copies of the report to be laid before Cabinet.

Exemption from liability

11. A member of the Council is not personally liable for any act done in good faith and without gross or wilful negligence relating to the performance or exercise of any function, power or duty exercised or performed by that member under this Decree.

Duties of the Department

12. – (1) The Council shall require the Department to be its Secretary and to –

(a) assist the Chairperson in convening meetings of the Council;
(b) implement resolutions and instructions of the Council;
(c) maintain the Fiji Register and facilitate public access to the Fiji Register; and
(d) prepare nomination dossier or dossiers as instructed by the Council.

(2) The Council, in administering this Decree, may require the Department to –

(a) be the focal point for matters and communications with the UNESCO World Heritage
Centre for world heritage activities in Fiji;
(b) prepare advisory papers for the Council;
(c) develop policies on the recognition and management of Fiji’s heritage;
(d) implement and monitor the Fiji Action Plan;
(e) monitor and report the status of places –

(i) on the Fiji Register, the Tentative List and the World Heritage List; and
(ii) being considered for nomination to the Tentative List and the World Heritage List;

(f) establish, maintain and update a database for Fiji’s heritage;
(g) assist in the preparation of places nominated to the Fiji Register, the Tentative List
and the World Heritage List;
(h) facilitate payment of obligatory fees required by the World Heritage Convention and
related international instruments;
(i) provide technical advice to the public on world heritage;
(j) implement education and awareness programmes about world heritage;
k) facilitate capacity building programmes for the heritage sector;
l) prepare reports required by this Decree, the World Heritage Convention and related
international treaties to which Fiji is a party; and
m) any other duty the Council may require.

PART 3 – FIJI REGISTER OF POTENTIAL WORLD HERITAGE PLACES

Establishment of the Fiji Register of Potential World Heritage Places
13. – (1) This section establishes the Fiji Register of Potential World Heritage Places and shall
include places, to be called Potential World Heritage Places.

(2) Any place being considered for nomination to the Tentative List or the World Heritage
List shall be first nominated to the Fiji Register.

(3) The Fiji Register shall consist of information the Council deems appropriate and may
include –

(a) the identification of the place;
(b) the current state of the place;
(c) a draft Statement of Significance of the place in accordance with the World Heritage
Convention;
(d) a draft Management Plan, including a management authority and the protective
measures for the place; and
(e) funding arrangements for the management of the place.

(4) The Council shall not exclude a place from entry in the Fiji Register on the ground that –

(a) the protection afforded by this Decree is appropriate notwithstanding that the place or
object may be afforded protection by the operation of any other written law; or
(b) another place or object with similar characteristics is already entered in the Fiji
(5) The Fiji Register shall be made available at the Department for public inspection during normal business hours and any person may inspect the Fiji Register.

Potential World Heritage Places

14. – (1) The Council, on its own initiative or upon receipt of a nomination by any person, may determine a place as a Potential World Heritage Place if it is satisfied that the place meets the following requirements –

(a) a Status Report of the place including a physical description and any studies of the place;
(b) a proposed Statement of Significance of the place demonstrated by –
   (i) the most suitable nominating criteria;
   (ii) a Statement of Outstanding Universal Value; and
   (iii) a Statement of Authenticity or Integrity,

   that is prescribed in Articles 77 to 95 of the Operational Guidelines for the Implementation of the World Heritage Convention;

(c) a proposed Management Plan, including a management authority and the protective measures for the place;
(d) actual and potential funding arrangement for the management of the place;
(e) the use of an informed consultative process;
(f) the consent of landowners and residents for the place to be nominated to the Fiji Register; and
(g) the identification of actual and potential challenges.

(2) The Council shall, when considering a proposed Management Plan, ensure that the Plan is appropriate, achievable and contains adequate protection measures for the place.

(3) The Council shall, when satisfied that a place meets the requirements of this Part, enter the place in the Fiji Register.

(4) The Council shall, as soon as practicable after an entry is made in the Fiji Register, declare a place to be a Potential World Heritage Place within the meaning of this Decree, with the approval of the Minister, by order published in the Gazette.

(5) The declaration of a place as a Potential World Heritage Place by this Decree shall not affect the rights of the owner of any such place.

(6) A place may be removed from the Fiji Register if the Council is satisfied that the place has been so changed or altered that it fails to satisfy the requirements upon which it was nominated.

Notice of nomination to the Fiji Register
15. – (1) The Council shall, when determining a nomination to the Fiji Register, publish a notice in a newspaper in Fiji, calling for public submissions as well as objections.

(2) A notice shall –

(a) include identification of the place;
(b) include a proposed Statement of Significance of the place; and
(c) invite submissions as well as objections, to the nomination.

