

Underground
Overground

Archaeology

SH1 Rolleston Overpass and Roundabout

An archaeological assessment

Report prepared for Beca Limited
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Submitted: May 2024

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Project details

Site address	SH1, Rolleston road reserve, Lots 1 and 2 DP 336463, Lot 1 DP 407244, Lots 1 and 2 DP 422977, Lot 2 DP 326553, Lot 2 DP 501225, Lot 2 DP 67195, Lot 3 DO 422976, Lot 3 DP 501225, Lot 38 DP 487276, Lot 4 DP 461560, Lot 51 DP 487276, Lot 52 DP 487276, Lot 53 DP 487276, Part Closed Road SO 5610, Part Lot 1 DO 63308, Part Lot 1 DP 8776, Part Railway Reserve, Part Section 1 RES 309, Section 2 SO 480906 Jones Road, Kidman Street, Rolleston Drive, Walkers Road, Dunns Crossing Road, and Runners Road road reserves
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Executive summary

Underground overground Archaeology Ltd (UOA) has been commissioned by Beca Ltd, on behalf of NZTA Waka Kotahi to undertake an archaeological assessment of proposed access improvement works in Rolleston, Canterbury, including the formation of an overpass and roundabout. This archaeological assessment has been prepared to consider the archaeological and heritage requirements of the project.

The results of the archaeological research found that the project area is located at least 2.5 km from any previously recorded archaeological sites. The historical research indicates that the area was predominantly pastoral in use well into the 20th century, with no evidence for pre-1900 occupation likely to result in archaeological remains. The exception for pre-1900 occupation in the affected parcels is related to the first Rolleston railway station and associated buildings, first constructed in the 1860s. Although some of the parcels to be affected by the proposed works are within the former rail reserve, the proposed works are outside the area of the pre-1900 railway station, and no evidence was found that pre-1900 archaeological remains would be encountered during works. As such, it is considered unlikely that the project works will affect unrecorded archaeological sites. Likewise, this assessment has not identified any significant heritage places that will be impacted by the project.

An authority under the Heritage New Zealand Pouhere Taonga Act 2014 is not required should the project progress in accordance with the current plans. It is recommended that the proposed works assessed by Underground Overground Archaeology take place under an Accidental Discovery Protocol (ADP). In the event of archaeological discoveries works must cease and Heritage New Zealand Pouhere Taonga and an archaeologist must be contacted.

Lastly, it is recommended that NZTA engage with mana whenua as the project area may have cultural values and require cultural input.

Abbreviations

Abbreviation	Definition
ADP	Accidental discovery protocol
AJHR	<i>Appendix to the Journals of the House of Representatives</i>
AMP	Archaeological Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA 2014	Heritage New Zealand Pouhere Taonga Act 2014
NZAA	New Zealand Archaeological Association
NZTA	Waka Kotahi/New Zealand Transport Agency
RMA 1991	Resource Management Act 1991
SH1	State Highway 1
UOA	Underground Overground Archaeology Ltd

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1 Introduction

New Zealand Transport Agency Waka Kotahi (NZTA) is proposing a number of roading modifications in Rolleston, including construction of a vehicle overpass over State Highway 1 (SH1)/Main South Road in Rolleston, crossing from Jones Road to Kidman Street and Rolleston Drive. Road widening is also to occur near the intersection of Jones Road and Hoskyns Road. A roundabout and associated approaches are to be formed around the intersections of Walkers Road, Runners Road, Dunns Crossing Road and SH1. Underground Overground Archaeology Ltd (UOA) has been commissioned by Beca Limited on behalf of NZTA to undertake an archaeological and heritage assessment of the project.

This archaeological assessment has been prepared to consider the impact that the proposed works will have on any archaeological sites or heritage places within the project area. Archaeological sites are areas that witnessed human occupation prior to the year 1900 and can provide information on the history of New Zealand through archaeological investigation; archaeological sites are protected under the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA, 2014). The Resource Management Act 1991 (RMA, 1991) defines historic heritage as those natural and physical resources that contribute to an understanding and appreciation of New Zealand's history and cultures, and it may include historic sites, structures, places, and areas; archaeological sites; and sites of significance to Māori.

1.1 Project area

The project area covers a range of road reserves and land parcels in Rolleston, centred on SH1/Main North Road. A summary of the project area is provided in Table 1-1, and the legal descriptions of the affected parcels (numbered 1 to 25 as per NZTA plans), and their landowners, are presented in Table 1-2.

Table 1-1. Summary of project area.

Site address	SH1, Rolleston, and other road reserves and private properties presented in Table 1-2
Legal description	SH1, Rolleston, and other road reserves and private properties presented in Table 1-2
Landowner	See Table 1-2
Territorial authority	Selwyn District Council
Archaeological site no.	n/a
Previous archaeological authorities	n/a
New Zealand Heritage List/Rārangī Kōrero	n/a
Covenant or heritage order	n/a
Scheduled on district plan	n/a
Reserve status	n/a

Table 1-2. Sections on which works are to occur, based on plan provided by Waka Kotahi. Sections are numbered following this plan

Parcel #	Appellation	Owner(s)
1	Lot 2 DP 326553	Selwyn District Council
2	Part Lot 1 DP 63308	Selwyn District Council
3	Part Lot 1 DP 8775	Selwyn District Council
4	Rolleston Drive (road reserve)	Selwyn District Council
5	Lot 4 DP 461560	Selwyn District Council
6	Part Closed Road SO 5610	Selwyn District Council
7	-	-
8	Lot 3 DP 422976	His Majesty the King
9	Lot 2 DP 501225	Selwyn District Council
10	Lot 3 DP 501225	Selwyn District Council
11	Lot 2 DP 422977	Tony Stuart, Murray Charles Stuart, June Melva Stuart
12	Lot 2 DP 336463	Tailored Properties Limited
13	Lot 1 DP 407244	Tony Stuart, Murray Charles Stuart, June Melva Stuart
14	Lot 1 DP 336463	Tailored Properties Limited
15	Lot 1 DP 422977	South Junction Properties Limited
16	Part Lot 1 Blk II DP 307	Selwyn District Council
17	Part Railway Reserve	
18	Lot 53 DP 487276	Basanti Nautiyal, Vijay Nautiyal
19	Lot 52 DP 487276	Sreyna Chap, Marvin Jose Aquino
20	Lot 51 DP 487276	Punjab Properties Two Limited

Parcel #	Appellation	Owner(s)
21	Lot 38 DP 487276	His Majesty the King
22	Section 2 SO 480906	White Gold Limited
23	Lot 2 DP 67195	His Majesty the King
24	Dunns Crossing Road (road reserve)	Selwyn District Council
25	Part Section 1 RES 309	Crown Land New Zealand
n/a	SH1 (road reserve)	NZTA

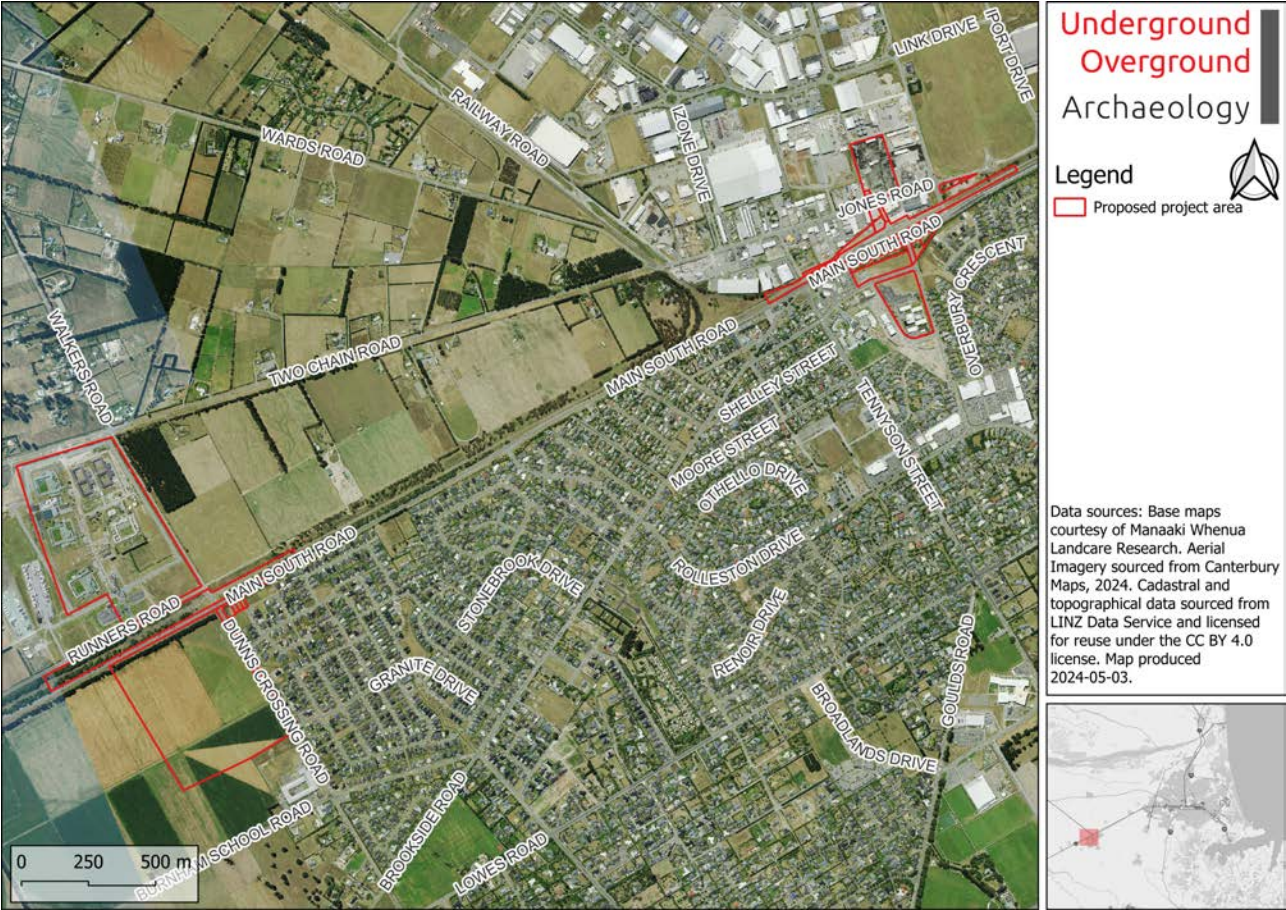


Figure 1-1. Proposed area of works, Rolleston.

1.2 Proposed activities

The proposed works involve two main area of works:

- 1. Package 1 - Relating to the formation of a roundabout around the intersections of SH1/Main North Road, Runners Road, Walkers Road, and Dunns Cross Road.
- 2. Package 2 - Relating to the formation of an overpass over SH1 and the railway, from Kidman Street and Rolleston Drive to Jones Road, generally in the area of Lot 1 DP 336463.

This assessment is limited to those land parcels indicated in Table 1-2 and Figure 1-1. The outcome of this assessment is not indicative of the likelihood of archaeological and/or heritage sites being present within neighbouring land parcels.

Smaller additional works are to occur along SH1 outside of the two package areas indicated in Figure 1-1, and these will be limited to the road reserve. The detail of these works has yet to be finalised, and are unable to be accurately assessed at this time.

2 Statutory requirements

The legislative requirements relating to archaeological sites and artefacts are detailed in the following sections. There are two main pieces of legislation that provide protection for archaeological sites: the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA 2014) and the Resource Management Act 1991 (RMA 1991). Artefacts are further protected by the Protected Objects Act 1975.

2.1 Heritage New Zealand Pouhere Taonga Act 2014

The HNZPTA 2014 came into effect in May 2014, repealing the Historic Places Act 1993. The purpose of this act is to promote identification, protection, preservation, and conservation of New Zealand's historical and cultural heritage. HNZPT administers the act and was formerly known as the New Zealand Historic Places Trust (Pouhere Taonga).

Archaeological sites are defined by this act as

- (a) any place in New Zealand, including any building or structure (or part of a building or structure), that:
 - (i) was associated with human activity that occurred before 1900 or is the site of the wreck of any vessel where the wreck occurred before 1900; and
 - (ii) provides or may provide, through investigation by archaeological methods, evidence relating to the history of New Zealand; and
- (b) includes a site for which a declaration is made under section 43(1)

Additionally, HNZPT has the authority (under section 43(1)) to declare any place to be an archaeological site if the place

- (a) was associated with human activity in or after 1900 or is the site of the wreck of any vessel where that wreck occurred in or after 1900; and
- (b) provides, or may be able to provide, through investigation by archaeological methods, significant evidence relating to the historical and cultural heritage of New Zealand.

Archaeological sites are protected under Section 42 of the act, and it is an offense to carry out work that may "modify or destroy, or cause to be modified or destroyed, the whole or any part of that site if that person knows, or ought reasonably to have suspected, that the site is an archaeological site", whether or not the site has been previously recorded. Each individual who knowingly damages or destroys an archaeological site without having the appropriate authority is liable, on conviction, to substantial fines (Section 87).

Any person wishing to carry out work on an archaeological site that may modify or destroy any part of the site, including scientific investigations, must first obtain an authority from HNZPT (Sections 44(a,c)). The HNZPTA 2014 stipulates that an application must be sought even if the effects on the archaeological site will be no more than minor, as per Section 44(b). A significant change from the Historic Places Act (1993) is that "an authority is not required to permit work on a building that is an archaeological site unless the work will result in the demolition of the whole of the building" (Section 42(3)).

HNZPT will process the authority application within five working days of its receipt to assess if the application is adequate or if further information is required (Section 47(1)(b)). If the application meets the requirements under Section 47(1)(b), it will be accepted and notice of the determination will be provided within 20 to 40 working days. Most applications will be determined within 20 working days, but additional time may be required in certain circumstances. If HNZPT requires its own assessment of the Māori values for the site, the determination will be made within 30 working days. If the application relates to a particularly complex site, the act permits up to 40 working days for the determination to be made. HNZPT will notify the applicant and other affected parties (*e.g.*, the landowner, local authorities, iwi, museums, *etc.*) of the outcome of the application.

Once an authority has been granted, modification of an archaeological site is only allowed following the expiration of the appeals period or after the Environment Court determines any appeals. Any directly affected party has the right to appeal the decision within 15 working days of receiving notice of the determination. HNZPT may impose conditions on the authority that must be adhered to by the authority holder (Section 52). Provision exists for a review of the conditions (see Section 53). The authority remains current for a period of up to 35 years, as specified in the authority. If no period is specified in the authority, it remains current for a period of five years from the commencement date.

The authority is tied to the land for which it applies, regardless of changes in the ownership of the land. Prior to any changes of ownership, the landowner must give notice to HNZPT and advise the succeeding landowner of the authority, its conditions, and terms of consent.

An additional role of HNZPT is maintaining the New Zealand Heritage list, which is a continuation of the Register of Historic Places, Historic Areas, Wāhi Tapu, and Wāhi Tapu Areas. The list can include archaeological sites. The purpose of the list is to inform members of the public about such places and to assist with their protection under the Resource Management Act 1991.

2.2 Resource Management Act 1991

The RMA 1991 defines historic heritage as those natural and physical resources that contribute to an understanding and appreciation of New Zealand's history and cultures, and it may include historic sites, structures, places, and areas; archaeological sites; and sites of significance to Māori. It should be noted that this definition does not include the 1900 cut-off date for protected archaeological sites as defined by the HNZPTA 2014. Any historic feature that can be shown to have significant values must be considered in any resource consent application.

The heritage provisions of the RMA 1991 were strengthened with the Resource Management Amendment Act 2003. The Resource Management Amendment Act 2003 contains a more detailed definition of heritage sites and now considers historic heritage to be a matter of national importance under Section 6. The act requires city, district, and regional councils to manage the use, development, and protection of natural and physical resources in a way that provides for the well-being of today's communities while safeguarding the options of future generations.

Under the RMA 1991, local authorities are required to develop and operate under a district plan, ensuring that historic heritage is protected. This includes the identification of heritage places on a heritage schedule (or list) and designation of heritage areas or precincts and documents the appropriate regulatory controls. All heritage schedules include, but are not limited to, items on the New Zealand Heritage List/Rārangī Kōrero. Additional sites of significance to the local authority may also appear on the schedule.

The regulatory controls for historic heritage are specific to each local authority. However, most local authorities will require resource consent under the RMA 1991 for any alterations, additions, demolition, or new construction (near a listed place) with HNZPT being recognised as an affected party. Repair and maintenance are generally considered permitted activities.

Iwi/hapū management plans are planning documents that are recognised by an iwi authority, relevant to the resource management issues, including heritage, of a place and lodged with the relevant local authority. They have statutory recognition under the RMA 1991. Iwi management plans set baseline standards for the management of Māori heritage and are beneficial for providing frameworks for streamlining management processes and codifying Māori values. Iwi management plans can be prepared for a rohe, heritage inventories, a specific resource or issue or general management or conservation plans (NZHPT, 2012).

2.3 Protected Objects Act 1975

The Protected Objects Act 1975 was established to provide protection of certain objects, including protected New Zealand objects that form part of the movable cultural heritage of New Zealand. Protected New Zealand

objects are defined by Schedule 4 of the act and includes archaeological objects and taonga tūturu. Under Section 11 of the Protected Objects Act 1975, any newly found Māori cultural objects (taonga tūturu) are automatically the property of the Crown if they are older than fifty years and can only be transferred from the Crown to an individual or group of individuals through the Māori Land Court. Anyone who finds a complete or partial taonga tūturu, accidentally or intentionally is required to notify the Ministry of Culture and Heritage within:

- (a) 28 days of finding the taonga tūturu; or
- (b) 28 days of completing field work undertaken in connection with an archaeological investigation authorised by HNZPT.

3 Methodology

This archaeological assessment has been prepared in accordance with HNZPT's (2019a) guideline on preparing an archaeological assessment. Presented below are the methods used to gather information to identify the archaeological potential of the project area, determine the archaeological significance, and assess the effects of the proposed work on archaeological values. Assessment of heritage significance is guided by the criteria outlined in HNZPTA 2014 (s66) and HNZPT (2019b) guidelines, the definition of historic heritage in the Resource Management Act 1991, and best practice standards.

3.1 Research to identify archaeology and inform archaeological values

The first half of this report provides the information gathered to inform on the archaeological values of the project area, including the setting, historical background, archaeological context, and the site survey. Documentary research was undertaken to inform the background research sections of this assessment. The physical environment section documents the setting of the project area, its land use, and considers environmental factors that may influence how the site was occupied through time. The historical background first provides an overview of human history for the wider area before narrowing down on evidence that is specific to the project area itself to determine the nature and significance of the archaeology. Previous archaeological research and investigations for the project area provides an understanding of research results, areas of modification, and informs on the potential for the proposed works to affect archaeology. This section also considers the wider archaeological context, including the consideration of sites recorded near the project area and how identified site types are represented in the archaeological record at the local, regional, and national level. Sources utilised for this research include:

- Published primary and secondary sources for the Rolleston area
- Ka Huru Manu, Ngāi Tahu's digital atlas
- Historic newspaper articles through PapersPast, National Library of NZ
- Historic photographs
- Historic maps accessed via Grip and from Archives New Zealand,
- ArchSite,
- The HNZPT archaeological reports digital library,
- New Zealand Heritage List/Rārangi Kōrero,

3.2 Assessment of archaeological values

The assessment of archaeological and other values is based on criteria established by HNZPT (2019a):

- The **condition** of the site(s).
- Is the site(s) unusual, **rare, or unique**, or notable in any other way in comparison to other sites of its kind?
- Does the site(s) possess **contextual value**? Context or group value arises when the site is part of a group of sites which taken together as a whole, contribute to the wider values of the group or archaeological, historic, or cultural landscape. There are potentially two aspects to the assessment of contextual values; the relationship between features within a site, and the wider context of the surroundings.
- **Information potential**. What current research questions or areas of interest could be addressed with information from the site(s)? Archaeological evaluations should take into account current national and international research interests, not just those of the author.
- **Amenity value** (e.g. educational, visual, landscape). Does the site(s) have potential for public interpretation and education?
- Does the site(s) have any special **cultural associations** for any particular communities or groups (e.g., Māori, European, Chinese.)

The criteria outlined above help to build an assessment of significance of an archaeological site, and UOA have adopted the following scale to which overall archaeological value is assigned (Table 3-1). This scale follows the

recommendations proposed by Department for Transport (2008); although, this steers away from the use of local, regional, and national importance, which Kerr (2013) argues is irrelevant to the assessment process. It is important to note that it is not possible to fully understand the archaeological value of subsurface sites, and that the significance of a site may change on the basis of what is found during the work programme.

Table 3-1. Scale of overall archaeological value (adapted from DoT, 2008).

Overall value	Criteria
Very high	<ul style="list-style-type: none"> World Heritage Sites (and proposed sites) An archaeological site of acknowledged international importance
High	<ul style="list-style-type: none"> Listed archaeological sites, including those of listing quality and importance <ul style="list-style-type: none"> Category 1: places of special or outstanding historical or cultural heritage significance or value; Category 2: places of historical or cultural heritage significance or value; and Scheduled archaeological sites, including those of scheduling quality and importance Archaeological sites with exceptional values
Medium	<ul style="list-style-type: none"> Archaeological sites that can be shown to have moderate values
Low	<ul style="list-style-type: none"> Archaeological sites with limited value, including those that are highly represented, have low information potential, have poor preservation, and/or poor survival of contextual association
Negligible	<ul style="list-style-type: none"> Sites with very little surviving archaeological interest
Unknown	<ul style="list-style-type: none"> The importance of the site is not yet known

3.3 Assessment of heritage significance

The criteria used in this report to identify and assess heritage significance are defined in Table 3-2, which consider the archaeological, architectural, cultural, historic, scientific, and technological value (O'Brien and Barnes-Wylie, 2019). Specific rankings for each value have been defined by Bowman (2017), and they are utilised here to ensure that heritage values are assessed systematically.

Table 3-2. Assessment criteria for physical, historic, and cultural values (adapted from the RMA 1991 and HNZPT 2019b) with rankings following Bowman (2017).

Archaeological Values	
Archaeological Information	<p>Does the place or area have the potential to contribute information about the human history of the region, or to current archaeological research questions, through investigation using archaeological methods?</p> <ul style="list-style-type: none"> High - has the potential for national or regional archaeological values i.e. rare site types, sites from the first phase of settlement, particularly intact physical remains. Moderate - has the potential for local archaeological values i.e. relatively early, possibility of relatively intact physical remains, representative types. Low - known to be pre-1900, or has the possibility of pre-1900 evidence, but unlikely to have high or moderate archaeological values.
Architectural Values	
Architecture	<p>Is the place significant because of its design, form, scale, materials, style, ornamentation, period, craftsmanship or other architectural element?</p> <ul style="list-style-type: none"> High - highly original, early, ideal, landmark, or innovative design, style, use of materials, or craftsmanship for the period. Moderate - good design, style, use of materials, or craftsmanship for the period Low - typical design, style use of materials, or craftsmanship for the period
Rarity	<p>Is the place or area, or are features within it, unique, unusual, uncommon, or rare at a district, regional or national level or in relation to particular historical themes?</p> <ul style="list-style-type: none"> High - first, only remaining or one of very few of the period, locally/regionally/nationally. Moderate - one of few of the period, locally/regionally/nationally. Low - common for the period, locally/regionally/nationally.
Representativeness	<p>Is the place or area a good example of its class, for example, in terms of design, type, features, use, technology or time period?</p> <ul style="list-style-type: none"> High - has all the key characteristics of architecture or technology of the period. Moderate - has many of the characteristics of the architecture or technology of the period. Low - has few characteristics of the architecture or technology or period.
Integrity	<p>Does the place have integrity, retaining significant features from its time of construction, or later periods when important modifications or additions were carried out?</p> <ul style="list-style-type: none"> High - unchanged or has had important modifications since construction retaining heritage values. Moderate - unimportant changes since construction but essential character and most heritage values retained.

	<ul style="list-style-type: none"> Low – character changed significantly with few heritage values remaining
Vulnerability	<p>Is the place vulnerable to deterioration or destruction or is threatened by land use activities?</p> <ul style="list-style-type: none"> Yes/no
Context or Group	<p>Is the place or area part of a group of heritage places, a landscape, a townscape or setting which when considered as a whole amplify the heritage values of the place and group/ landscape or extend its significance?</p> <ul style="list-style-type: none"> High - principal contributor to the dominant values of the group. Moderate – compatible with the group but not a principal contributor to the dominant values of the group. Low – of little importance to the group.
Cultural Values	
Identity	<p>Is the place or area a focus of community, regional or national identity or sense of place, and does it have social value and provide evidence of cultural or historical continuity?</p> <ul style="list-style-type: none"> High - focus of national or regional community identity, sense of place or social value or has special age value such as constructed within the first 30 years of settlement. Moderate - focus of local community identity, sense of place or social value or has age value such as construction between 1870 and 1900. Low – has minor community focus, sense of place or social value.
Public esteem	<p>Is the place held in high public esteem for its heritage or aesthetic values or as a focus of spiritual, political, national, or other cultural sentiment?</p> <ul style="list-style-type: none"> High - focus of national or regional community identity, sense of place or social value, recommended for listing, discussed in national publications, or received an award at the national, or local level. Moderate - focus of national or regional community identity, sense of place or social value, recommended for listing, discussed in national publications, or received an award at the national, or local level. Low – focus of national or regional community identity, sense of place or social value, recommended for listing, discussed in national publications, or received an award at the national, or local level
Commemorative	<p>Does the place have symbolic or commemorative significance to people who use or have used it, or to the descendants of such people, as a result of its special interest, character, landmark, amenity, or visual appeal?</p> <ul style="list-style-type: none"> High - commemorates national or regional endeavours or people at a national, regional, or local level. Moderate - commemorates national or regional endeavours or people at a national, regional, or local level Low – commemorates national or regional endeavours or people at a national, regional, or local level
Education	<p>Could the place contribute, through public education, to people’s awareness, understanding and appreciation of New Zealand’s history and cultures?</p> <ul style="list-style-type: none"> High - commemorates national or regional endeavours or people at a national, regional, or local level. Moderate – commemorates national or regional endeavours or people at a national, regional, or local level. Low – has minor potential for education.
Tangata whenua	<p>Is the place important to tangata whenua for traditional, spiritual, cultural, or historical reasons?</p> <ul style="list-style-type: none"> Yes/no
Statutory recognition	<p>Does the place or area have recognition in New Zealand legislation or international law including: World Heritage Listing under the World Heritage Convention 1972; registration under the Historic Places Act 1993; is it an archaeological site as defined by the Historic Places Act 1993; is it a statutory acknowledgement under claim settlement legislation; or is it recognised by special legislation?</p> <ul style="list-style-type: none"> Yes/no
Historic Values	
People	<p>Is the place associated with the life or works of a well-known or important individual, group, or organisation?</p> <ul style="list-style-type: none"> High - intimately associated with a group or person of national or regional significance. Moderate – intimately associated with a group or person of local significance. Low – minor or peripheral connection to a locally significant group or person.
Events	<p>Is the place associated with an important event in local, regional, or national history?</p> <ul style="list-style-type: none"> High - intimately associated with events of national or regional significance. Moderate – intimately associated with events of national or regional significance. Low – minor or peripheral connection to a locally significant event.
Patterns	<p>Is the place associated with important aspects, processes, themes, or patterns of local, regional, or national history?</p> <ul style="list-style-type: none"> High - intimately associated with events of national or regional significance. Moderate - intimately associated with pattern of local significance. Low – minor or peripheral connection to a locally significant pattern.
Scientific	
Scientific	<p>Does the area or place have the potential to provide scientific information about the history of the region?</p> <ul style="list-style-type: none"> Yes/no
Technological	

Technology and Engineering	<p>Does the place demonstrate innovative or important methods of construction or design, does it contain unusual construction materials, is it an early example of the use of a particular construction technique or does it have the potential to contribute information about technological or engineering history?</p> <ul style="list-style-type: none">• High - highly original, ideal, innovative, or early construction design for the period• Moderate - good example of construction design for the period• Low - common construction design for the period
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4 Physical environment and setting

The township of Rolleston is located on the Canterbury Plains, an extensive fluvial plain, with relict braided river channel patterns. Soils in the area are typically characterised by fine silts, with numerous rolled greywacke stones of various sizes (Begg et al. 2015). The township of Rolleston is largely located on the south side of SH1/Main South Road with an industrial area on the north side of the state highway. Almost immediately north of SH1 is the Main North Line railway, with the Midland Line branching off to the northwest within the project area. The majority of the building stock in the area was constructed in the late 20th or early 21st century.

5 Historical background

Traditional accounts relate to successive migrations to Te Wai Pounamu (the South Island) from Te Ika a Māui (the North Island). The earliest groups noted in oral traditions include Kāhui-Tipua, Hawea, and Te Rapuwai. Ngāi Tahu scholars have considered these groups as at least semi-mythical, as traditions regarding them are typically aetiological narratives explaining the origins of such things as kūmara or the Moeraki Boulders. Traditions regarding later groups (Waitaha, Ngāti Mamoe, and Ngāi Tahu) are by contrast primarily related to human events, rather than the supernatural (Tau and Anderson, 2008).

The first human settlers of Te Wai Pounamu for which traditional accounts and whakapapa are clear were Waitaha, descendants of the explorer Rākaihautū who arrived in the waka *Uruao*. They were followed later by Ngāti Māmoe, who migrated from Te Ika a Māui to the South Island around the late 16th/early 17th centuries. The relationship between Waitaha and Ngāti Māmoe was complicated, with periods of peace and intermarriage as well as conflict, but Ngāti Māmoe gradually came to establish mana whenua through both means over much of the South Island. In the early to mid-17th century, Ngāi Tahu migrated to the South Island from the lower North Island, and traditions recount their whakapapa to the East Coast and the *Tākitimu* waka. As with their predecessors, Ngāi Tahu came to establish mana whenua over most of the South Island through both conflict and intermarriage (Anderson, 1998; Tau and Anderson, 2008).

During the exploration of the Canterbury coast, Te Waihora (Lake Ellesmere) was found to be a plentiful source of fish and birds and attracted many Māori settlers to the area. Similarly, the Waikirikiri (Selwyn River) which flows from the Canterbury foothills across Kā Pākihi-whakatekateka-a-Waitaha (the Canterbury Plains) into Te Waihora, was also found to be a plentiful source for tuna (eels), inaka (whitebait), pūtakitaki (paradise duck), pārerā (grey duck), pākura/pūkeko (swamp hen), pora (Māori cabbage), tutu, and aruhe (bracken fernroot). Numerous kāinga and mahinga kai were therefore established along its course, including the key settlement of Te Waikari, near modern-day Chamberlains Ford (Mahaanui Kurataiao Limited, 2019; Te Rūnanga o Ngāi Tahu, 2024). Although the Waikirikiri and its surrounds are known to have been a treasured landscape for local Māori, as the project area is located nearly 10 km away from the current footprint of the Selwyn River, it is unlikely that Māori archaeological material will be uncovered within the project area at Rolleston.

Following the acquisition of the land by the British Crown under the Kemp purchase in 1848, the land directly adjoining the city of Christchurch was surveyed into rural sections while the surrounding land was taken up as large pastoral runs in the early 1850s. The area which would later become the Rolleston township was taken up as a part of a number of pastoral runs during the 1850s (Figure 5-1). Although this land may have been farmed as part of these large pastoral runs, no information could be found to suggest that any buildings or other developments associated with the pastoral runs were located in the vicinity of the future Rolleston township (Acland, 1946: 38-43; Palmer, 2002: 17-20). The pastoral runs began to be surveyed into smaller rural sections which were divided by accommodation roads during the late 1850s and early 1860s (Storey and Millar, 1973). The rural land around the future Rolleston township area began to be taken up as freehold land from this time, but it was not until 1863-1864 when the Great Southern Railway was planned through the area that the land began to be purchased in earnest. The following provides a summary of the historical occupation and development of each of the land parcels which form the project area.

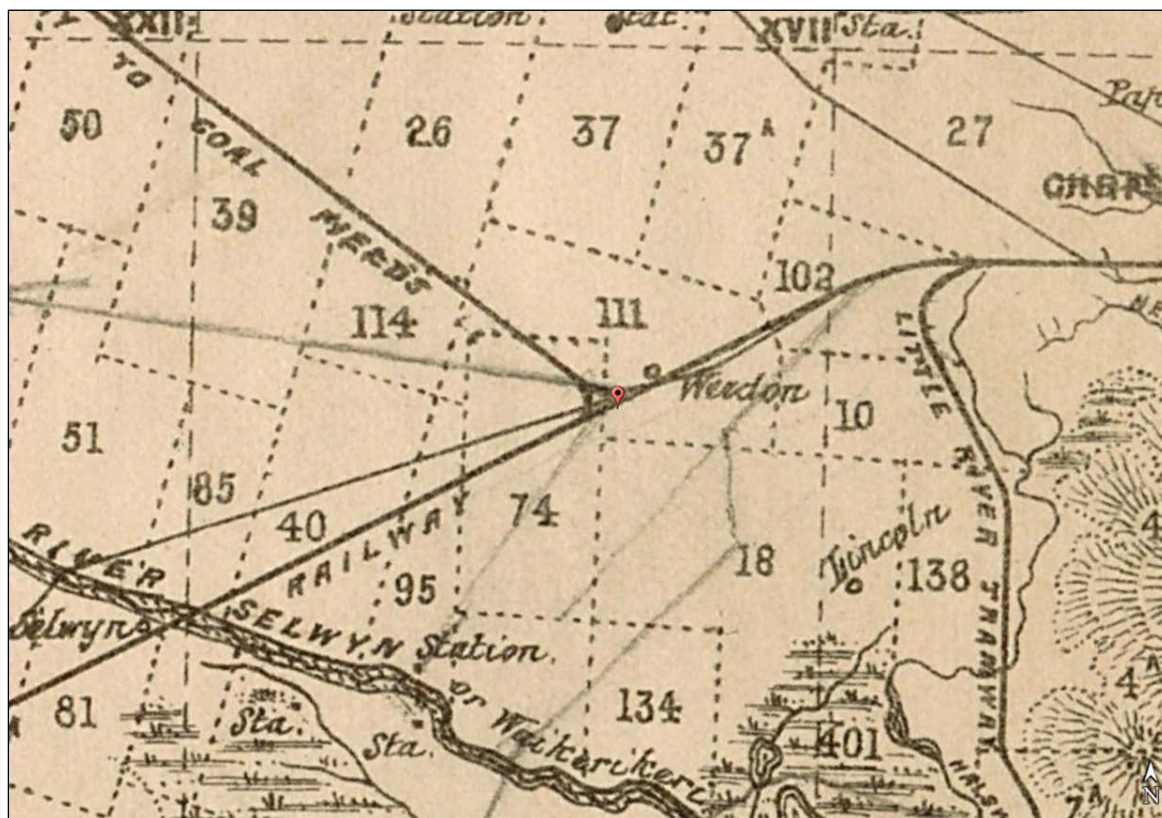


Figure 5-1. Detail from 1860 map of the Canterbury pasturage runs, showing the pastoral runs located around the Rolleston township area (indicated with red pin). Image: Browning, 1860.

5.1 Railway Reserve and Reserve 249 (Parcels 1, 8, 11, 13, 15, and 17)

Parcel numbers 1, 8, 11, 13, 15, and 17 of the project area were originally surveyed as part of the Great Southern Railway and Reserve 249 (Figure 5-2).



Figure 5-2. Detail from Black Map 63, showing Parcels 1, 8, 11, 13, 15, and 17 of the project area (coloured red) surveyed as part of the Great Southern Railway reserve and Reserve 249 (outlined in blue). Image: Archives New Zealand, 1865.

Canterbury's first railway (between Christchurch and Ferrymead) opened in 1863, and it was not long before plans were underway to extend the railway line throughout Canterbury, including a line south towards the rich pastoral land in south Canterbury. This line of railway, south from Christchurch towards Rakaia, was surveyed by mid-1864 (*Press*, 5/7/1864: 2). A station was strategically planned along the line at the junction with the road leading to the recently discovered Malvern Hills coal fields. This station was named the 'Rolleston Station' after William Rolleston one of the leading promoters for the construction of the railway within the Provincial Council (*Evening Post*, 3/5/1865: 2; Palmer, 2002: 11). The placement of a station at this junction saw an increase of land sales in the area, and the first attempt at the establishment of a township there in mid-1866 (*Press*, 12/5/1866: 5). This township was to be known as the 'Town of Rolleston', and although the subdivision was not a success at this time the name persists today (Palmer, 2002: 27).

The construction of the Main Southern Railway began with the turning of the first sod in May 1865 (*Press*, 25/5/1865: 2). The contractors for the railway were Messrs Holmes and Co., who had previously constructed the line to Ferrymead (*Evening Post*, 3/5/1865: 2; *Lyttelton Times*, 13/5/1865: 5; *Press*, 1/6/1865: 2). The construction of the railway line was quickly underway with fences being erected along its length and earthworks for the laying of the rails and permanent way well advanced by March 1866 (*Lyttelton Times*, 14/3/1866: 5). In addition to the rail corridor, a 42 acre reserve (Reserve 249) was also set aside at Rolleston adjoining the station terminus for railway purposes (Figure 5-2). Part of Holmes and Co.'s contract included the construction of the Rolleston station buildings and structures. These included a station platform (measuring 56 feet by 8 feet), a station building containing a ticket office and waiting room, a privy, a goods shed (measuring 37 feet by 21 feet), a five stall shed for livestock, and a two roomed cottage for the station master, all of which were constructed by 1867 (*Lyttelton Times*, 15/10/1866: 2; Palmer, 2002: 11). The original Rolleston station and platform were located within the railway reserve west of George Holmes Road within part of parcel 17 of the project area, although not in the vicinity of any proposed infrastructure works (Figure 5-3). The location of the privy, goods shed, livestock shed, and cottage is not known. It likely they were located in close proximity to the original station building, possibly within the railway reserve or within part of Reserve 249. It is considered possible that the station master's house was located on George Holmes Road, outside the project area being assessed.



Figure 5-3. Map showing the location of the first Rolleston Station building which opened in 1866. Part of parcels 15 and 17 of the project area are indicated in red. Image: New Zealand Rail Maps, 2022.

By September 1866, the line to Rolleston was completed enough that the contractors were advertising the conveyance of wool from Rolleston to Christchurch at ten shillings per ton (*Press*, 15/9/1866: 1). The official opening of the Main Southern Railway from Christchurch to the terminus at Rolleston was held in October 1866 (*Press*, 15/10/1866: 2). An inaugural trip along the line was undertaken by the Superintendent of Canterbury and other dignitaries which saw them travel from Christchurch to Rolleston within just thirty-two minutes (*Press*, 15/10/1866: 2). Newspaper accounts of the trip indicates that there were no features of note at the Rolleston terminus at this time, other than the station building, platform, and a well which had been sunk at the end of 1865 (*Lyttelton Times*, 25/11/1865: 4, 15/10/1866: 2; *Press*, 15/10/1866: 2). This suggests that the privy, goods shed, livestock shed, and cottage were constructed in late-1866 or 1867. The location of the well is not certain. Rolleston remained the terminus of the Main Southern Railway until October 1867, when the line from Rolleston to Selwyn was opened (*Lyttelton Times*, 4/10/1867: 5).

Surveys were undertaken to find the best line to connect Rolleston with the Malvern coal fields located west in 1872 (Dew, 1988: 38). This branch line was constructed in 1873-1874, and officially opened in December 1874 (*Star*, 24/11/1874: 2). The original alignment the Malvern Branch line connecting into the Rolleston terminus was located to the west of the original station building (Figure 5-3 and Figure 5-5).

The Malvern branch railway line was extended to Springfield in 1880 (Loader, 2010: 5). Seven years later, the privately owned Midland Railway Company began plans to extend the Malvern branch line to Greymouth, and thus provide a rail service connecting Christchurch with the West Coast (Dew, 1988: 39). The construction of this line was slow. Frustrated by this slow progress the Government stepped in and, following protracted court battles, the Public Works Department took over the construction of the line in 1899. Even under government control, the construction of the Midland line was slow (Loader, 2010: 4-5). The line did not reach Broken River until 1906 and was extended to Arthurs Pass in 1914 (Dew, 1988: 39). The Midland line was not fully completed to the West Coast until 1923 when the Otira tunnel was finally opened (Loader, 2010: 4-5). The completion of the Midland line necessitated the rearrangement of the Rolleston station in 1923. The curve of the line of the rail branching westward from the Main South Line towards Malvern was altered (Figure 5-4). The original station building was demolished, and the site was abandoned, with a new station building, platform, and verandah being constructed in the yard to the east of George Holmes Road, opposite Rolleston Drive (Figure 5-4; *Ellesmere Guardian*, 2/9/1922: 3; *Press*, 17/12/1923: 8; *Star*, 3/8/1923: 6). An overbridge, with ramped approaches, was built to give access from the road to the station. New houses for railway staff were also constructed on Reserve 249 outside of the project area (*Press*, 17/12/1923: 8).

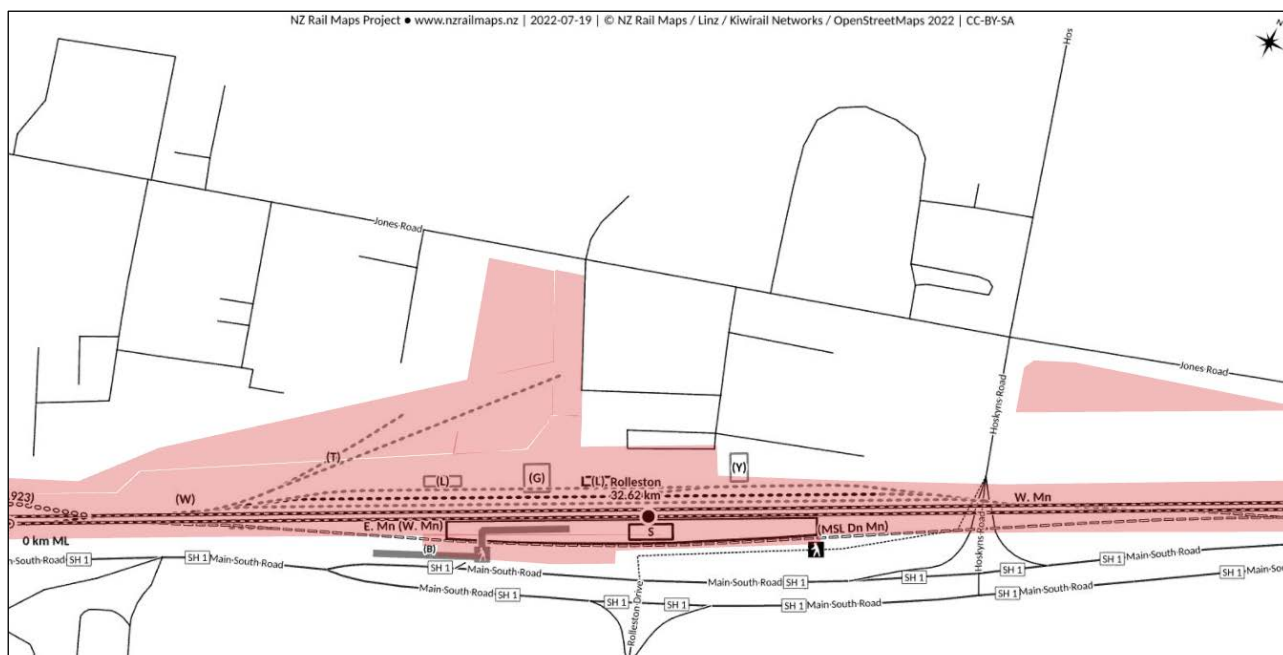


Figure 5-4. Map showing the location of the second Rolleston Station building which opened in 1923. Parcels 6, 8, 11, 13 and part of 1, 15 and 17 of the project area is indicated in red. Image: New Zealand Rail Maps, 2022.

Aerial imagery from 1942 shows the developments present at the time within the Rolleston railway reserve and station yard (Figure 5-5). Included among the features evident in the aerial imagery is the original Malvern branch lines and their 1923 replacement and the location of the 1923 station building. The portions of Reserve 249 not utilised for rail purposes was planted with forestry trees at this time.

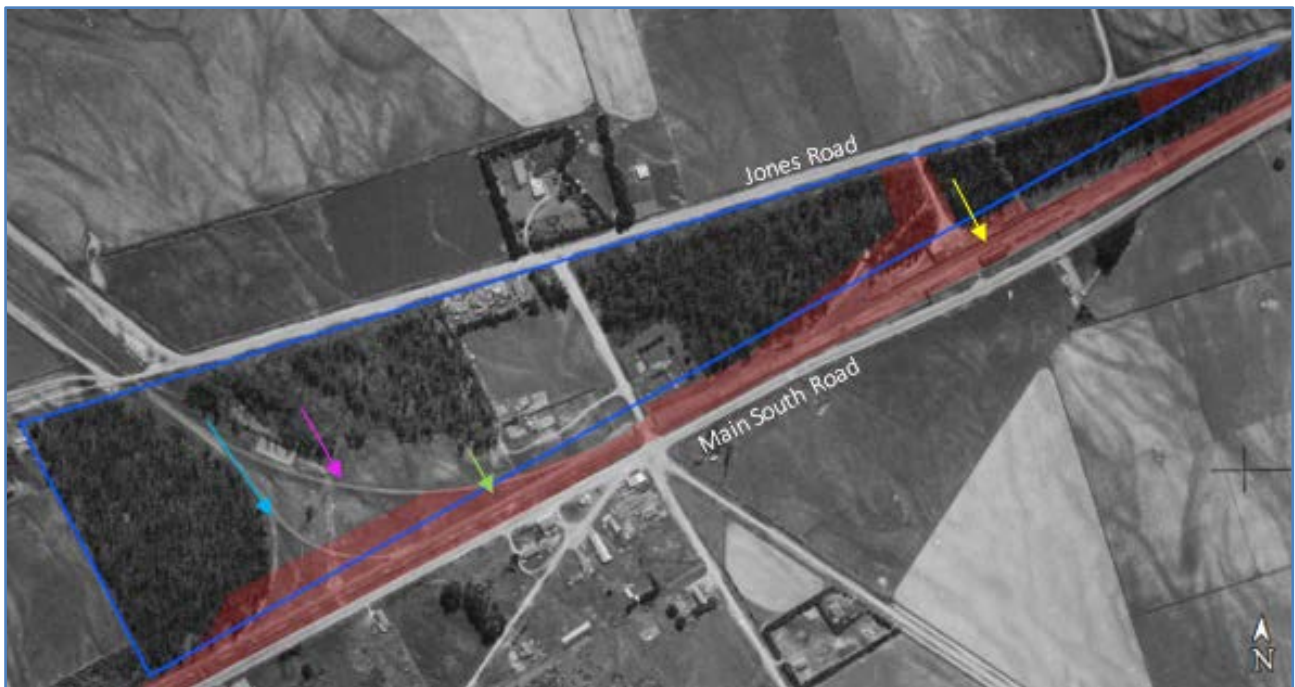


Figure 5-5. Aerial imagery from 1942, showing the developments present within Reserve 249 (outlined in blue) Parcels 1, 8, 11, 13, 15 and part of 17 of the project area are coloured red. Indicated with arrows are the locations of the original Malvern branch line (blue), the 1923 branch line (pink), the original (demolished) station building (green), and the 1923 station building (yellow). Image: LINZ, 1942.

The 1923 station building burnt down in 1969 and was replaced with a concrete block edifice which remains standing. The Rolleston station building is no longer open to the public as no passenger trains stop at the station (New Zealand Rail Maps, 2022). Although it appears as a formed road through Reserve 249 in the aerial imagery from 1942, George Holmes Road was not formally surveyed through the section until 1988 (LINZ, 1988). The portion of the rail reserve and Reserve 249 west of George Holmes Road was subdivided in 1989, forming part of the boundaries of parcel 17 of the project area (Figure 5-6). This land continues to be utilised as part of the Main Southern Railway and Malvern branch railway, but no building developments are known to have been constructed within this land (Canterbury Maps, 2024). The original alignment of the Malvern branch railway line (replaced in 1923) is still evident in aerial imagery as relict lines extending through the land (Figure 5-7).

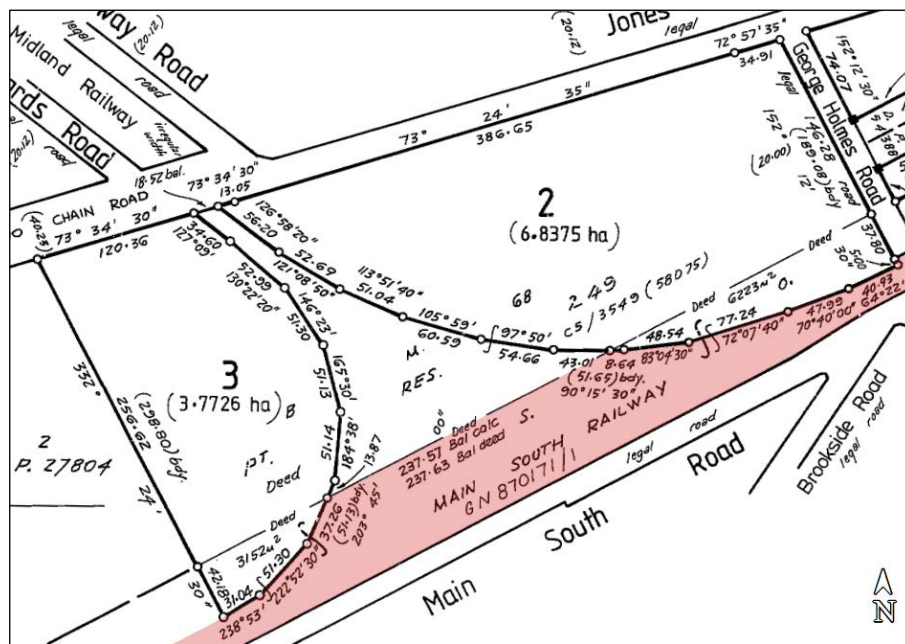


Figure 5-6. Detail from Deposited Plan 55616, showing the subdivision of the portion of Reserve 249 west of George Holmes Road in 1989. Part of Parcel 17 of the project area is indicated in red. Image: LINZ, 1989.