(3) The Council shall hear public submissions as part of its deliberations, to enter or otherwise, a place in the Fiji Register.

PART 4 – MANAGEMENT OF POTENTIAL WORLD HERITAGE PLACES

Implementation of Management Plan

16. – (1) The management of any Potential World Heritage Place shall be undertaken to the standard required by the Council –

(a) by an approved management authority; and
(b) according to its Management Plan.

(2) Any changes to the Management Plan shall be with the approval of the Council.

National Heritage Area

17. The Council may request the Council of the National Trust of Fiji, to declare a Potential World Heritage Place a National Heritage Area within the meaning provided in the National Trust of Fiji Act (Cap. 265) if that place has not been previously declared.

Monument

18. – (1) The Council may request the Board of Trustees of the Fiji Museum, to declare a Potential World Heritage Place as a ‘Monument’ within the meaning provided in the Preservation of Objects of Archaeological and Palaeontological Interest Act (Cap. 264) if that place has not been previously declared.

(2) The Council may, as soon as practicable, for a place declared a ‘Monument’, request the Fiji Museum to undertake an Archaeological Impact Assessment, if that place has not undergone such assessment.

Grading

19. The Council may request the Director of Local Government to grade any building situated within a declared Potential World Heritage Place as part of the respective city or town’s planning scheme.

Development and destruction of any Potential World Heritage Place

20. – (1) The Director of Town and Country Planning shall, as soon as practicable, after receiving an application for development for a place listed on the Fiji Register, invite the Council
to comment on the proposed development within the meaning of development prescribed in the Town Planning Act (Cap. 139).

(2) A comment by the Council may or may not include conditions that the applicant shall comply with in regards to the proposed development.

(3) Any person who undertakes any development under this Part without the comments of the Council shall be guilty of an offence and shall be liable to –

(a) a fine not exceeding $750,000 for a corporate body or a term of imprisonment not exceeding 10 years; or
(b) a fine not exceeding $100,000 for a natural person or a term of imprisonment not exceeding 10 years.

(4) Any person who, whether intentionally or unintentionally, changes by any means, damages or destroys any Potential World Heritage Place commits an offence and shall be liable to –

(a) a fine not exceeding $750,000 for a corporate body or a term of imprisonment not exceeding 10 years; or
(b) a fine not exceeding $100,000 for a natural person or a term of imprisonment not exceeding 10 years.

Failure to uphold Agreement or comply with Order

21. – (1) A party to an Agreement who fails to uphold the conditions of that Agreement concerning a Potential World Heritage Place, where that Agreement is made by the National Trust of Fiji Act (Cap. 265) or the Preservation of Objects of Archaeological and Palaeontological Interest Act (Cap. 264), commits an offence and shall be liable upon conviction.

(2) A person who fails to comply with an Order concerning a Potential World Heritage Place, where that Order is made by the Preservation of Objects of Archaeological and Palaeontological Interest Act (Cap. 264) commits an offence and shall be liable upon conviction.

(3) The Council may, in consultation with the National Trust of Fiji or the Fiji Museum, elect to penalise the offending party to –

(a) a fine not exceeding $750,000 for a corporate body or a term of imprisonment not exceeding 10 years; or
(b) a fine not exceeding $100,000 for a natural person or a term of imprisonment not exceeding 10 years.

PART 5 – FUNDS FOR FIJI’S HERITAGE

Council to consult

22. The Council shall consult with the Fiji Heritage Foundation on the funding of activities for world heritage.
Individual operational trust fund

23. – (1) A place declared as a Potential World Heritage Place or a World Heritage Property shall have its own individual operational trust fund, which may accept funds, whether from public or private sources, through lawful means, for the recognition and management of that place.

(2) Any individual operational trust fund shall, with the approval of the Council, be administered by the management authority for the place.

PART 6 – WORLD HERITAGE

Nomination to the Tentative List and the World Heritage List

24. – (1) The Minister may, on a recommendation by the Council, propose to Government to nominate a place to the Tentative List and the World Heritage List, where the Minister is satisfied that the property has, or is likely to be found to have world heritage values.

(2) The Council shall, before making a recommendation to the Minister under this section, invite public submissions as well as objections, to the proposed nomination to the Tentative List and the World Heritage List.

(3) If Government agrees to the Minister’s proposal to nominate a place to the Tentative List and the World Heritage List, the Council shall publish a notice in a newspaper in Fiji, including:

   (a) its intention to nominate;
   (b) a locality map with the location and boundaries of the place; and
   (c) a proposed Statement of Significance for the place.

(4) The Council shall, with the approval of Government, submit a nomination to the UNESCO World Heritage Committee through the Secretary General of the Fiji National Commission for UNESCO and the Minister.