Figure 5-7. Aerial imagery from 2024, showing the developments present within the portion of Parcel 17 of the project area (coloured red) formed from the rail reserve and Reserve 249 in 1989 (outlined in blue). This area is not to be affected by the proposed works Image: Google Earth, 2024.

The portion of the rail reserve and Reserve 249 east of George Holmes Road first was subdivided in 1991 (Figure 5-8). From the early 2000s this land has frequently been subdivided to facilitate commercial/industrial development in the area. The boundaries of Parcel 1 of the project area were formed in 2000 (Figure 5-9). The boundaries of Parcel 13 were formed in 2008 (Figure 5-10). The boundaries of parcels 11 and 15 were formed in 2010 (Figure 5-11). The boundaries of Parcel 8 were formed in 2011 (Figure 5-12). The only building constructed within the project area was a commercial/industrial building constructed within Parcel 11 in c.2020 (Canterbury Maps, 2024; Figure 5-13).

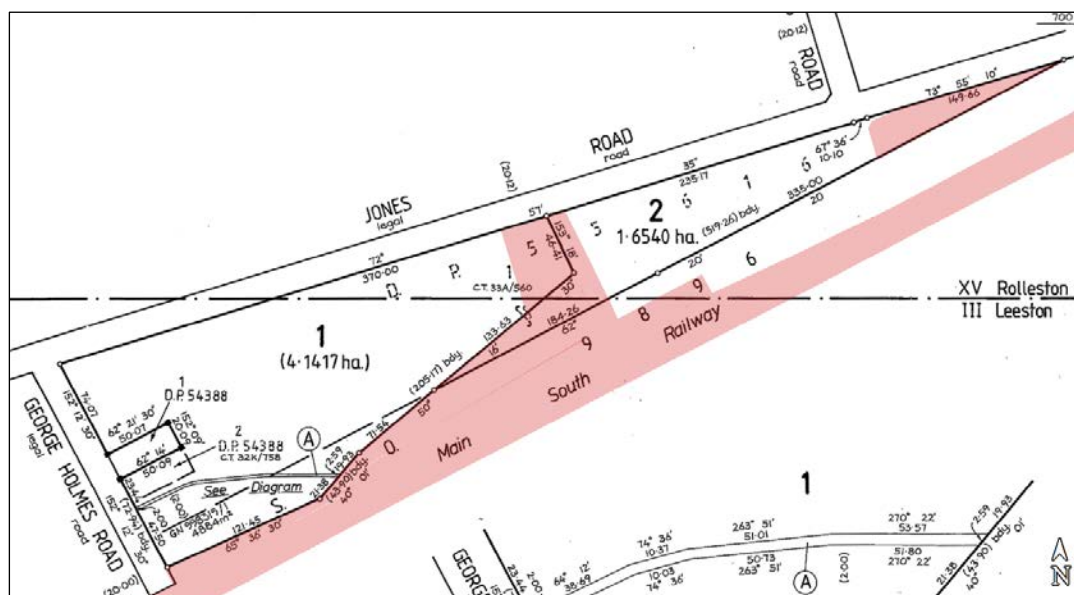


Figure 5-8. Detail from Deposited Plan 60140, showing the subdivision of the portion of Reserve 249 east of George Holmes Road in 1991. Parcels 1, 8, 11, 13, 15, and part of 17 of the project area is indicated in red. Image: LINZ, 1991.

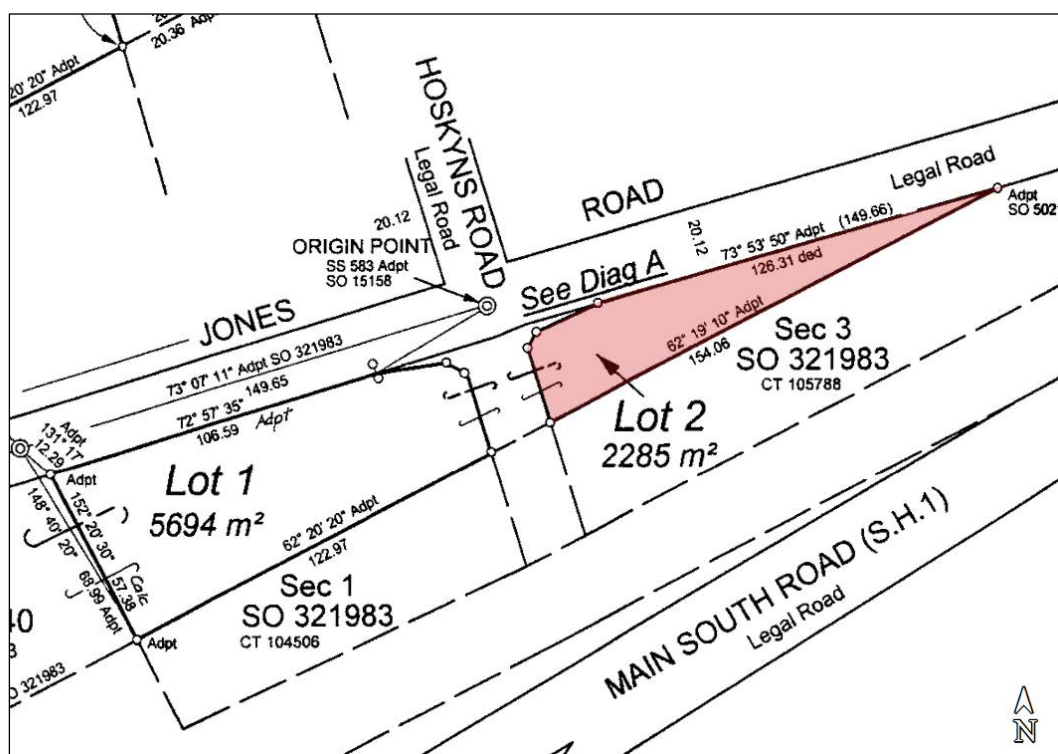


Figure 5-9. Detail from Deposited Plan 326553, showing the formation of Parcel 1 of the project area (coloured red) in 2000. Image: LINZ, 2000.

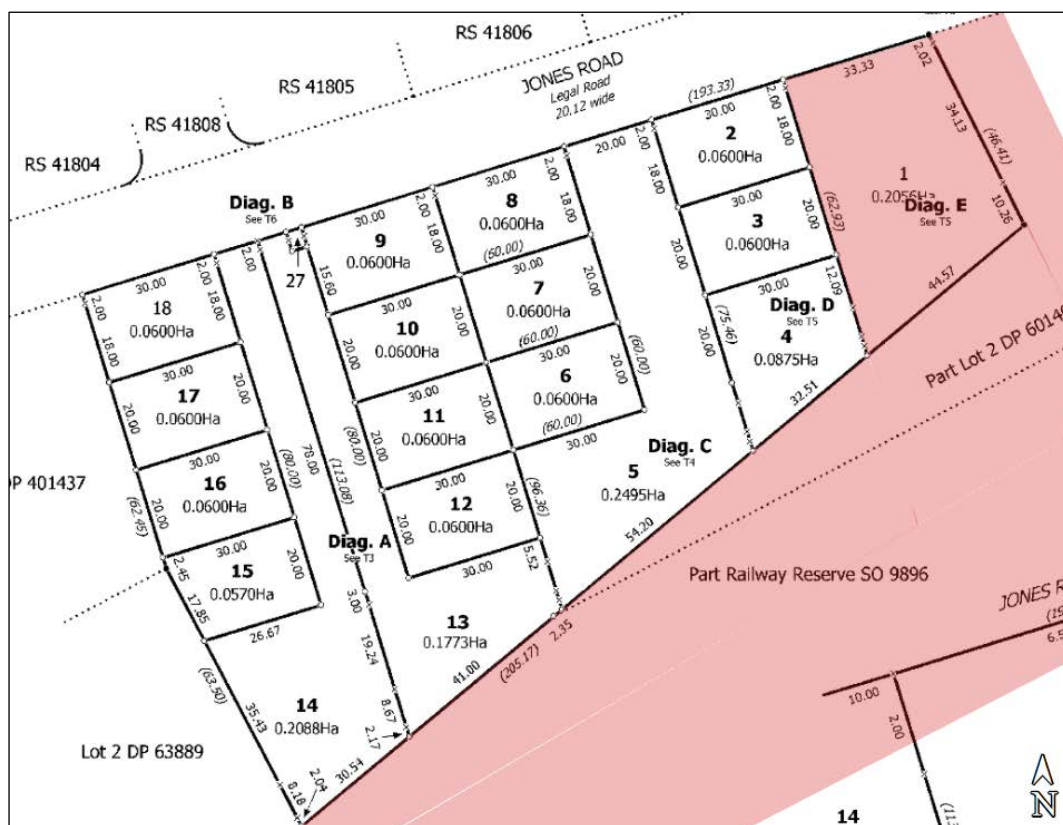


Figure 5-10. Detail from Deposited Plan 407244, showing the formation of Parcel 13 of the project area (coloured red) in 2008. Image: LINZ, 2008.

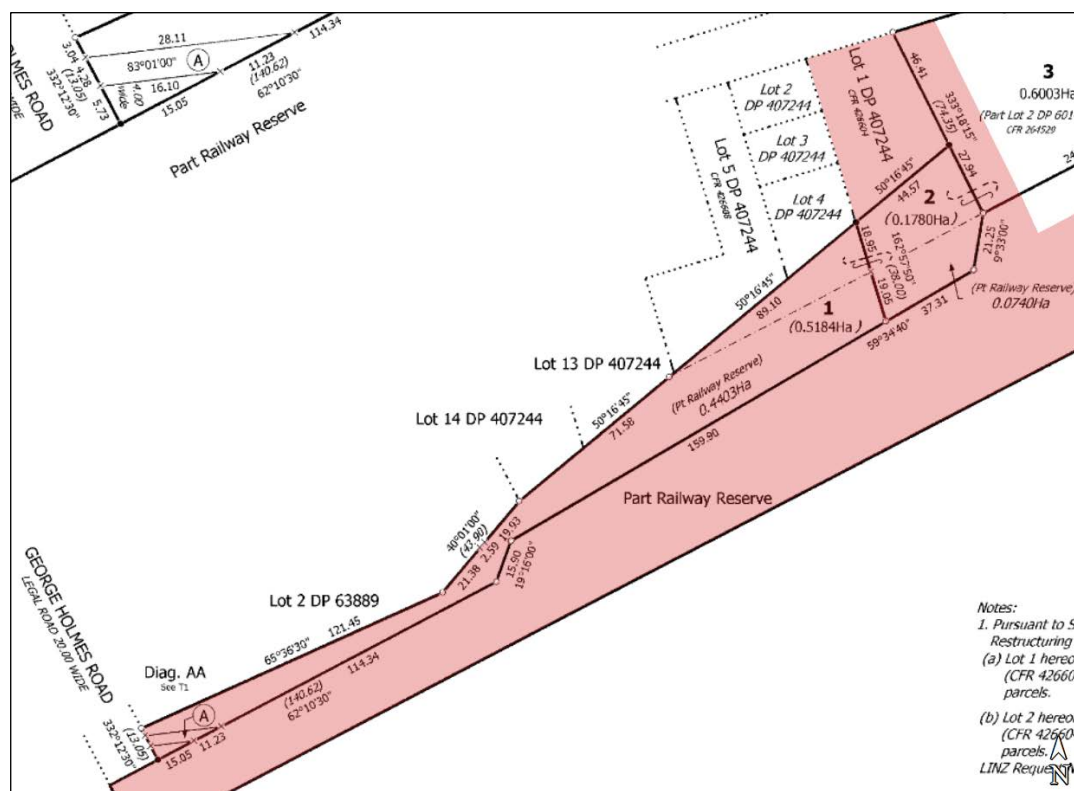


Figure 5-11. Detail from Deposited Plan 422977, showing the formation of parcels 11 and 15 of the project area (coloured red) in 2010. Image: LINZ, 2010b.

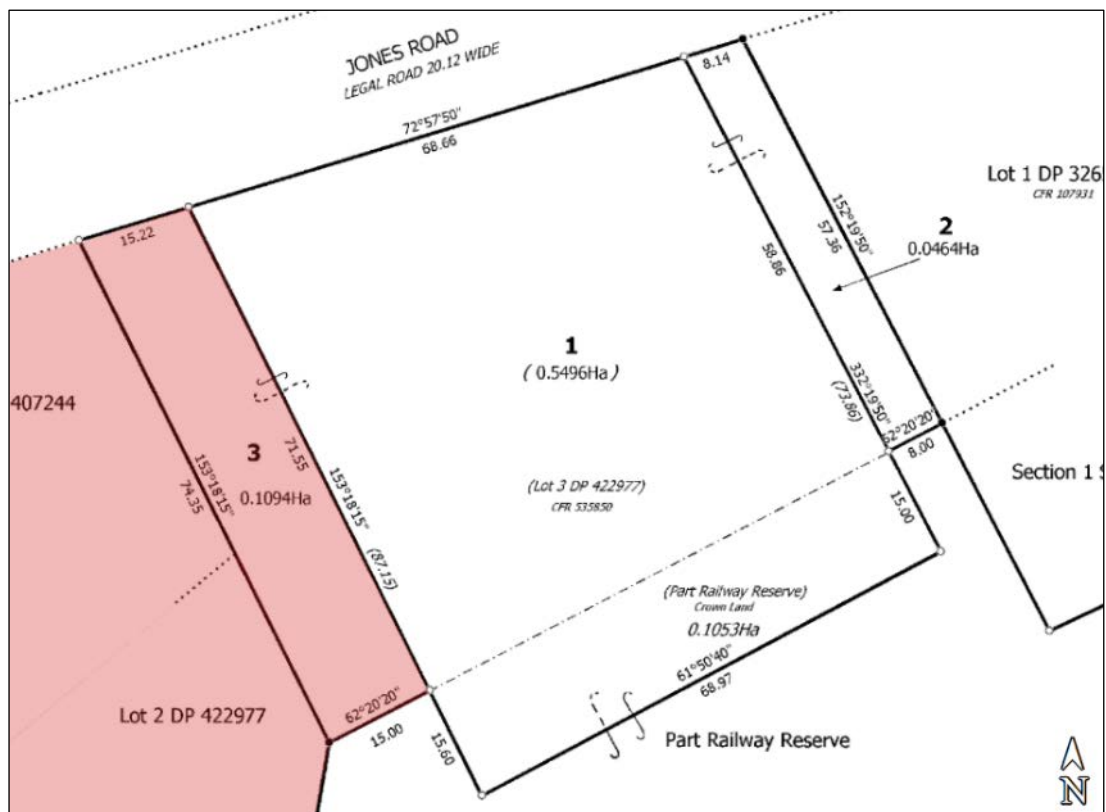


Figure 5-12. Detail from Deposited Plan 422976, showing the formation of Parcel 8 of the project area in 2011. Image: LINZ, 2011.

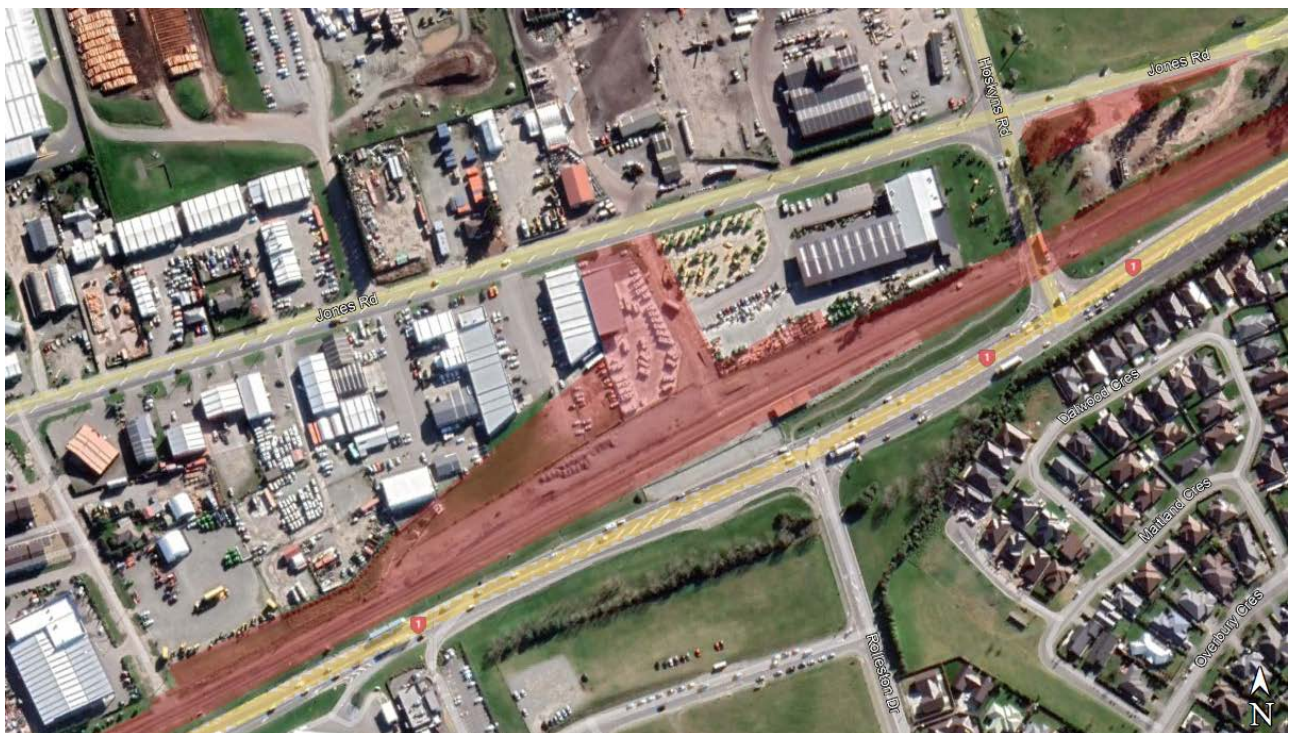


Figure 5-13. Aerial imagery from 2024, showing the developments present within Parcels 1, 8, 11, 13, 15 and part of 17 of the project area (coloured red) within the rail reserve and Reserve 249 west of George Holmes Road. Image: Google Earth, 2024.

5.2 Rural Section 4604 (Parcels 2, 3, 4, 6, 9, 10, and part of 5)

Parcels 2, 3, 4, 6, 9, 10, and part of 5 of the project area were originally surveyed as part of Rural Section 4604, a 20-acre section fronting on the Main South Railway and a road which has subsequently been closed (Figure 5-14).

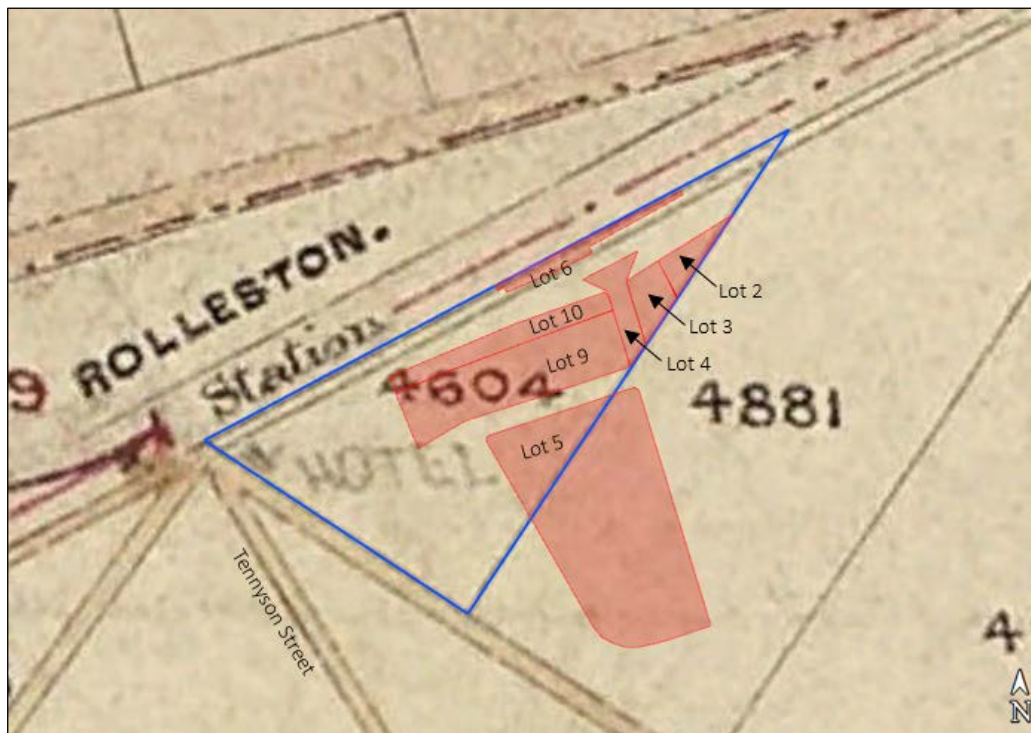


Figure 5-14. Detail from Black Map 63, showing Parcels 2, 3, 4, 6, 9, 10 and part of 5 of the project area (coloured red) surveyed as part of Rural Section 4604 (outlined in blue). Image: Archives New Zealand, 1865.

Henry Selfe was granted Rural Section 4604 from the Crown in 1863 (LINZ, 1860a: 4604). When the Rolleston railway was surveyed through the area in 1864, the Main South Road was subsequently also surveyed alongside it, with part of the road corridor being surveyed along the northern boundary of Rural Section 4604 (Palmer, 2002: 21). Selfe formally conveyed the land comprising the Main South Road to the Superintendent of Canterbury in 1867 (LINZ, 1860c: 724). Parcel 6 of the project area is located within this property which was subdivided from Rural Section 4604 to form the Main South Road. A historical summary of this land parcel is continued in Section 5.2.3.

Henry Selfe was the Provincial Agent for the Canterbury Association in London, and other than one visit to the colony in 1868, he was largely an absentee landowner (MacDonald, 1952-1964: S191). He employed John Cordy to manage his land interests in Canterbury, but no information could be found to indicate that the remaining portion of Rural Section 4604 was developed or occupied during Selfe's ownership.

Thomas Henry Ranger purchased Rural Section 4604 (excluding Main South Road) from Selfe in 1869 (LINZ, 1860c: 725). Ranger was the proprietor of the Rolleston Hotel, located on Rural Section 4603 (outside of the project area). As the proprietor of the hotel, Ranger was required to provide paddock accommodation for drovers passing through the township on their way to town (Palmer, 2002: 45). It seems likely that Ranger purchased Rural Section 4604 to fulfill this pastoral obligation, as no information could be found to indicate that the rural section was developed or occupied beyond pastoral purposes during Ranger's ownership.

Alfred Louisson, manager of the Crown Brewing Company in Christchurch, purchased Rural Section 4604 from Ranger in 1878 (LINZ, 1871b). Louisson transferred ownership of the land to the Crown Brewing Company in 1882, and the property remained in the company's ownership until the 20th century (LINZ, 1871b). During Louisson and the brewing company's ownership, Rural Section 4604 appears to have continued to be used as pastoral land associated with the Rolleston Hotel, as many of the hotel's proprietors during the late 19th century are recorded leasing the rural section. The hotel proprietors/lessees of Rural Section 4604 during this period include: Lewis John Williams in 1878; William Wilson in 1879; James Holt in 1882; and James Henry Spence in 1904 (LINZ, 1871b). While the land was likely used for pastoral purposes during the 19th century, no information could be found to indicate that it was developed or occupied beyond use for pastoral purposes during this period.

Rural Section 4604 was subdivided in two in 1900 (Figure 5-15; LINZ, 1900). For the convenience of this assessment the two portions of the property have been labelled as Subsection 1 and 2 respectively.

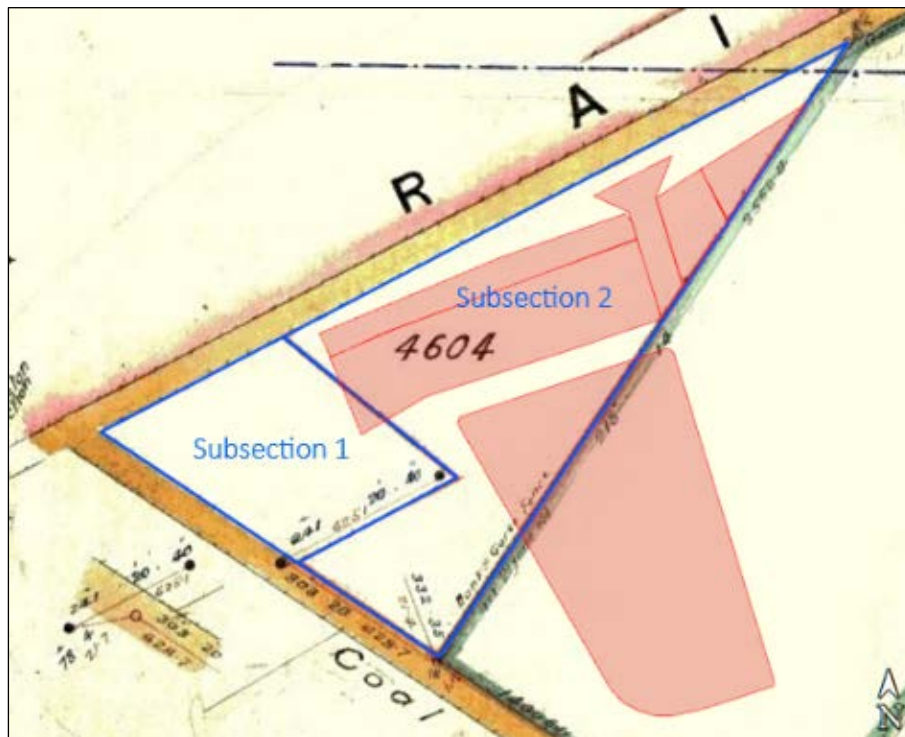


Figure 5-15. Plan showing the subdivision of Rural Section 4604 into two subsections (outlined in blue) in 1900. The boundaries of Parcels 2, 3, 4, 5, 9, and 10 of the project area are indicated in red. Image: LINZ, 1915.

5.2.1 Subsection 1

The Rolleston Saleyards Company Limited formally purchased Subsection 1 in 1906, but they had been in occupation of the property since late-1901 when they constructed saleyards on the land (LINZ, 1906a; *Lyttelton Times*, 19/10/1901: 5, 27/11/1901: 7; *Star*, 3/10/1901: 3). The Rolleston saleyards on Subsection 1 officially opened to the public in January 1902 (*Lyttelton Times*, 11/1/1902: 12, 14/1/1902: 3). A property valuation for Subsection 1, recorded in March 1906, indicates that the property contained £70 worth of improvements, which is believed to be a reference to the sale yards constructed in 1901 (Archives New Zealand, 1906: 65). The Rolleston saleyards continued to occupy the premises on Subsection 1 until 1909 (LINZ, 1906a; *Lyttelton Times*, 11/1/1909: 12).

Aerial imagery from 1942 shows a building present within Subsection 1 (Figure 5-16). This building was constructed on the property between 1906 and 1942 and is not located within the project area. The land comprising the portion of the project area on Subsection 1 is shown to be pasture in 1942. No clear evidence of saleyards were present by this time.



Figure 5-16. Aerial imagery from 1942, showing the developments within Subsection 1 (outlined in blue). Part of Parcels 5, 9, 10 of the project area is indicated in red. Image: LINZ, 1942.

Subsection 1 was subdivided into smaller allotments in the 1950s (Figure 5-17). A survey plan of the property in 1956, shows the location of the 20th century building present within Subsection 1, outside of the project, area but no further developments are indicated on the surveyed plan. Subsection 1 continued to be developed during the second half of the 20th century and the history of this development is continued in Section 5.2.2.

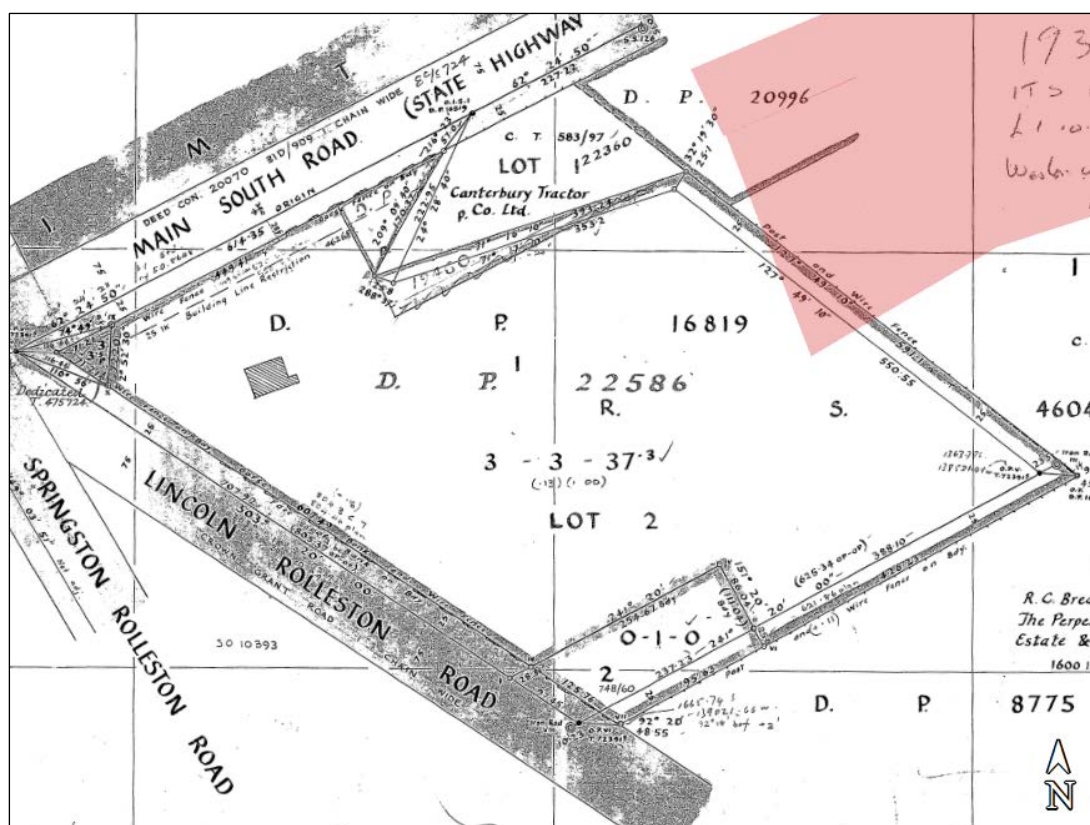


Figure 5-17. Detail from Deposited Plan 19370, showing the subdivision of Subsection 1 in 1956. Part of Parcels 9 and 10 of the project area is indicated in red. Image: LINZ, 1956.

5.2.2 Subsection 2

The Crown Brewing Company continued to own Subsection 2 until 1923 (LINZ, 1906b). During this period the proprietor of the Rolleston Hotel continued to lease the land. A property valuation for Subsection 2, recorded in March 1906, suggests that the land was vacant at this time (Archives New Zealand, 1906: 64). This further suggests that the various proprietors of the Rolleston Hotel who had owned/leased the land since 1869 only utilised the land for pastoral purposes.

The Main South Road was widened/realigned into part of Subsection 2 in 1910 (LINZ, 1910). Subsection 2 was subdivided into three land parcels 1927-1928, at which time Lot 1 DP 8681, Lot 1 DP 8775, and Lot 2 DP 8775 were formed (Figure 5-18; LINZ, 1927).

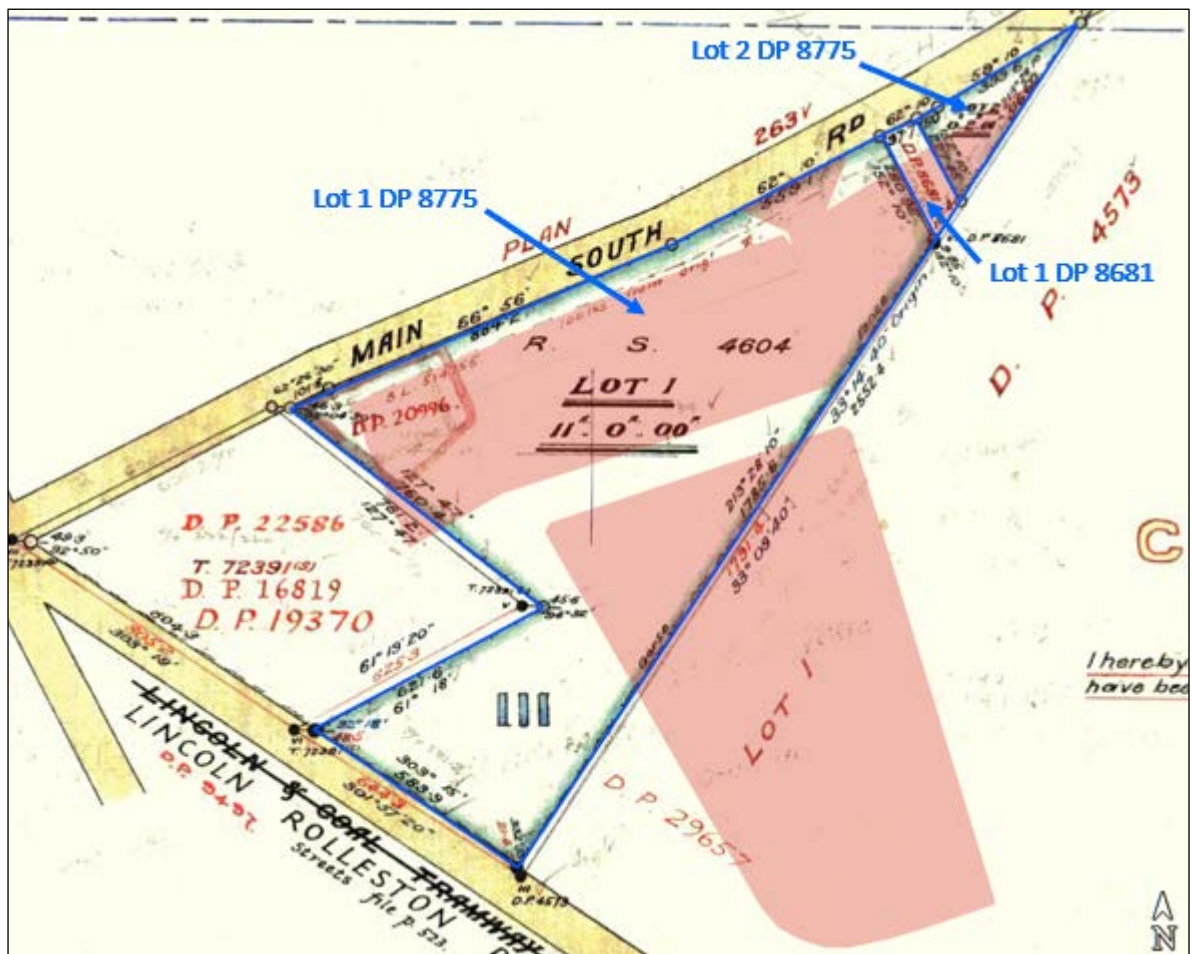


Figure 5-18. Detail from Deposited Plan 8775, showing the boundaries of the Lot 1 DP 8681 and Lots 1 and 2 DP 8775 (outlined in blue) formed from Rural Section 4604 by 1928. The boundaries of Parcels 2, 3, 4, 9, 10, and part of 5 of the project area are indicated in red. Image: LINZ, 1928.

Aerial imagery from 1942 shows the developments present within Lot 1 DP 8681 and Lots 1 and 2 DP 8775 (Figure 5-19). A building is present on Lot 1 DP 8681 at this time, which is believed to have been erected on the site after the property had been surveyed in 1927. This 20th century building extends within Parcel 2 of the project area. The remainder of the project area within Lots 1 and 2 DP 8775 was undeveloped in 1942. The various sections formed from Rural Section 4604 began to be developed for domestic and commercial purposes during the second half of the 20th century (Figure 5-20).



Figure 5-19. Aerial imagery from 1942, showing the developments within Lot 1 DP 8681 and Lots 1 and 2 DP 8775 (outlined in blue). The boundaries of Parcels 2, 3, 4, 9, 10, and part of 5 of the project area are indicated in red. Image: LINZ, 1942.



Figure 5-20. Aerial imagery from 1973, showing the developments within the various allotments formed from Rural Section 4604 (outlined in blue). The boundaries of Parcels 2, 3, 4, 9, 10, and part of 5 of the project area are indicated in red. Image: LINZ, 1973.

Lot 1 DP 8681 and Lot 2 DP 8775 were subdivided in 1993, at which time the boundaries of Parcel 2 of the project area (Lot 1 DP 63308) were formed (Figure 5-21). The following year, Parcel 4 of the project area (Rolleston Drive) was formed through Lot 1 DP 8775 (Figure 5-22). The survey of Rolleston Drive in 1994 also formalised the boundaries of Parcel 3 (part Lot 1 DP 8775).

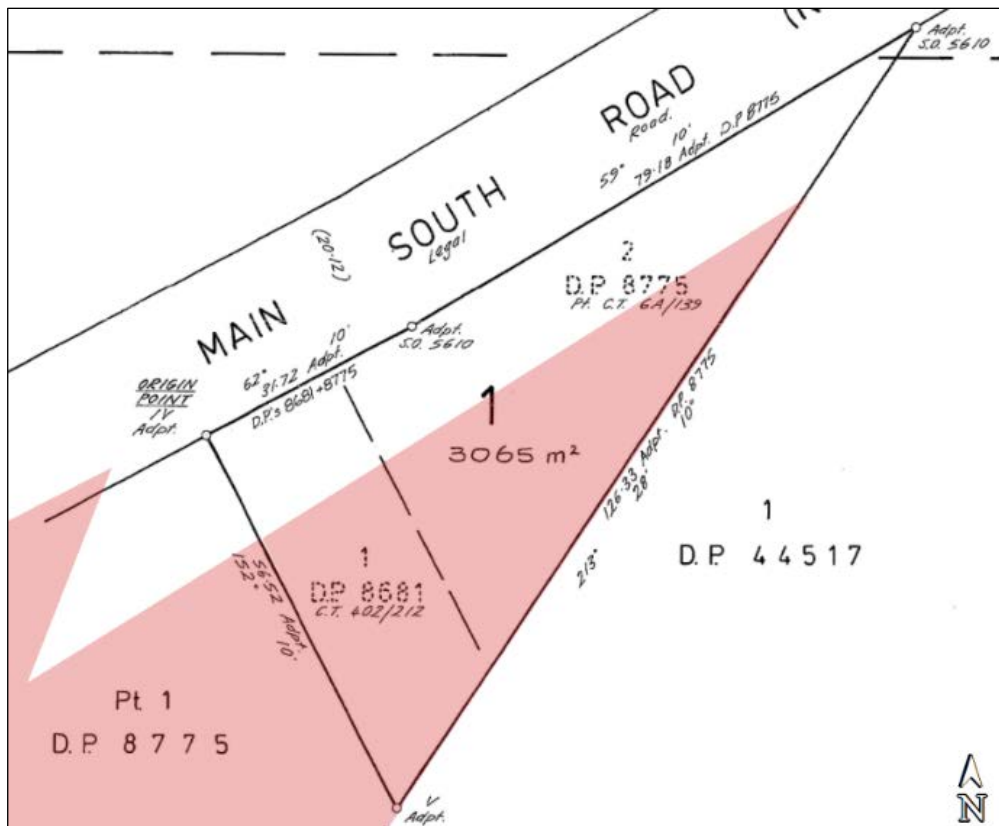


Figure 5-21. Detail from Deposited Plan 63308, showing the subdivision of Lot 1 DP 8681 and Lot 1 DP 8775 in 1993. Part of Parcels 9, 10 of the project area is indicated in red. Image: LINZ, 1993a.

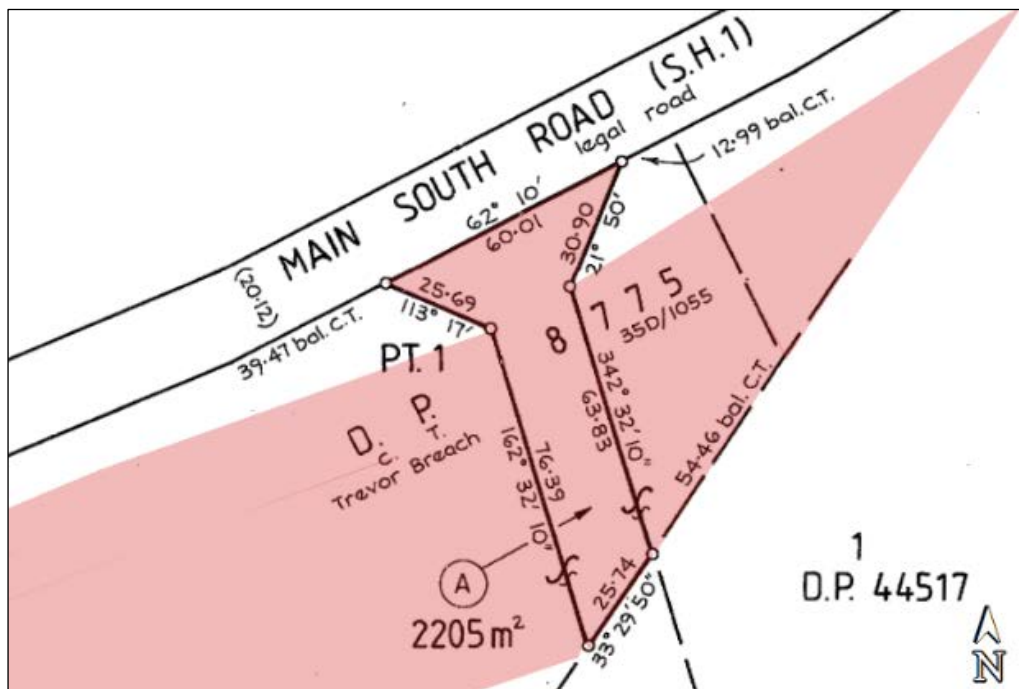


Figure 5-22. Detail from Survey Plan 19350, showing the subdivision of in 1994. Part of Parcels 2, 3, 4, 9, and 10 of the project area is indicated in red. Image: LINZ, 1994.

A portion of Lot 1 DP 8775 and part of Rural Section 4881 was subdivided in 2013 (Figure 5-23). The boundaries of Parcel 5 of the project area (Lot 4 DP 461560) were formed at this time. Lot 3 DP 461560 was subdivided in 2017 (Figure 5-24). The boundaries of Parcels 9 and 10 (Lot 2 and 3 DP 501225) were formed at this time. Aerial imagery from 2021 shows the developments which occurred within Parcels 2, 3, 4, 5, 9, and 10 of the project area during the 20th century, which includes the formation of Rolleston Drive and large commercial buildings within Parcel 5 (Figure 5-25).

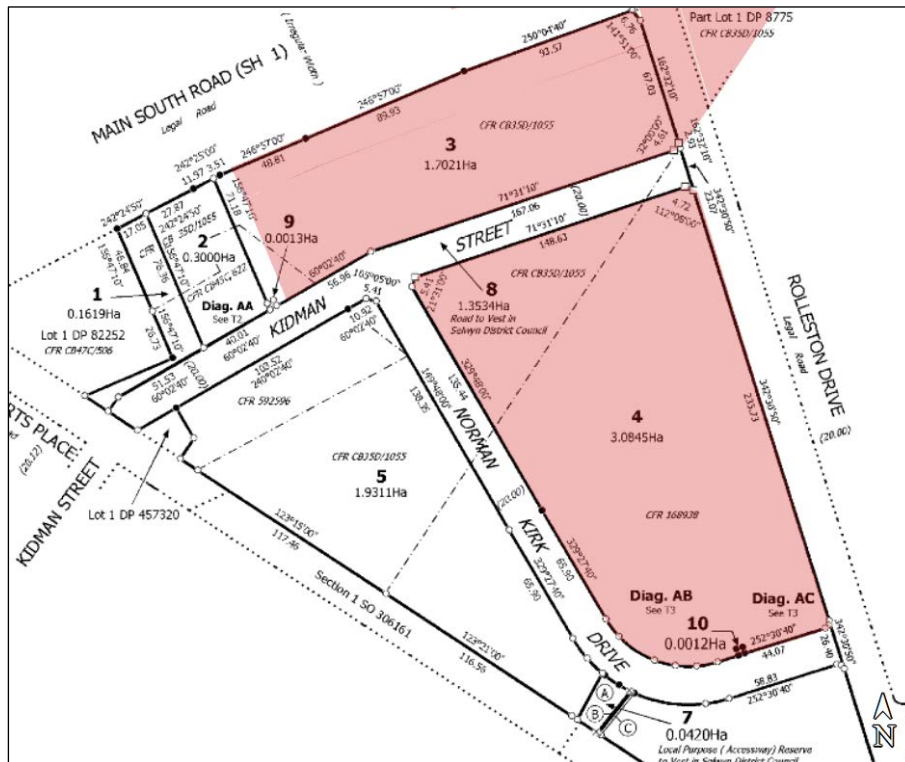


Figure 5-23. Detail from Deposited Plan 461560, showing the subdivision of part of Lot 1 DP 8775 and Rural Section 4881 in 2013. Parcels 5, 9, 10 and part of Parcels 3 and 4 of the project area are shown in red. Image: LINZ. 2013.

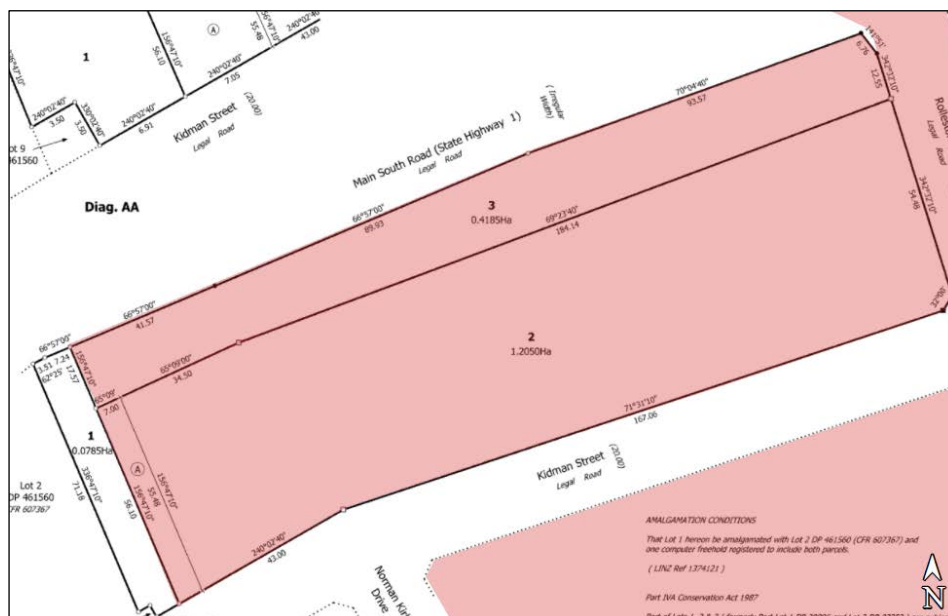


Figure 5-24. Detail from Deposited Plan 501225, showing the subdivision of Lot 3 DP 461560 in 2017. Parcels 9, 10 and part of Parcels 3, 4, and 5 of the project area are shown in red. Image: LINZ. 2017.



Figure 5-25. Aerial imagery from 2021, showing the developments present within Parcels 2, 3, 4, 5, 9, and 10 of the project area (coloured red). Image: Google Earth, 2024.

5.2.3 Main South Road

Main South Road was surveyed through the northern boundary of Rural Section 4604 in c.1864 and formally conveyed to the Superintendent of Canterbury in 1867 (LINZ, 1860c: 724; Palmer, 2002: 21). Parcel 5 of the project area is located within the portion of road corridor surveyed from Rural Section 4604 in 1867. Due to the length of the Main South Road, it is very difficult to ascertain what road formation or maintenance works were undertaken within specific portions of the road corridor during the 19th century. However, the Springs Road Board called for tenders to form one mile of Main South Road extending from Rolleston eastward towards Weedons in November 1873 (*Lyttelton Times*, 8/11/1873: 3). This is believed to have included the portion of the road surveyed from Rural Section 4604. The formation of this portion of road is believed to have been completed in 1874 (*Lyttelton Times*, 10/3/1874: 3; *Press*, 6/3/1874: 2). Very little additional information could be found regarding the maintenance of this portion of the road during the 19th century.

A portion of the Main South Road corridor was subdivided in 1910 to allow for the widening of the Main South Railway corridor (Figure 5-26). Parcel 5 of the project area forms part of the land taken for railway purposes in 1910. The second Rolleston railway station was constructed on part of this land parcel in 1923. A summary of the historical development of the Rolleston railway is outlined in Section 5.1. Aerial imagery from 1942 shows the developments present within Parcel 5 of the project area at this time, which include the ramped approaches to the rail overbridge which had been constructed in 1923 (Figure 5-27).