(5) The decision by Government shall be final and no objections or appeals shall be heard in regards to submissions of a nomination to the Tentative List or the World Heritage List.

Preparation of nomination dossier to the World Heritage List

25. A nomination dossier to the World Heritage List shall be –

   (a) prepared by the Department in partnership with relevant stakeholders;
   (b) approved by the Council; and
   (c) in accordance with the requirements of the Operational Guidelines for the Implementation of the World Heritage Convention.

World Heritage Property

26. – (1) A Potential World Heritage Place included in the World Heritage List for Fiji shall be declared by the Minister, by notice published in the Gazette, as a World Heritage Property for so long as the property is included by the UNESCO World Heritage Committee in the List.
(2) A declaration in subsection (1) shall revoke a prior declaration for the place as a Potential World Heritage Place.

Management of World Heritage Property

27. – (1) The management of any World Heritage Property shall be undertaken according to its Management Plan to the standard required by the World Heritage Operational Guidelines and in accordance with the funding and international responsibilities of a State Party.

(2) The Government shall, on the advice of the Council, delegate the management of a World Heritage Property to the National Trust of Fiji with an adequate annual budget.

(3) The National Trust of Fiji may manage a World Heritage Property in partnership with an appropriate management authority, on the approval of the Council.

Duty of user

28. Any person shall be under a duty to be aware of the conditions of the relevant Management Plan and the conditions imposed by that Plan for a World Heritage Property where such a person intends to-

(a) purchase land or other property; or
(b) use, lease, or occupy a property by whatever means, where the property is situated within a declared World Heritage Property.

Development and destruction of World Heritage Property

29. – (1) No development shall be undertaken on any property or place within a declared World Heritage Property unless that development has been approved and certified in writing by the Council, as being within the Management Plan approved by the UNESCO World Heritage Committee.

(2) Any person who undertakes any development under this section without the approval and certification of the Council shall be guilty of an offence and shall be liable to –

(a) a fine not exceeding $750,000 for a corporate body or a term of imprisonment not exceeding 10 years; or
(b) a fine not exceeding $100,000 for a natural person or a term of imprisonment not exceeding 10 years.

(3) Any person who, whether intentionally or unintentionally, changes by any means, damages or destroys any World Heritage Property commits an offence and shall be liable to –

(a) a fine not exceeding $750,000 for a corporate body or a term of imprisonment not exceeding 10 years; or
(b) a fine not exceeding $100,000 for a natural person or a term of imprisonment not exceeding 10 years.
PART 7 – MISCELLANEOUS

Guidelines
30. The Council shall have the power to make guidelines necessary for the administration of this Decree and the execution of its functions, powers and duties.

Application of other laws
31. For the purposes of this Decree, other laws shall apply to the extent that they are consistent with the provisions of this Decree.

Regulations
32. The Minister may make Regulations to supplement the objects of and to give effect to the provisions of this Decree.

Dissolution of the National Committee for World Heritage
33. The National Committee for World Heritage is hereby dissolved.

GIVEN under my hand this ........... day of ................................................. 2012.

.................................................................
EPELI NAILATIKAU
President of the Republic of Fiji
SCHEDULE 1

Criteria for the Assessment of Outstanding Universal Value

The Committee considers a property as having outstanding universal value if the property meets one or more of the following criteria. Nominated properties shall therefore –

(i) represent a masterpiece of human creative genius;
(ii) exhibit an important interchange of human values, over a span of time or within a cultural area of the world, on developments in architecture or technology, monumental arts, town-planning or landscape design;
(iii) bear a unique or at least exceptional testimony to a cultural tradition or to a civilization which is living or which has disappeared;
(iv) be an outstanding example of a type of building, architectural or technological ensemble or landscape which illustrates a significant stage(s) in human history;
(v) be an outstanding example of a traditional human settlement, land-use, or sea-use which is representative of a culture (or cultures), or human interaction with the environment especially when it has become vulnerable under the impact of irreversible change;
(vi) be directly or tangibly associated with events or living traditions, with ideas, or with beliefs, with artistic and literary works of outstanding universal significance. (The Committee considers that this criterion should preferably be used in conjunction with other criteria);
(vii) contain superlative natural phenomena or areas of exceptional natural beauty and aesthetic importance;
(viii) be outstanding examples representing major stages of earth's history, including the record of life, significant on-going geological processes in the development of landforms, or significant geomorphic or physiographic features;
(ix) be outstanding examples representing significant ongoing ecological and biological processes in the evolution and development of terrestrial, fresh water, coastal and marine ecosystems and communities of plants and animals;
(x) contain the most important and significant natural habitats for in-situ conservation of biological diversity, including those containing threatened species of outstanding universal value from the point of view of science or conservation.