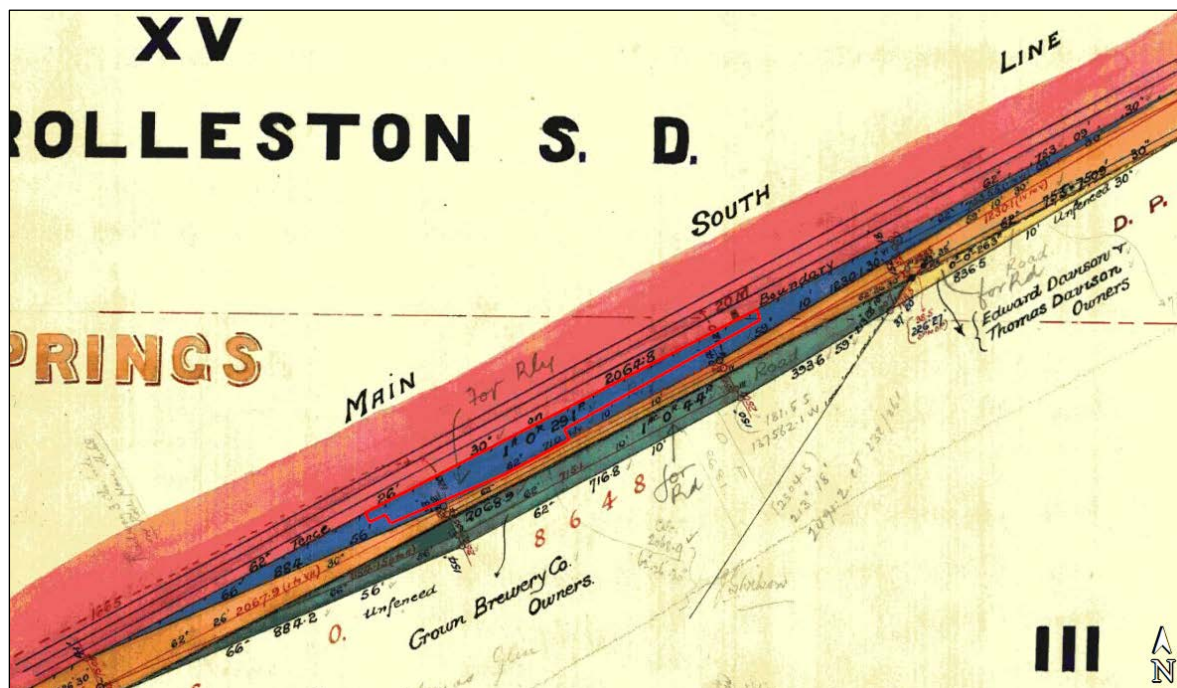


Figure 5-26. Detail from Survey Plan 5610, showing the portion of Main South Road taken for railway purposes in 1910 (coloured blue). Parcel 6 of the project area is outlined in red. Image: LINZ, 1910.

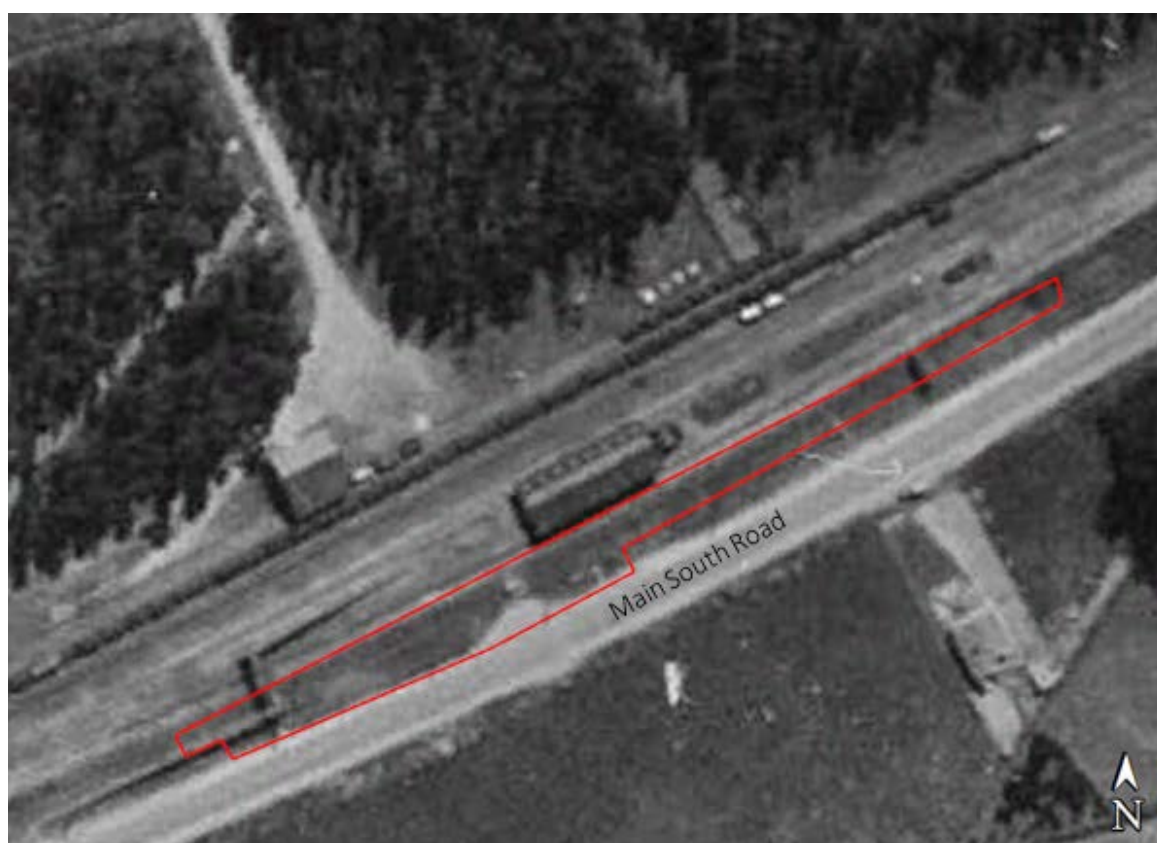


Figure 5-27. Aerial imagery from 1942, showing the developments within Parcel 6 of the project area (outlined in red). Image: LINZ, 1942.

5.3 Rural Section 4830 (Parcel 16)

Parcel 16 of the project area was originally surveyed as part of Rural Section 4830, a 50-acre section fronting on Tennyson Street and Brookside Road (Figure 5-28).

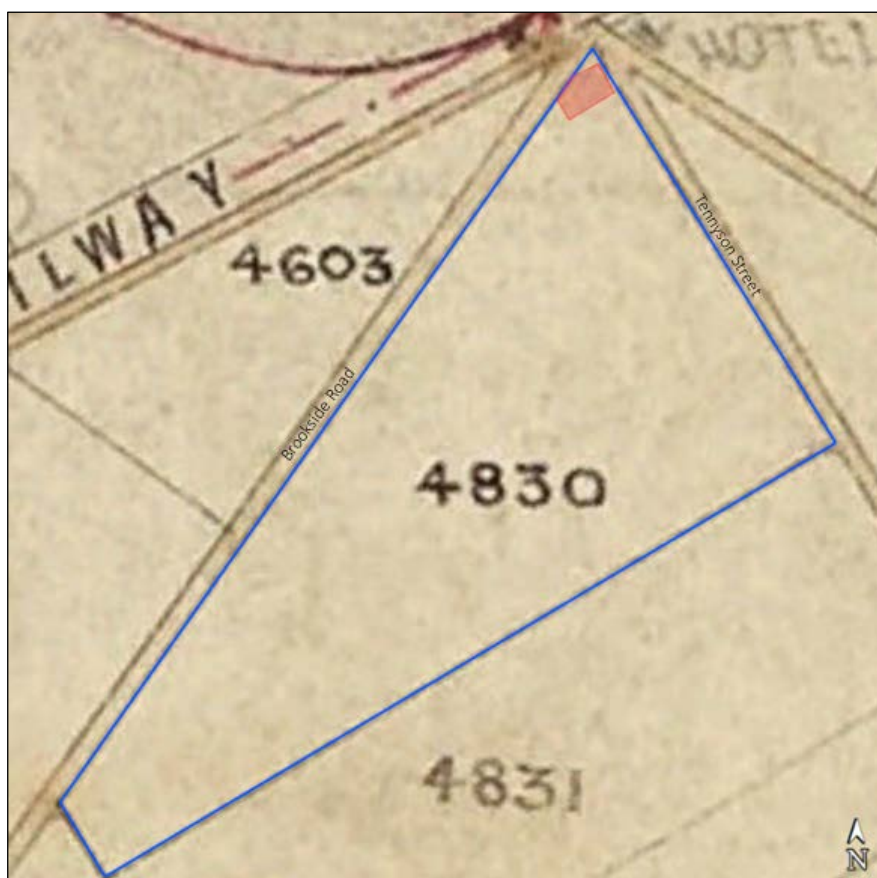


Figure 5-28. Detail from Black Map 63, showing Parcel 16 of the project area (coloured red) surveyed as part of Rural Section 4881 (outlined in blue). Image: Archives New Zealand, 1865.

James Potts was granted Rural Section 4830 from the crown in 1864 (LINZ, 1860a: 4830). Potts was a civil engineer living in Christchurch (MacDonald, 1852-1864: P493; New Zealand Electoral Roll, [Selwyn] 1869-1870: 4; 1875-1876: 12). Potts continued to own the Rural Section 4830 until 1878, but no evidence could be found to indicate he developed or occupied the property during his ownership.

Thomas Henry Ranger, the proprietor of the Rolleston hotel (located outside of the project area) purchased Rural Section 4830 from Potts in 1878 (LINZ, 1860a: 4830). The following year, Ranger subdivided the rural section into 161 residential sections (LINZ, 1879). Parcel 16 of the project area was surveyed at this time as part of Lot 1 DP 307 (Figure 5-29). Ranger advertised the sections for sale in June 1878 at which time he called the subdivision the "Township of Rolleston" (*Press*, 26/6/1878: 6).

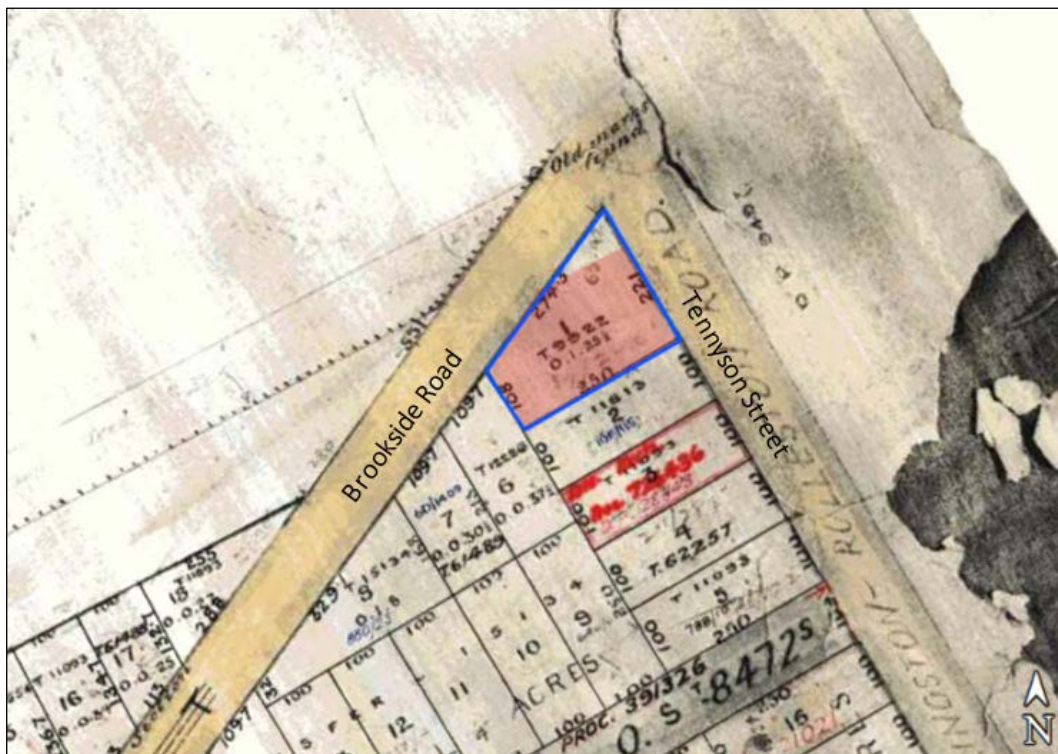


Figure 5-29. Detail from Deposited Plan 307, showing Parcel 16 of the project area (coloured red) surveyed as part of Lot 1 DP 307 (outlined in blue). Image: LINZ, 1879b.

William Arthur Murray purchased Lot 1 DP 307 in 1879 (LINZ, 1879a). Murray conveyed ownership for the section to his brother, Frederick Charles Murray, in December 1882. Frederick Murray continued to own the section until 1910 (LINZ, 1879a). No information could be found to indicate Lot 1 DP 307 was developed or occupied during the 19th century. Evidence suggests that the majority of the sections within the “Township of Rolleston” were land banked in the 1870s, and not developed until the 20th century (Palmer, 2002: 43-44). A property valuation for Lot 3 DP 307 recorded in March 1906 indicates that the land was vacant at this time (Archives New Zealand, 1906: 356).

James Dillon purchased Lot 1 DP 307 in 1939 (LINZ, 1879a). Dillon quickly established petrol pumps on the property and constructed a service station building in November 1941 (Palmer, 2002: 49-50). Aerial imagery from 1942 shows a building present on Lot 1 DP 309, which is the service station building constructed by Dillon in 1941 (Figure 5-30). This building continued to stand on the property until the 21st century (Canterbury Maps, 2024).



Figure 5-30. Aerial imagery from 1942, showing the developments present within Lot 1 DP 307 (outlined in blue). The boundaries of Parcel 16 of the project area are indicated in red. Image: LINZ, 1942.

Lot 1 DP 307 was subdivided in 2010 at which time Main South Road was widened into the property and the boundaries of Parcel 16 of the project area were formed (Figure 5-31). The 1941 service station building was demolished in 2011-2012 (Canterbury Maps, 2024). The land has remained undeveloped since this time (Canterbury Maps, 2024).

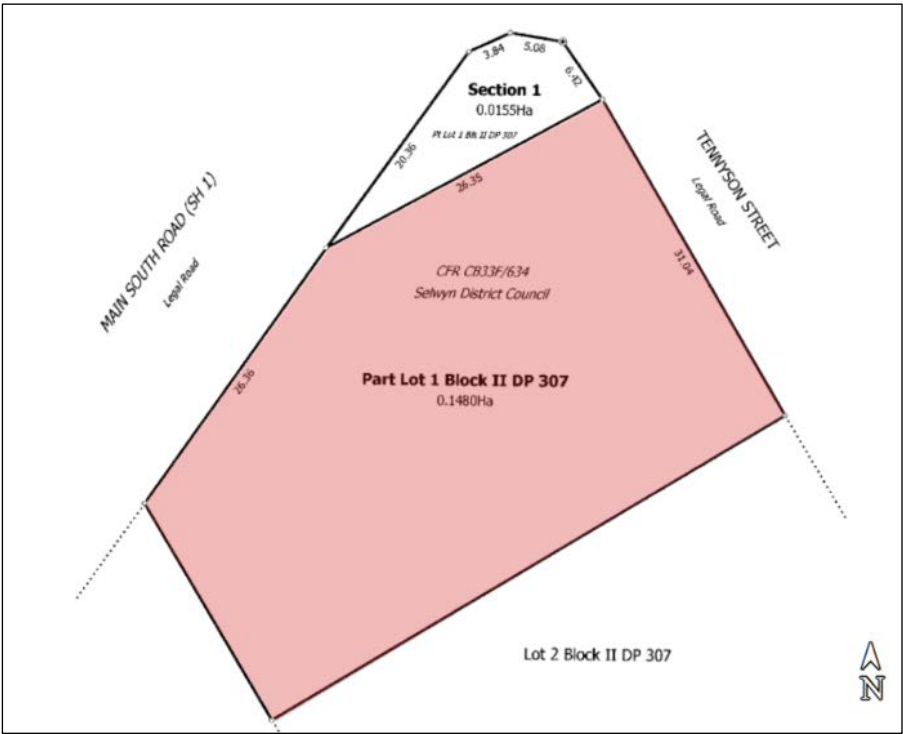


Figure 5-31. Detail from Deposited Plan 426166, showing the subdivision of Lot 1 DP 307 in 2010. The boundaries of Parcel 16 of the project area are indicated in red. Image: LINZ, 2010a.

5.4 Rural Section 4881 (part Parcel 5)

Part of Parcel 5 of the project area were originally surveyed as part of Rural Section 4881, a 50-acre section fronting on the Main South Railway and a road which has subsequently been closed (Figure 5-14).

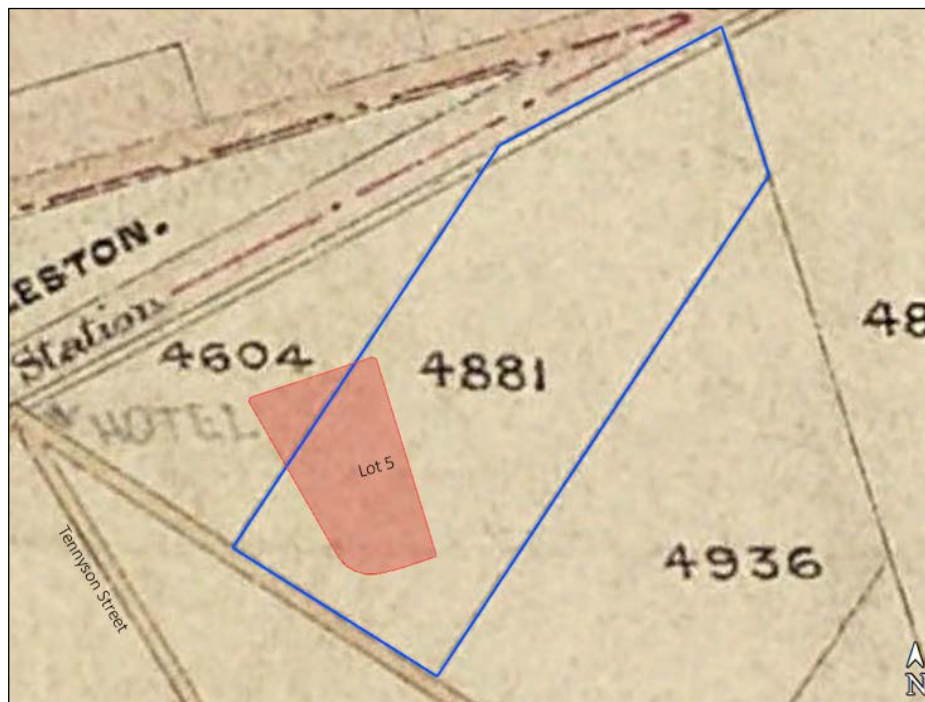


Figure 5-32. Detail from Black Map 63, showing part of Parcel 5 of the project area (coloured red) surveyed as part of Rural Section 4881 (outlined in blue). Image: Archives New Zealand, 1865.

George Oram was granted Rural Section 4881, along with the adjoining RS 4936, from the Crown in 1863 (LINZ, 1860a: 4881, 4936). Oram was a hotel proprietor in Christchurch, and no information could be found to indicate Oram developed or occupied either of the rural sections during his ownership. Oram continued to own the properties until his death in 1876, at which time ownership passed to his widow, Louise Oram (LINZ, 1860a: 4881, 4936; *Press*, 4/4/1876: 2). Mrs Oram continued to own the property into the 20th century, during which time she leased the land to tenants.

John B. Fessey leased Rural Sections 4881 and 4936 from Mrs Oram in 1878 (LINZ, 1860a: 4881, 4936). Fessey was a farmer in the nearby Weedons area (*Lyttelton Times*, 21/2/1879: 7, 15/11/1880: 1). It is unclear if Fessey developed Rural Sections 4881 and 4936 during the tenure of his lease, but it is likely he farmed the land as an extension of his existing farming activities in the area. The lease for Rural Sections 4881 and 4936 were offered for sale in 1882, at which time the land was described as being laid down in English grass and rape, but no indication was made to suggest buildings were present on the property at this time (*Lyttelton Times*, 31/8/1882: 8). It is likely that Fessey gave up his interest in Rural Sections 4881 and 4936 at this time, but it is unclear who leased the land after this date.

The property valuation for Rural Sections 4881 and 4936, recorded in March 1906, indicates that the property contained a dwelling house and a stable/shed which were described as 'old' at the time of recording, likely constructed during the 19th century (Archives New Zealand, 1906: 55). It is unclear who constructed or occupied these buildings. A survey plan of Rural Section 4881 and 4936 drawn in 1915, shows the location of two buildings present on Rural Section 4881 fronting on Main South Road, located outside of the project area (Figure 5-33). These buildings are believed to be the 19th century dwelling and outbuilding recorded in the 1906 valuation register. The land which comprises part of the project area is shown at this time to be pastoral land. Aerial imagery from 1942 shows that the buildings which had been present on Rural Sections 4881 and 4936 in 1915 had been removed by this time, and the land was being utilised for pastoral purposes (Figure 5-34).

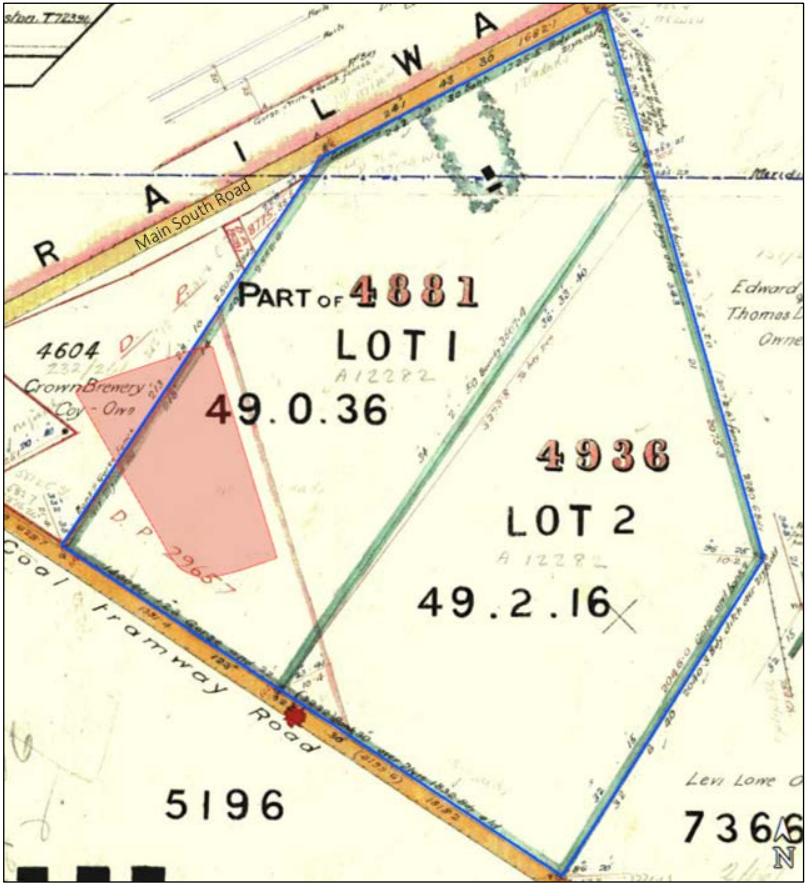


Figure 5-33. Detail from Survey Plan 4573 showing the boundaries of Rural Section 4881 and 4936 (outlined in blue) in 1915. The boundaries of Parcel 5 of the project area are indicated in red. Image: LINZ, 1915.

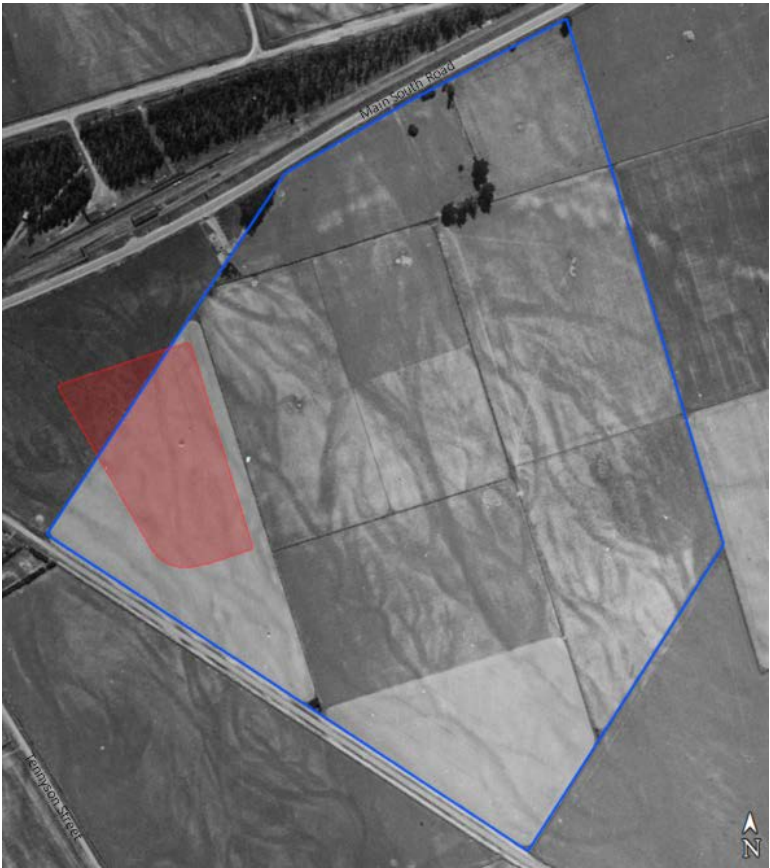


Figure 5-34. Aerial imagery from 1942, showing no building developments within Rural Sections 4881 and 4936 (outlined in blue). The boundaries of Parcel 5 of the project area are indicated in red. Image: LINZ, 1942.

5.5 Rural Section 5690 (Parcels 12 & 14)

Parcels 12 and 14 of the project area were originally surveyed as part of Rural Section 5690, a 100-acre section fronting on Jones Road, and part of the Jones Road corridor (Figure 5-35).

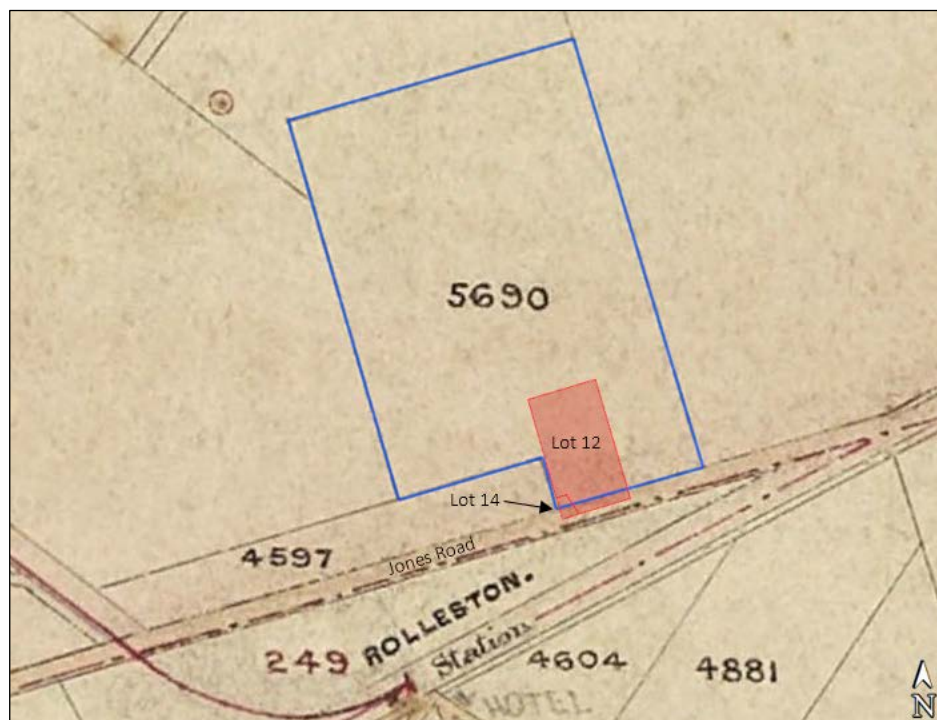


Figure 5-35. Detail from Black Map 63, showing part of Parcels 12 and 14 of the project area (coloured red) surveyed as part of Rural Section 5690 (outlined in blue) and the Jones Road corridor. Image: Archives New Zealand, 1865.

John William Smith Coward was granted Rural Section 5690 from the Crown in 1864 (LINZ, 1860b: 5690). Coward also purchased the adjoining Rural Section 4597 in 1864 (LINZ, 1860a: 4597). A portion of Jones Road extending along the southern boundary of Rural Sections 4597 and 5690 was subdivided in 1884 and designated as Rural Sections 4597x and 5690x (*Lyttelton Times*, 22/8/1885: 7, 10/9/1885: 3). Part of Parcels 12 and 14 of the project area extend within Rural Section 5690x (Figure 5-36). Coward obtained a certificate of title for Rural Sections 4597x and 5690x in 1886 (LINZ, 1886). Coward continued to own Rural Sections 4597, 4597x, 5690 and 5690x until his death in 1888 (LINZ, 1871a; LINZ, 1886; *Lyttelton Times*, 9/7/1888: 5). Coward resided on Oxford Terrace in Christchurch during his period, and no information could be found to indicate he occupied or developed the section during his ownership.

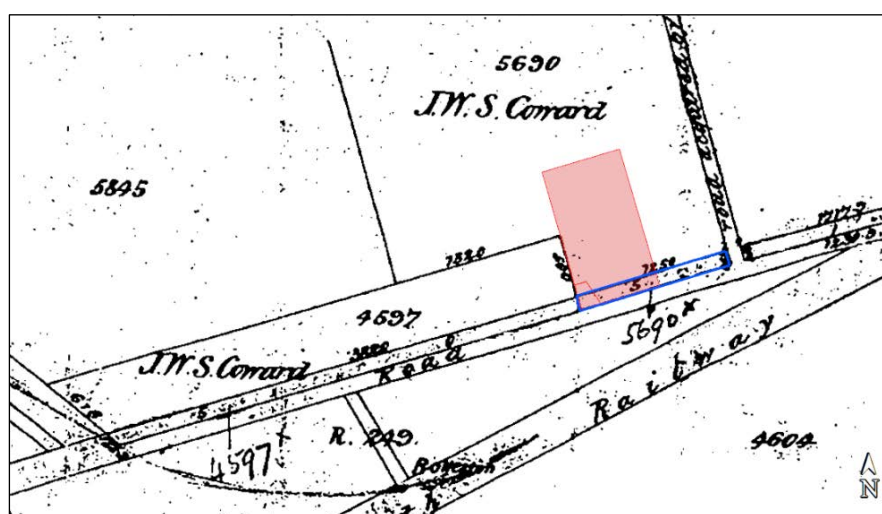


Figure 5-36. Detail from Transfer Plan 25633, showing the portion of Jones Road (outlined in blue) resurveyed as Rural Section 5690x in 1884. Image: LINZ, 1884.

Following Coward's death in 1888, ownership of Rural Sections 4597, 4597x, 5690 and 5690x was transferred to the executors of his estate, Robert Fitzroy Holderness and Francis Stedman (LINZ, 1871a; LINZ, 1886). The executors continued to own the property until 1893. No information could be found to indicate that the property was developed or occupied during this period.

Joseph Watson Kime purchased Rural Sections 4597, 4597x, 5690 and 5690x in 1893 and continued to own the property until 1903 (LINZ, 1871a; LINZ, 1886). Kime was a farmer and undertaker in Springston (MacDonald, 1952-1964: K140). No information could be found to indicate Kime occupied or developed the section during his ownership.

William Hames McGullinay, a farmer in Rolleston, purchased Rural Sections 4597, 4597x, 5690 and 5690x in 1903 (LINZ, 1871a; LINZ, 1886). A valuation of the property, recorded in December 1908, indicates that property formed by Rural Sections 4597, 4597x, 5690, and 5690x contained a dwelling and stable which were three years old at the time of recording (Archives New Zealand, 1906-1911: 688). This indicates that the buildings were constructed in c.1905 during the ownership of McGullinay. Aerial imagery from 1942 shows buildings present on Rural Sections 4597 and 4597x outside of the project area (Figure 5-37). These are likely the buildings constructed on the property in c.1903. No buildings or developments were present within Parcels 12 or 14 in 1942.

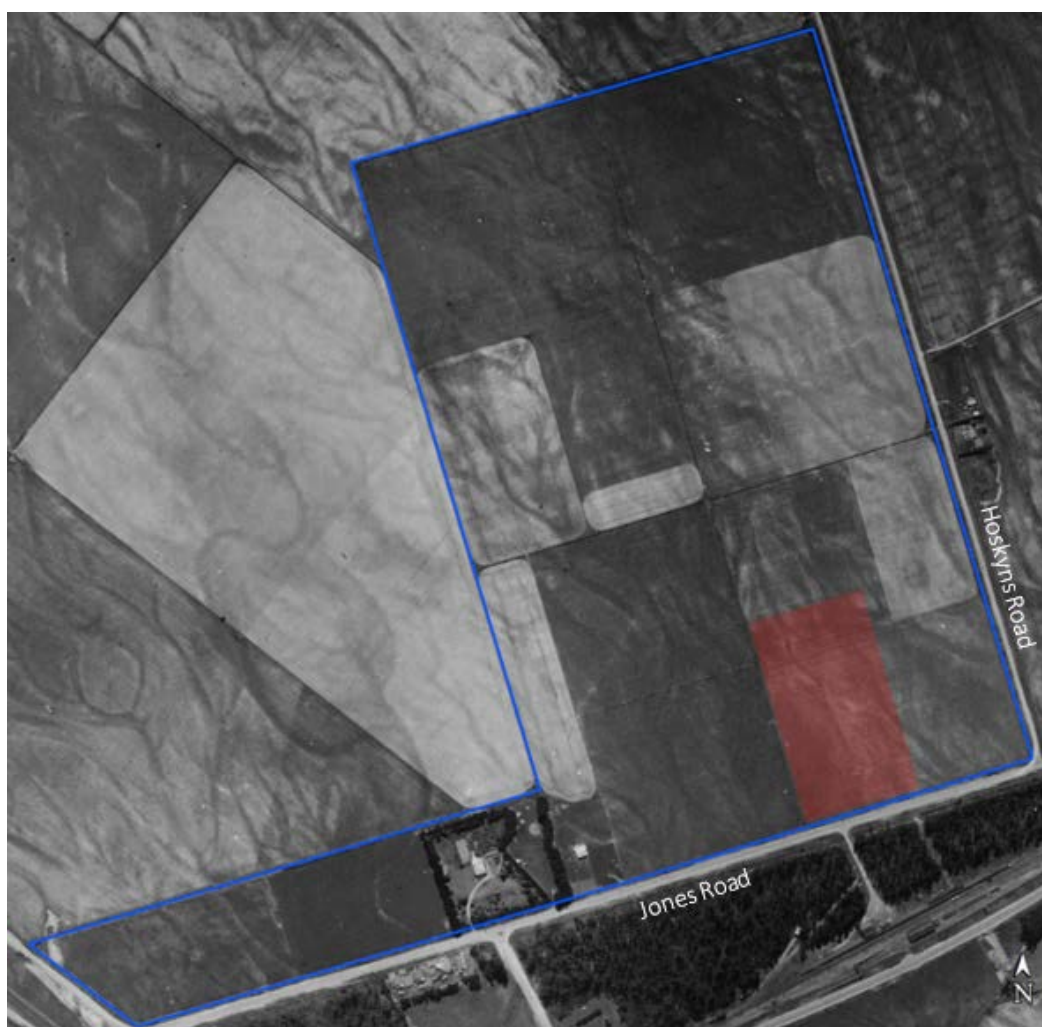


Figure 5-37. Aerial imagery from 1942, showing the developments within Rural Sections 4597, 4597x, 5690 and 5690x (outlined in blue). The boundaries of Parcels 12 and 14 of the project area are indicated in red. Image: LINZ, 1942.

Rural Sections 4597, 4597x, 5690, and 5690x were subdivided in 1963, at which time the land comprising the Parcels 12 and 14 of the project area was surveyed as part of Lot 2 DP 22783 (Figure 5-38).

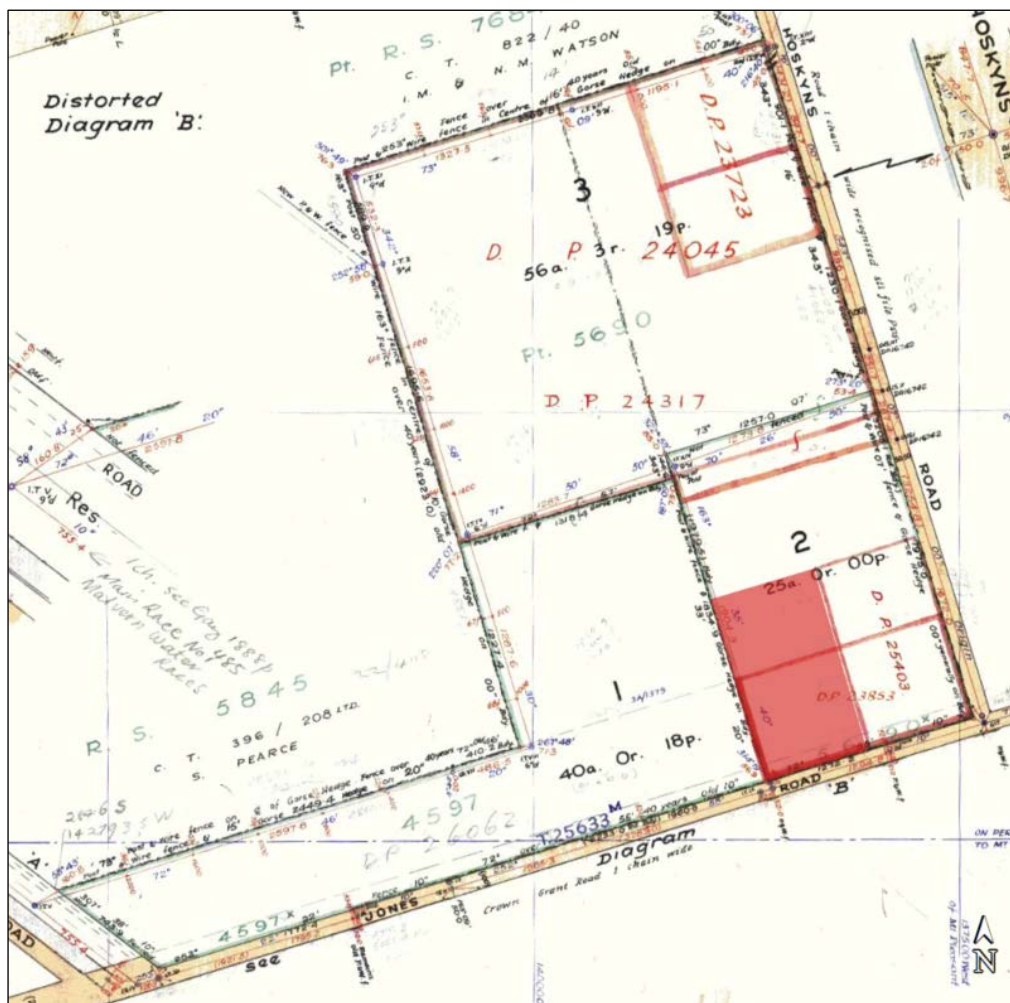


Figure 5-38. Detail from Deposited Plan 22783, showing the subdivision of Rural Sections 4597, 4597x, 5690 and 5690x in 1963. The boundaries of Parcels 12 and 14 of the project area are indicated in red. Image: LINZ, 1963.

Aerial imagery from 1972 shows some industrial and agricultural developments present within the property at this time (Figure 5-39). This is the first known building developments known to have occurred within Parcels 12 and 14 of the project area. This property continued to be developed and occupied throughout the remainder of the 20th century (Canterbury Maps, 2024).



Figure 5-39. Aerial imagery from 1972, showing the developments within Parcels 12 and 14 of the project area (coloured red). Image: LINZ, 1972.

The current boundaries of Parcels 12 and 14 of the project area were formed in 2004 (Figure 5-40). Aerial imagery from 2015-2019 shows the industrial developments present within Parcels 12 and 14 of the project area (Figure 5-41).

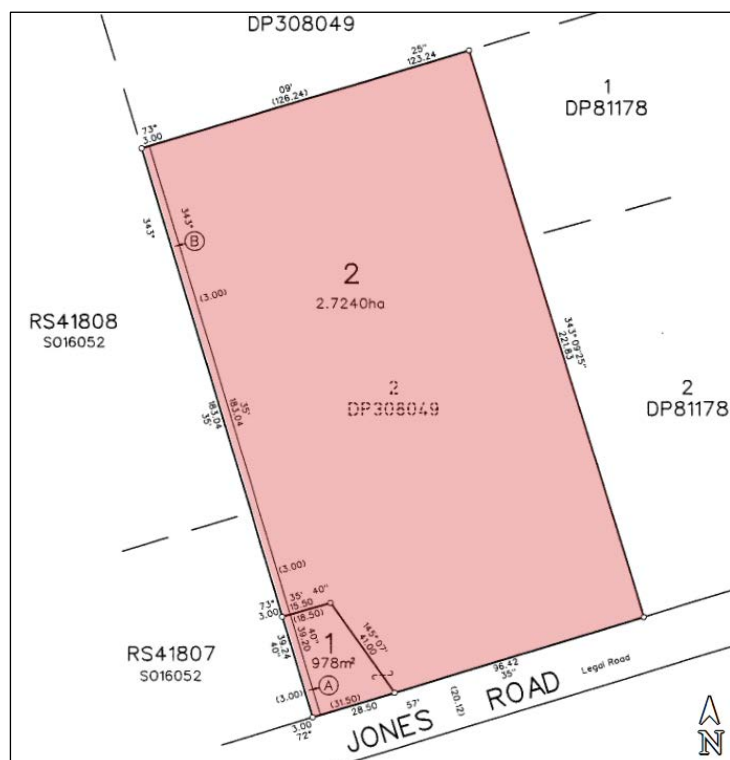


Figure 5-40. Detail from Deposited Plan 336463, showing the formation of Parcels 12 and 14 of the project area (coloured red) in 2004. Image: LINZ, 2004.



Figure 5-41. Aerial imagery from 2015-2019, showing the developments present within Parcels 12 and 14 of the project area (outlined in red). Image: Canterbury Maps, 2024.

5.6 Rural Section 32956 and Reserves 302, 309 and 1759 (Parcels 18, 19, 20, 21, 22, 25)

Parcels 18, 19, 20, 21, 22, and 25 of the project area were originally surveyed as part of Rural Section 32956 and Reserves 302, 309 and 1759 (Figure 5-42).

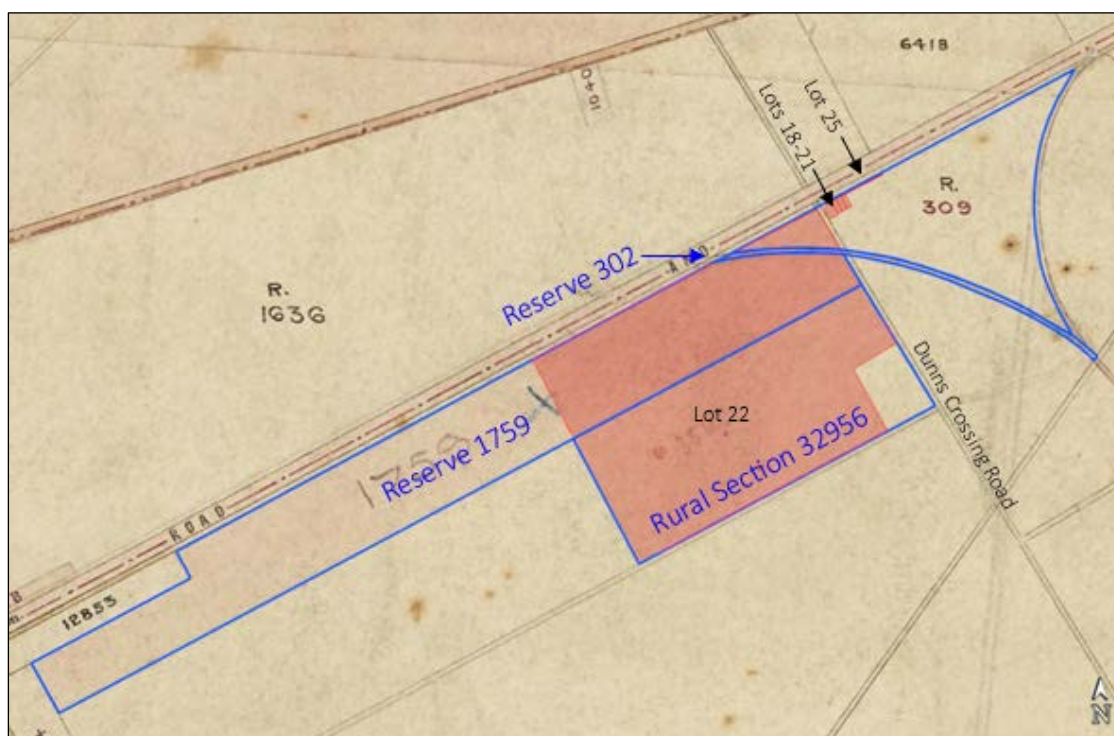


Figure 5-42. Detail from Black Map 63, showing Parcels 18, 19, 20, 21, 22, and 25 of the project area (coloured red) surveyed as part of Rural Section 32956 and Reserves 302, 309 and 1759 (outlined in blue). Image: Archives New Zealand, 1865

5.6.1 Rural Section 32956

Part of Parcel 22 of the project area extends within land that was originally surveyed as part of Rural Section 32956. However, as no earthworks are proposed to occur within this portion of Parcel 22, the history of the occupation and development of Rural Section 32956 will not be included as part of this assessment.

5.6.2 Reserves 302 and 1759

Reserve 302 was gazetted by the Provincial Council for use a tramway reserve in the 1860s (*Lyttelton Times*, 28/4/1864: 4, 23/11/1869: 2). No information could be found to suggest that a tramway was constructed on the land (*Press*, 26/7/1892: 6, 6/12/1892: 2, 4/2/1893: 4). The land appears to have remained undeveloped during the 19th century.

Reserve 1759 was owned by the Selwyn County Council and was used as a plantation reserve during the 1880s and 1890s (*Lyttelton Times*, 13/8/1886: 1; *Press*, 6/1/1893: 8). No information could be found to indicate that the land was occupied or developed prior to being used as a plantation reserve. The Selwyn County Council invited tenders to lease Reserve 1759 for a term of seven years in December 1896 (*Press*, 9/12/1896: 2). The lease specified that the land was to be used for sheep grazing purposes only, which indicates that the land was not to be developed beyond pastoral purposes. It is unclear who leased the reserve in 1896. A valuation of Reserve 1759 recorded in March 1906 indicates that the reserve was fenced but contained no building developments (Archives New Zealand, 1906: 161). This further suggests that the land remained undeveloped during the 19th century.

Mary and David Bates obtained a certificate of title for the portion of Reserve 302 and Reserve 1759 through which Parcel 22 of the project area extends in 1926 (LINZ, 1926). A water race is known to have been present on the western side of the Bates property by 1925 (LINZ, 1925). While it is possible this water race was formed during the 19th century, no works associated with the current project will be located within this part of the project area and will therefore not affect the water race, and as such, the history of the development of this water race is not included in this assessment. The Bates continued to own the portions of Reserve 302 and 1759 until 1944 (LINZ, 1926). Aerial imagery from 1942 shows no building developments within the property at this time, which suggests the Bates did not occupy or develop the land for domestic purposes during their ownership. It is likely that the land was used for pastoral or forestry purposes during the Bates ownership.



Figure 5-43. Aerial imagery from 1942, showing no building developments present within the Bates property formed from part of Reserve 302 and 1759 (outlined in blue). Part of Parcel 22 of the project area is indicated in red. Image: LINZ, 1942.

The Crown purchased the portions of Reserve 302 and 1759 from the Bates in 1944 (LINZ, 1926). Aerial imagery of the property during the second half of the 20th and early 21st centuries indicates that this land, along with the adjoining portion of Reserve 309 west of Dunns Crossing Road, was used for forestry purposes during this period (see Section 5.6.3 for information regarding the earlier development of this portion of Reserve 309 west of Dunns Crossing Road; Canterbury Maps, 2024).

The land was converted from forestry to pastoral use during the first decade of the 20th century (Canterbury Maps, 2024). The boundaries of Parcel 22 of the project area (Section 2 SO 480906) were formed from parts of Rural Section 32956 and Reserves 302, 309, and 1759 in 2014 (Figure 5-44). The land has continued to be utilised for pastoral purposes since this time (Google Earth, 2024).

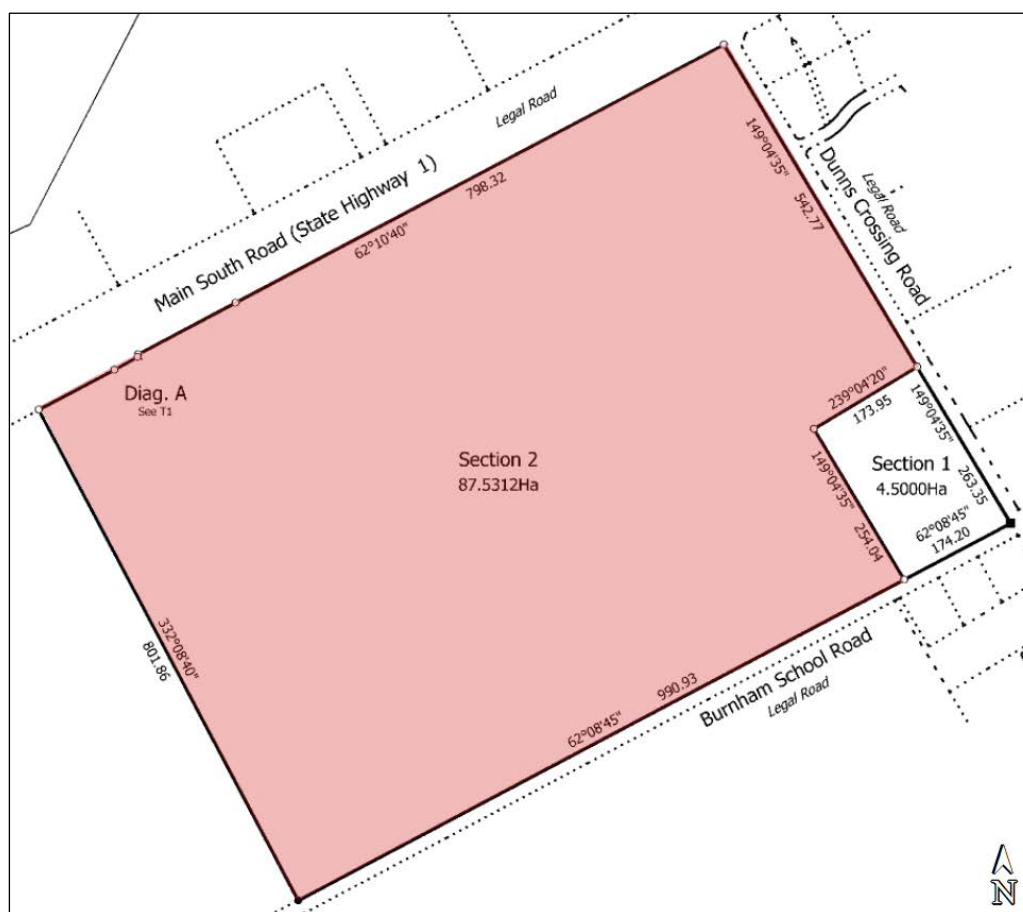


Figure 5-44. Detail from Deposited Plan 480906 showing the formation of the boundaries of Parcel 22 of the project area (coloured red) in 2014. Image: LINZ, 2014.

5.6.3 Reserve 309

Reserve 309 comprised just over 87 acres of land fronting on Main South Road. The land appears to have been initially set aside as a railway reserve, but no information could be found to indicate that it was ever developed or occupied in association with the railway (*Lyttelton Times*, 3/5/1870: 2). The reserve was subdivided into three allotments in 1888 (LINZ, 1888). Parcels 18, 19, 20, 21, 25 and part of Parcel 22 of the project area was surveyed at this time as part of Lot 1 Reserve 309 (Figure 5-45).

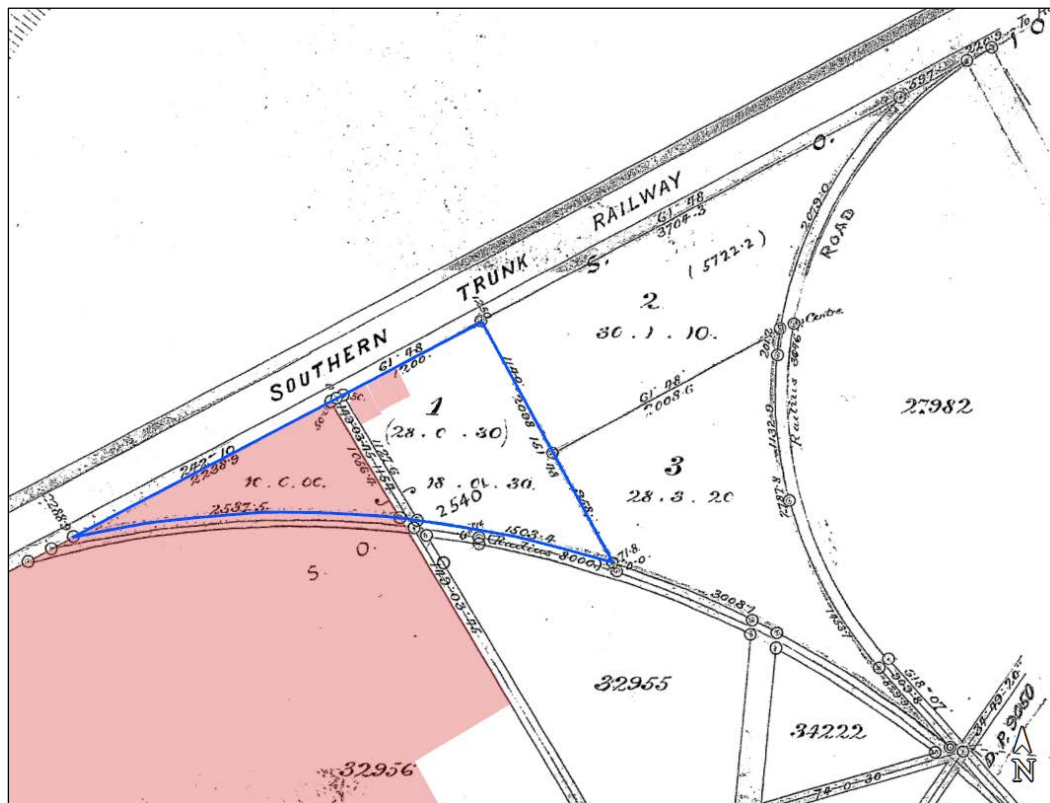


Figure 5-45. Detail from Survey Plan 1255, showing the subdivision of Reserve 309 in 1888. Parcels 18, 19, 20, 21, 25, and part of Parcel 22 of the project area (coloured red) are surveyed as part of Lot 1 Reserve 309 (outlined in blue). Image: LINZ, 1888.

Philip John Andrew purchased Lots 1 and 2 Reserve 309 in 1890 and continued to own the property until 1914 (LINZ, 1890). Andrew was a farmer in Springston and was well known for his Leicester rams (*Press*, 23/2/1898: 8, 24/4/1912: 16). Andrew owned a number of properties around the Springston and Rolleston areas. While Andrew is recorded as living in Springston during his ownership of part of Reserve 309, it appears that he did develop the property (New Zealand Electoral Roll [Selwyn] 1894: 2, 1899: 2, 1900: 2). A property valuation, undertaken in March 1906, indicates that Andrew's Rolleston property (which included Reserve 309) contained a dwelling which was in medium condition at the time of recording (Archives New Zealand, 1906: 145). Although the valuation record does not provide a date of construction for the dwelling, as the condition of the building was stated to be medium, it seems likely that the building had been present on the property for a while by 1906, which suggests it was likely constructed during the 19th century. It is unclear who constructed or occupied the dwelling. Aerial imagery from 1942 shows one area of domestic occupation within Andrew's former property, located on part of Reserve 309 and within Parcel 22 of the project area (Figure 5-46). This is likely the dwelling mentioned in the 1906 valuation register, which is believed to have been constructed during the 19th century. However, as no earthworks are proposed to occur within the portion of Parcel 22 where this building is located, no further information regarding the occupation and development of these premises will be included as part of this assessment. The remainder of the property is shown to be pastoral land in 1942, and this land continued to be utilised for pastoral purposes for the remainder of the 20th century (Canterbury Maps, 2024).

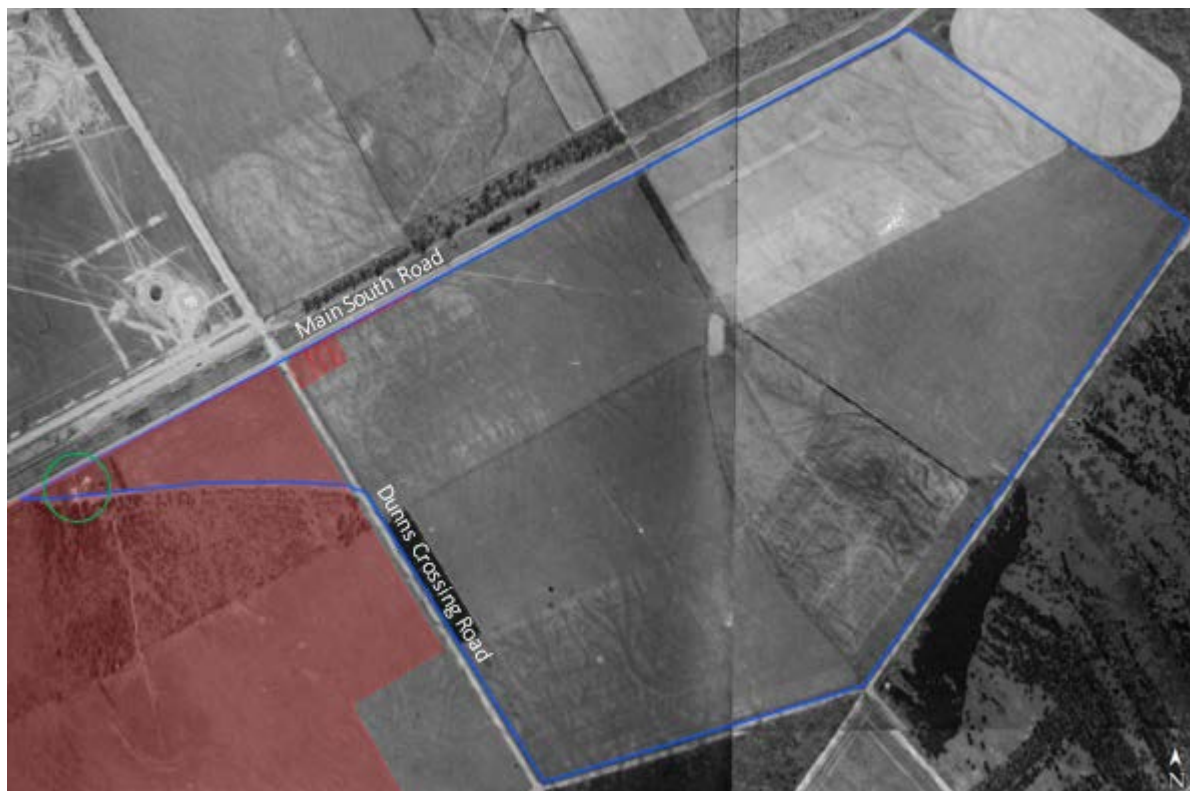


Figure 5-46. Aerial imagery from 1942, showing buildings (green circle) present within Andrew's former (outlined in blue). Parcels 18, 19, 20, 21, 25 and Part of Parcel 22 of the project area are indicated in red. Image: LINZ, 1942.

The portion of Reserve 309 west of Dunns Crossing Road was used for forestry purposes during the second half of the 20th and early 21st centuries (see Section 5.6.2 for further information regarding the subsequent development of this parcel of land; Canterbury Maps, 2024).

The portion of Reserve 309 east of Dunns Crossing Road was subdivided into four-hectare blocks in 1997 (Figure 5-47). The boundaries of Parcel 25 of the project area (part Section 1 Reserve 309) were formed at this time, and the land incorporated into Main South Road. The northeastern corner of Dunns Crossing Road and Main South Road (Lot 24 DP 71316) was also formed at this time to allow for the widening and curving of the street corner. Parcels 18, 19, 20, and 21 of the project area was subdivided as part of Lot 1 DP 71316 at this time. Despite being subdivided in 1997, Lot 1 DP 71316 was not developed during the late 20th or early 21st centuries (Canterbury Maps, 2024).

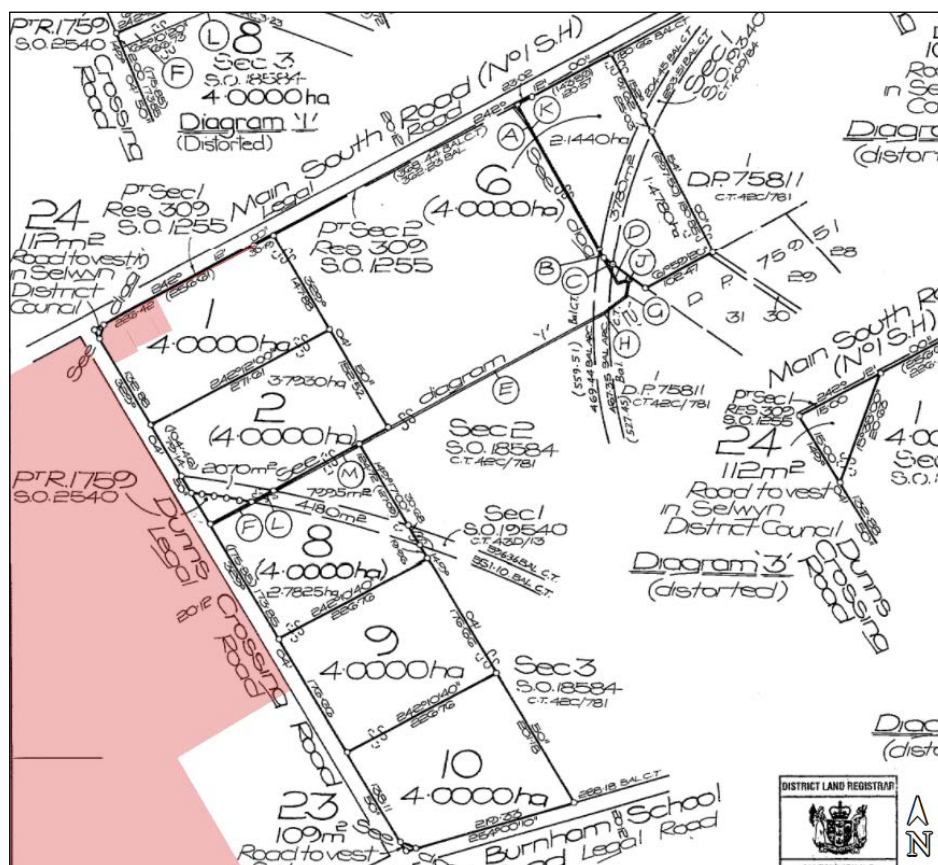


Figure 5-47. Detail from Deposited Plan 71316 showing the subdivision of part of Reserve 309 east of Dunns Crossing Road subdivided in 1997. Parcels 18, 19, 20, 21, 25 and Part of Parcel 22 of the project area are indicated in red. Image: LINZ, 1997.

Lot 1 DP 71316 was subdivided into residential sections in 2016. The boundaries of Parcels 18, 19, 20, and 21 of the project area (Parcels 38, 51-53 DP 487276) were formed at this time (Figure 5-48). Parcels 19 and 20 of the project area were developed for residential occupation in 2022, while Parcels 18 and 21 remain vacant (Google Earth, 2024).



Figure 5-48. Detail from Deposited Plan 487276 showing the subdivision of Lot 1 DP 71316 in 2016. Parcels 18, 19, 20, 21, 25 and Part of Parcel 22 of the project area are indicated in red. Image: LINZ, 2016.

5.7 Dunns Crossing Road (Parcel 24)

Parcel 24 of the project area were originally surveyed as part of the Dunns Crossing Road corridor (Figure 5-49). No information could be found to suggest that Dunns Crossing Road was formed during the 19th century. The road was named after John Dunn who resided on land to the west of the road (fronting on Walkers Road) from 1880 (Palmer, 2002: 23). Dunn was granted permission to install a crossing (gates in the fence) over the railway at the junction of the road in the 1880s or 1890s, thus giving the road the name of 'Dunn's Crossing' (*Press*, 2/6/1899: 6). The Springs County Council granted Mr. J. Cross permission to plough Dunns Crossing Road in 1914, which suggests that the road had not been formed at this time (*Press*, 29/5/1914: 9). The council employed men to shingle Dunns Crossing Road in August 1930, which suggests the road had been formed by this time (*Ellesmere Guardian*, 1/8/1930: 3). Shingle repairs were already required on the road in July 1931 (*Ellesmere Guardian*, 31/7/1931: 5). Aerial imagery from 1942 shows Dunns Crossing Road formed and shingled at this time (Figure 5-50). The road has continued to be improved and maintained since this date (Canterbury Maps, 2024).



Figure 5-49. Detail from Black Map 63, showing Parcel 24 of the project area (coloured red) surveyed as part of Dunns Crossing Road. Image: Archives New Zealand, 1865



Figure 5-50. Aerial imagery from 1942, showing Parcel 24 of the project area (coloured red) extending over Dunns Crossing Road. Image: LINZ, 1942.

5.8 Reserve 1636 (Parcel 23)

Parcel 23 of the project area was originally surveyed as part of Reserve 1636, a 788-acre section fronting on Two Chain Road, Walkers Road, Runners Road, and Aylesbury Road (Figure 5-51).

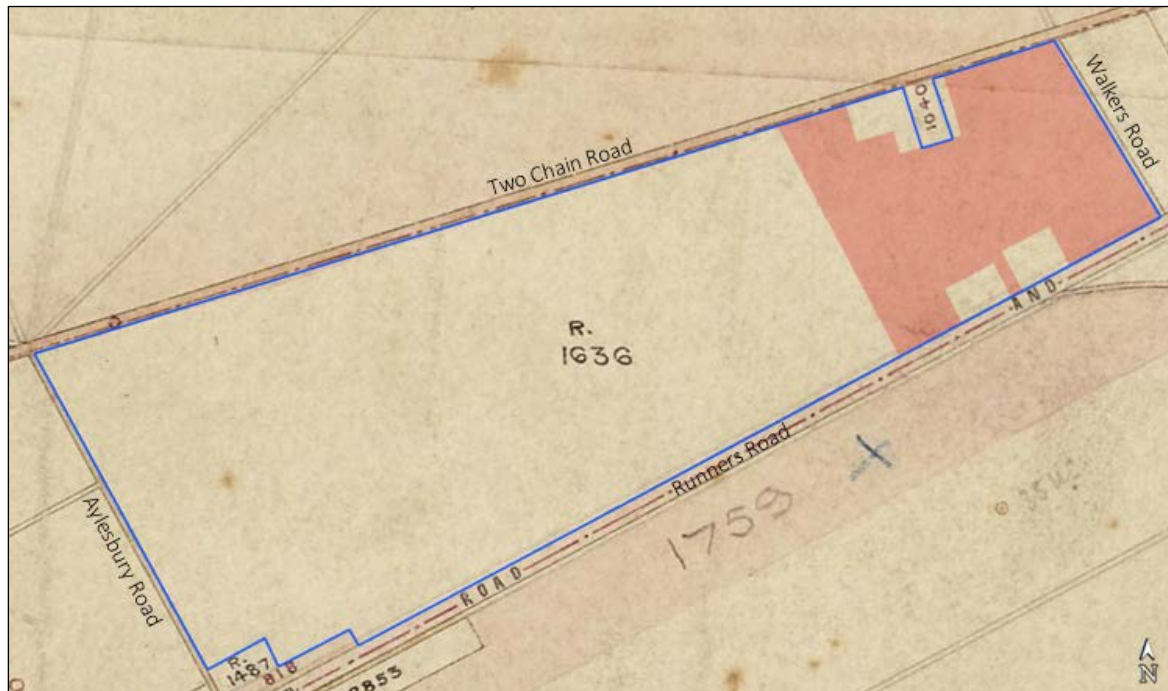


Figure 5-51. Detail from Black Map 63, showing Parcel 23 of the project area (coloured red) surveyed as part of Reserve 1636 (outlined in blue). Image: Archives New Zealand, 1865.

Reserve 1636 was set aside as part of the Burnham Industrial School property in 1874 (*Lyttelton Times*, 14/1/1874: 3). No information could be found to indicate that the land had been developed or occupied prior to being included as part of the Industrial School property. The industrial school premises were established on the adjoining Reserve 1160 (outside of the project area) in 1873, while Reserve 1636 was intended to be utilised as farmland to provide both food and employment for the residents at the industrial school (*Star*, 28/10/1874: 3). Reserve 1636 remained part of the Burnham Industrial School's farmland throughout the remainder of the 19th century and into the early 20th century, until the closure of the school in June 1918 (*AJHR*, 1918: E1). The degree to which the land was farmed during this period is unclear, however, one newspaper account regarding the farm in 1874 suggests that the land was of very poor quality and not suited for cultivation (*Star*, 28/10/1874: 3). This suggests that the land was most likely used for pastoral purposes rather than cultivated. No information could be found to suggest that any buildings or developments beyond pastoral activities occurred on the land during the 19th century.

During World War I part of the Burnham Industrial School property was used for military training purposes. The Defence Department formally obtained a lease for the industrial school premises, including Reserve 1636, in March 1919 and in September 1920 they formally took ownership of the assets of the former Burnham Industrial School. An act was passed in 1923 formally acknowledging transferring the property in the name of the Defence Department (Kelly and Murray, 2013). During World War II an army detention camp was established at the Burnham Military Camp (Palmer, 2002: 72).

Aerial imagery from 1942 shows a number of developments present within Parcel 23 of the project area, including a water tower at the corner of Walkers Road and Runners Road (Figure 5-52). These developments are believed to be associated with the military camp and constructed during the mid-20th century.



Figure 5-52. Aerial imagery from 1942, showing the developments present within Parcel 23 of the project area (coloured red). Image: LINZ, 1942.

The Justice Department took over the portion of Reserve 1636 for use as a prison site in 1958 (Office of the Inspectorate, 2019: 4). A survey plan of part of Reserve 1636 in 1976 shows the boundaries of the prison property at this time (Figure 5-53). Aerial imagery from 1984 shows the extent of the prison premises at this time (Figure 5-54). The prison underwent extensive renovations to increase capacity in 1987, and in 1989 the 60-bed Kia Marama Unit opened. The prison was further expanded in 1992 (Office of the Inspectorate, 2019: 4). A formal survey of the Rolleston Prison property was undertaken in 1993, at which time the boundaries of Parcel 23 of the project area were formed (Figure 5-55). The water tower was removed from the premises in the 1990s (Canterbury Maps, 2024). A 60-cell accommodation unit was constructed on the premises in 2018 (Office of the Inspectorate, 2019: 4). Aerial imagery from 2024, shows the exant developments on the prisons premieses (Figure 5-56).

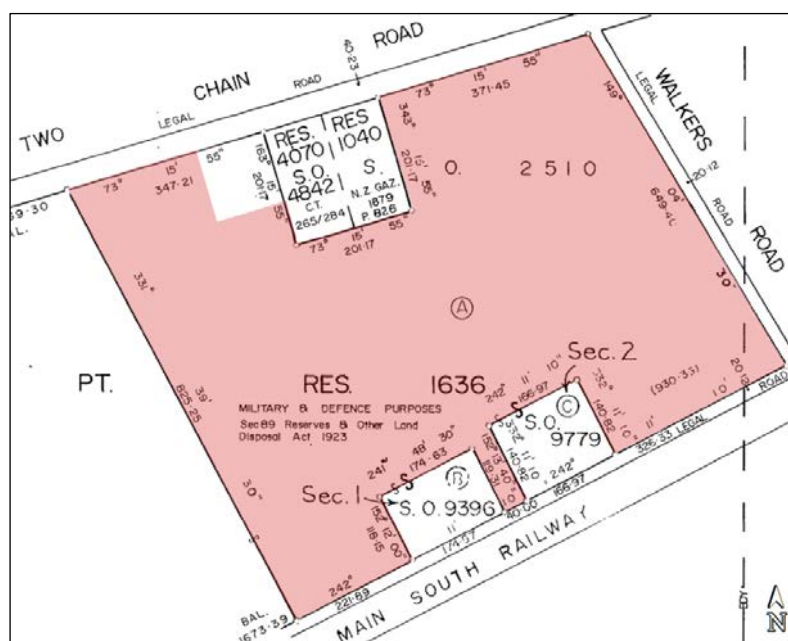


Figure 5-53. Detail from Survey Plan 14371, showing Parcel 23 of the project area (coloured red) surveyed as part of Section A SO 14371. Image: LINZ, 1976.



Figure 5-54. Aerial imagery from 1984, showing the developments present within Parcel 23 of the project area (coloured red). Image: LINZ, 1984.

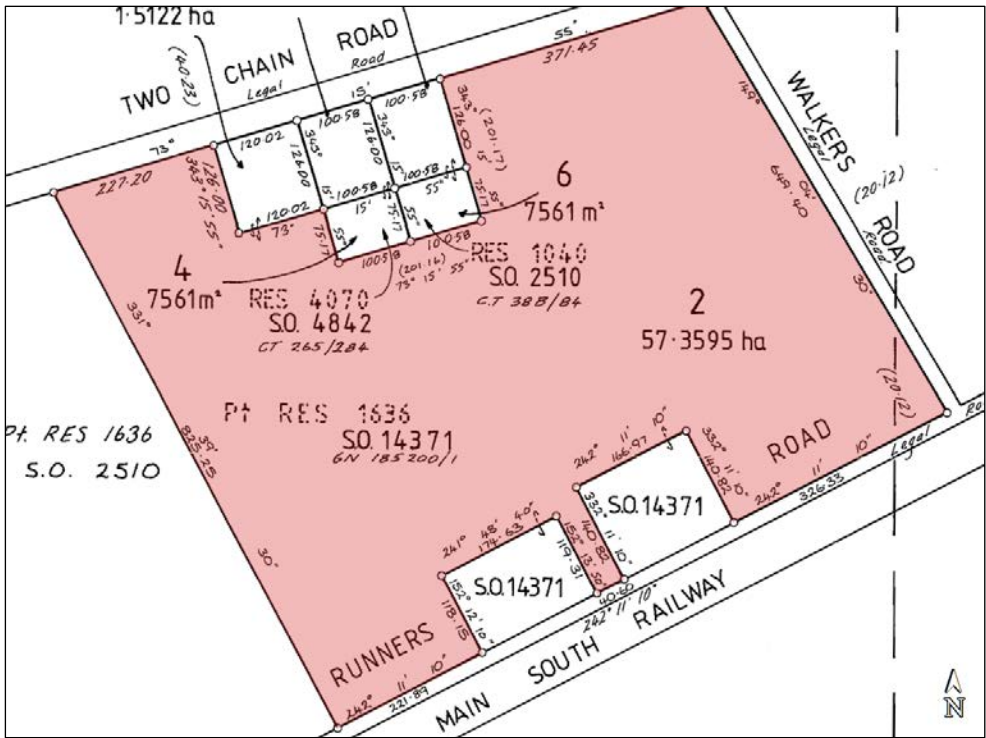


Figure 5-55. Detail from Deposited Plan 67195, showing the formation of the boundaries of Parcel 23 of the project area (coloured red). Image: LINZ, 1993b.



Figure 5-56. Aerial imagery from 2024, showing the developments present within Parcel 23 of the project area (coloured red). Image: Google Earth, 2024.

6 Previous archaeological investigations and archaeological context

There have been limited archaeological investigations in Rolleston, and few archaeological sites have been recorded in the surrounding area. A discussion of previous archaeological research in the area is presented below.

6.1 Previous research and investigations within the project area

No previous archaeological investigations are known to have been undertaken within the project area.

6.2 The wider archaeological context

There are no previously recorded archaeological sites within the project area, and very few recorded archaeological sites in the Rolleston area generally (Figure 6-1). The closest archaeological sites, all of which are over 2.5 km from the project area are M36/273, a sod cottage with an unknown current condition; M36/270, the former Burnham Industrial School offices at Burnham Military Camp; M36/408, All Saints Church, a relocated church of 19th century construction, also at Burnham military Camp; and M36/412, the site of the Burnham Military Camp itself. None of these will be affected by the proposed works.

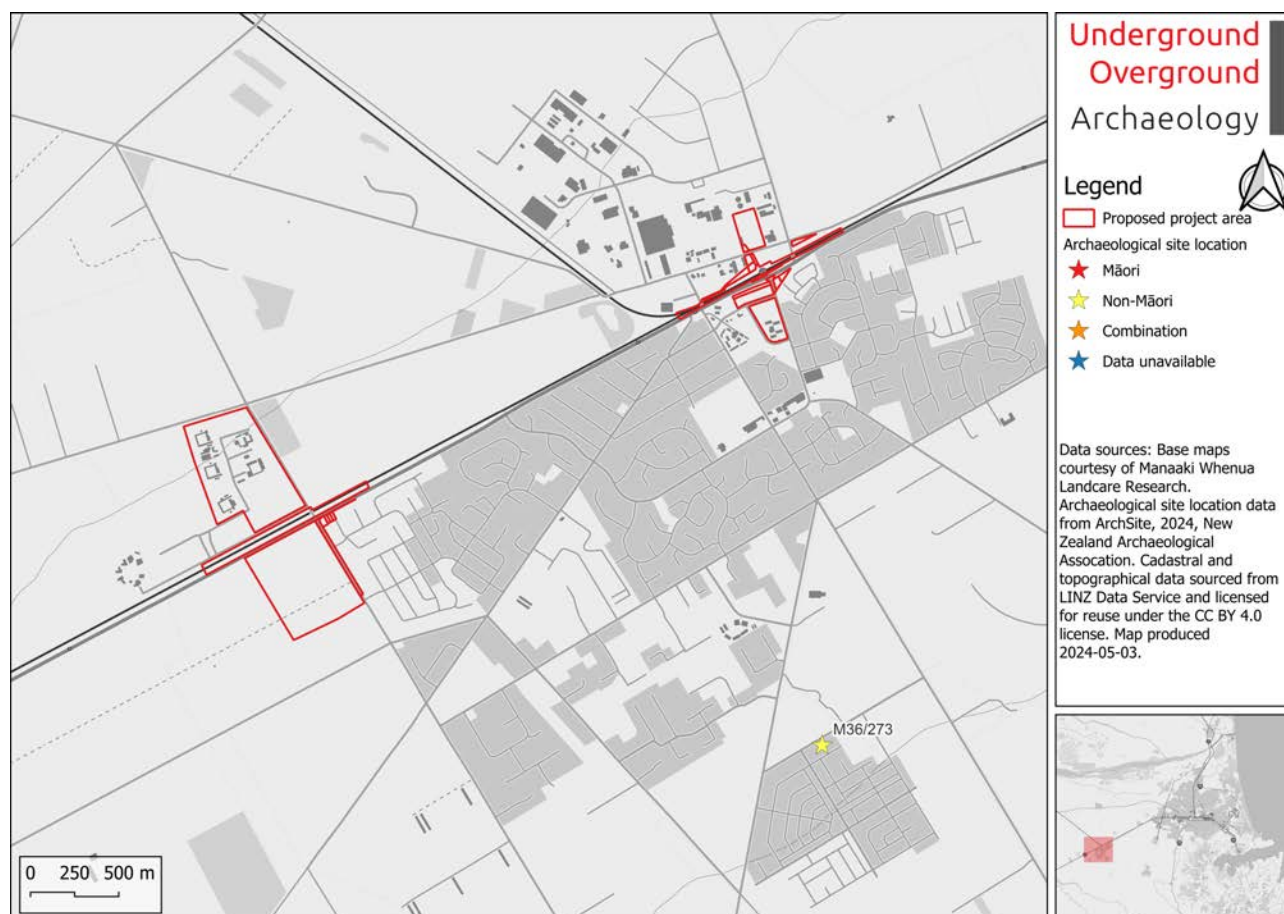


Figure 6-1. Previously recorded archaeological sites within the vicinity of project area.

The only archaeological report for the Rolleston area available in Heritage New Zealand Pouhere Taonga's digital report library relates to the development of a subdivision in the south of Rolleston, at the former location of 614 Selwyn Road, under archaeological authority 2019/461 (Healey et al. 2022). Underground Overground Archaeology staff recorded the 19th century farm cottage on the section, and recorded a number of archaeological features, including rubbish pits and postholes.

6.3 Recognised heritage places

There are no heritage places scheduled on the District Plan or included on the HNZPT New Zealand Heritage List/Rārangī Kōrero within the project area.

The only heritage item in Rolleston scheduled in the Proposed Selwyn District Plan is the Rolleston Hotel – item no. H210 – at 2 Brookside Road, which is outside the project area, and will not be directly affected by the proposed works. The Rolleston Memorial Clock Tower (H36) is scheduled in the Operative Selwyn District Plan but this is located at the corner of Rolleston Drive and Tennyson Street, almost 1km from the project area, and will not be impacted by the project.

7 Research results

Historical research indicates that the area was used by Māori as part of a broader network of seasonal mahinga kai and kā ara tawhito. No specific information was found suggesting that the land comprising the project area was permanently settled upon by Māori or that any archaeological remains of Māori origin would be impacted by the proposed works.

The land comprising the project area was first taken up for European pastoral pursuits in the early 1850s as parts of several large pastoral runs. The pastoral runs began to be surveyed into smaller rural sections which were divided by accommodation roads during the late 1850s and early 1860s (Storey and Millar, 1973). The rural land around the future Rolleston township area began to be purchased from this time, but it was not until 1863-1864 when the Great Southern Railway was planned through the area that the land began to be purchased in earnest. Historical evidence for private land use in the area is limited, and overall, the historical evidence suggests the specific sections within the project area were used solely for pastoral activities during the 19th century. No evidence was found for direct individual domestic occupation of the project area, or any pre-1900 activity that would leave significant archaeological remains.

The exception are those parts of the project area that were railway reserve during the 19th century (Parcels 1, 8, 11, 13, 15, and 17 of the project area). The Main Southern Railway line began construction in 1865, and by 1867 the railway reserve included the Rolleston Station platform, station building, privy, goods shed, livestock shed, well, and station-master's cottage (*Lyttelton Times*, 15/10/1866: 2; Palmer, 2002: 11). The original pre-1900 station was located outside the proposed area of works, and it is considered likely that the buildings associated with this original station would have been located in proximity to the station building, and similarly outside the area of works. No evidence was found for pre-1900 structures or activity likely to produce archaeological remains within the project footprint.

The branching Midland Line running northwest to the Malvern Hills was constructed in 1873-1874 (*Star*, 24/11/1874: 2). Although the Midland Branch lines have been realigned and are no longer in their original locations, remnant railway embankments for the earlier alignments are visible in aerial photographs (c.f. Figure 5-7; Google Earth, 2024). These will not be affected by the proposed works, but any future works that could affect these features should be assessed by an archaeologist.

The Rolleston Railway Station was shifted to its present location in 1923. In addition to the station building, with platform and veranda, a pedestrian overbridge, stockyard, goods shed, water tower and a loading bank were constructed. The 1923 station building burnt down in 1969 and was replaced with the current concrete block station building. The loading bank is the only original structure remaining from the 1923 station. The loading bank and the 1969 station building are likely to be of minor heritage significance, but in any case are not expected to be impacted by the proposed overpass, which will be constructed nearby.

7.1 Constraints and limitations

The implementation of Optical Character Recognition (OCR) software to convert 19th century newspapers into digitised word-searchable text by Papers Past has created some errors in translation which limits a researcher's ability to accurately identify all contemporary newspaper articles on a specific topic.

Spatial information for the 19th century railway buildings is limited, and it was not possible to definitively identify the likely locations of the pre-1900 structures within the rail reserve.

8 Conclusions and recommendations

NZTA are proposing a series of access improvement works along SH1 in Rolleston, involving the formation of a roundabout and overpass, though the precise nature and extent of earthworks has yet to be finalised.

Historical research has revealed the land within the proposed area was primarily pastoral in use well into the 20th century, with no evidence for pre-1900 occupation likely to result in archaeological remains. The exception for pre-1900 occupation in the affected parcels is related to the first Rolleston railway station and associated buildings, first constructed in the 1860s. Although some of the parcels to be affected by the proposed works are within the former rail reserve, the proposed works are outside the area of the pre-1900 railway station, and no evidence was found that pre-1900 archaeological remains would be encountered during works.

Based on the available evidence, the potential for the project works to affect pre-1900 archaeological evidence is considered to be low. As such, this assessment has determined that an archaeological authority is not required to complete the works.

The assessment has not identified any items or places of heritage significance that will be impacted by the proposed access improvements.

As such, UOA makes the following recommendations:

- 1) As a first principle, every practical effort should be made to avoid damage to any archaeological site, whether known, or discovered during any works programme.
- 2) The project should proceed in accordance with accidental discovery protocols (ADP), outlined in Appendix B. Any archaeological material encountered during works should be reported to Heritage New Zealand Pouhere Taonga and an archaeologist.
- 3) Despite the determination of this archaeological assessment, the client is advised to engage with mana whenua, as there may be cultural values, exclusive of archaeological values, impacted by the project.

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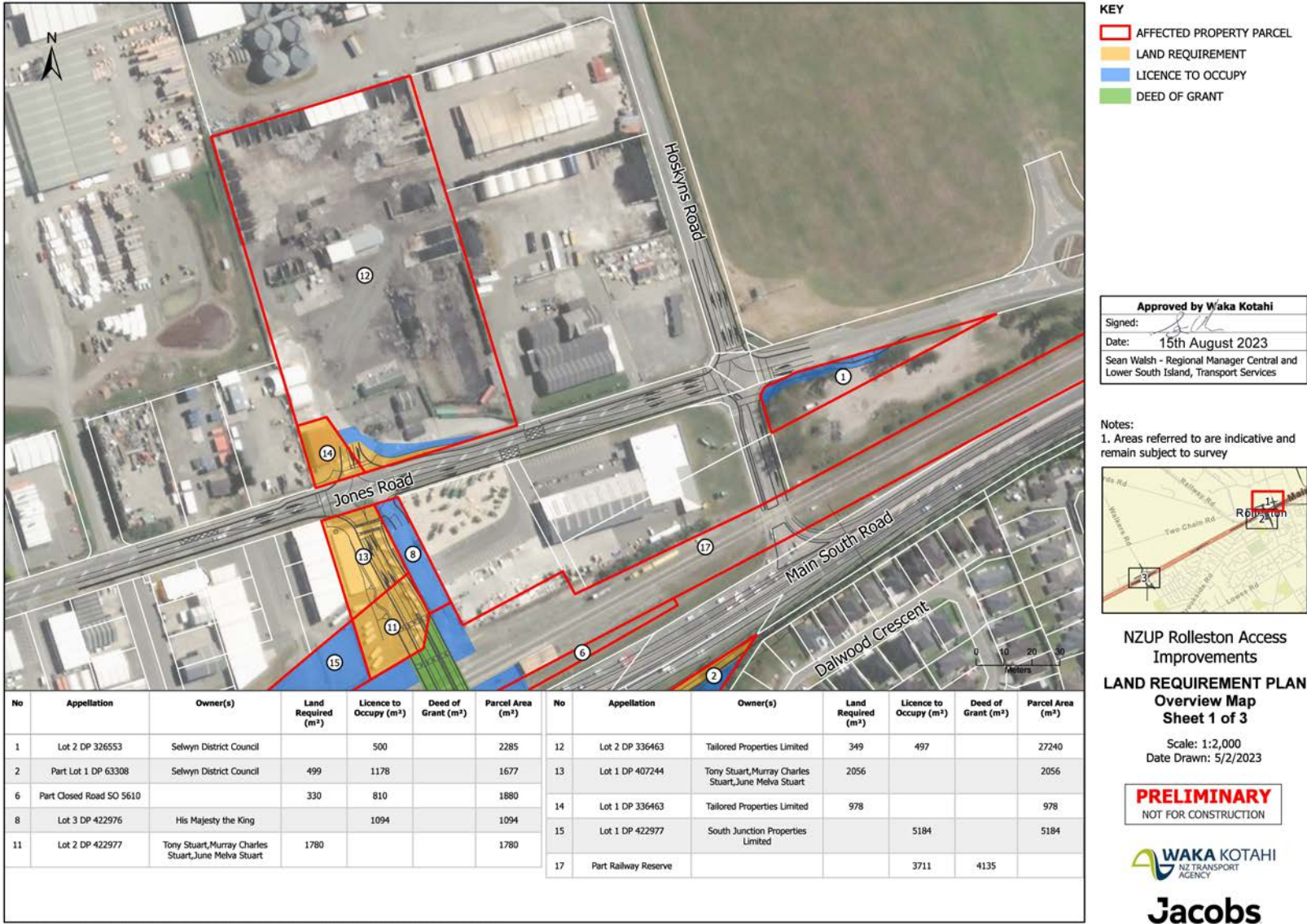
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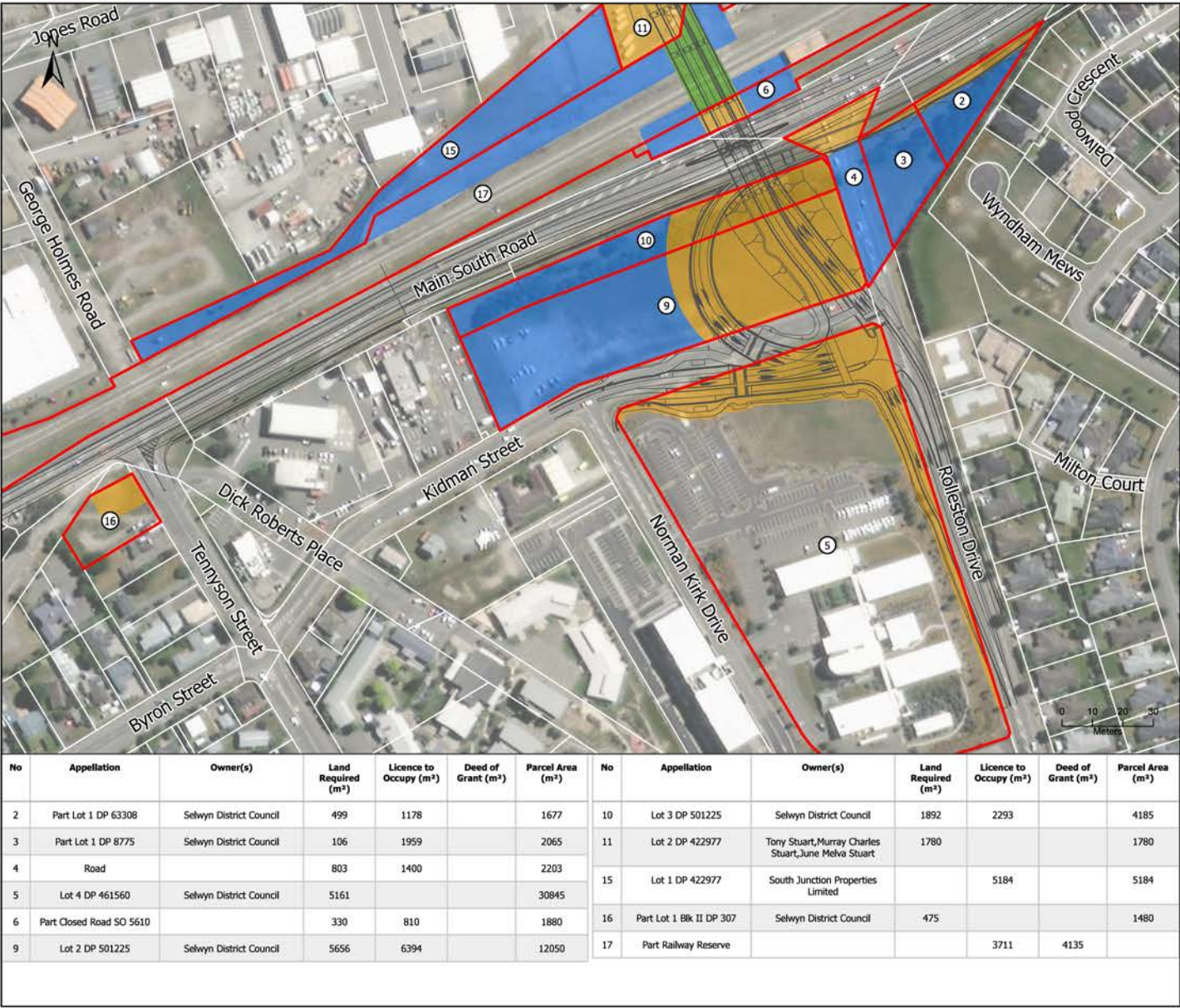
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Appendix A Development plans





KEY

- AFFECTED PROPERTY PARCEL
- LAND REQUIREMENT
- LICENCE TO OCCUPY
- DEED OF GRANT

Approved by Waka Kotahi

Signed:

Date: 15th August 2023

Sean Walsh - Regional Manager Central and Lower South Island, Transport Services

Notes:

1. Areas referred to are indicative and remain subject to survey



NZUP Rolleston Access Improvements

LAND REQUIREMENT PLAN

Overview Map

Sheet 2 of 3

Scale: 1:2,000

Date Drawn: 5/2/2023

PRELIMINARY

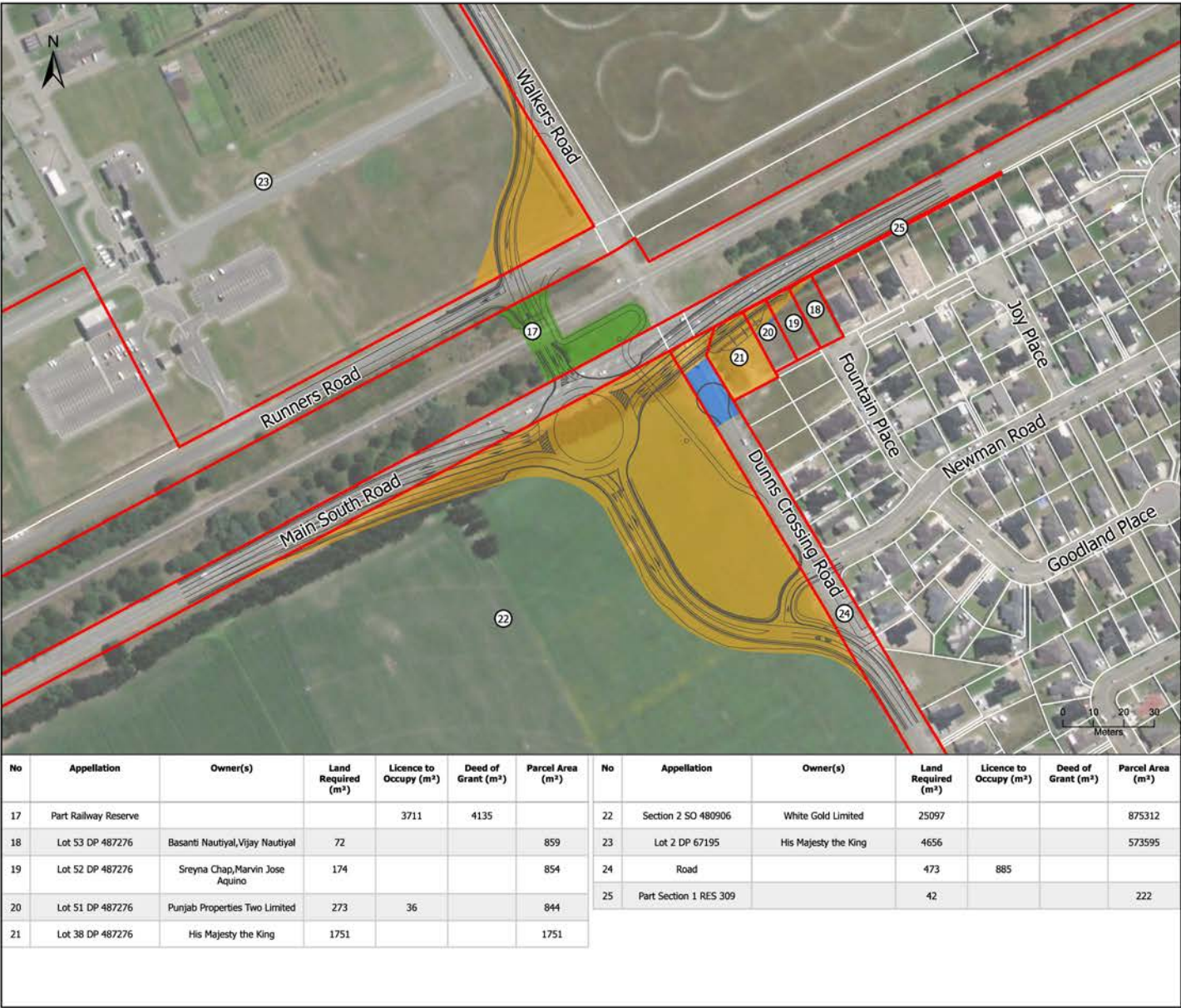
NOT FOR CONSTRUCTION



No	Appellation	Owner(s)	Land Required (m²)	Licence to Occupy (m²)	Deed of Grant (m²)	Parcel Area (m²)
2	Part Lot 1 DP 63308	Selwyn District Council	499	1178		1677
3	Part Lot 1 DP 8775	Selwyn District Council	106	1959		2065
4	Road		803	1400		2203
5	Lot 4 DP 461560	Selwyn District Council	5161			30845
6	Part Closed Road SO 5610		330	810		1880
9	Lot 2 DP 501225	Selwyn District Council	5656	6394		12050

No	Appellation	Owner(s)	Land Required (m²)	Licence to Occupy (m²)	Deed of Grant (m²)	Parcel Area (m²)
10	Lot 3 DP 501225	Selwyn District Council	1892	2293		4185
11	Lot 2 DP 422977	Tony Stuart, Murray Charles Stuart, June Melva Stuart	1780			1780
15	Lot 1 DP 422977	South Junction Properties Limited		5184		5184
16	Part Lot 1 Blk II DP 307	Selwyn District Council	475			1480
17	Part Railway Reserve			3711	4135	

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KEY

- AFFECTED PROPERTY PARCEL
- LAND REQUIREMENT
- LICENCE TO OCCUPY
- DEED OF GRANT

Approved by Waka Kotahi

Signed:

Date: 15th August 2023

Sean Walsh - Regional Manager Central and Lower South Island, Transport Services

Notes:

1. Areas referred to are indicative and remain subject to survey



NZUP Rolleston Access Improvements

LAND REQUIREMENT PLAN

Overview Map

Sheet 3 of 3

Scale: 1:2,500

Date Drawn: 5/2/2023

PRELIMINARY

NOT FOR CONSTRUCTION



Appendix B Accidental Discovery Protocol



UNDERGROUND OVERGROUND ARCHAEOLOGY LTD ARCHAEOLOGICAL DISCOVERY PROTOCOL

In the event that an unidentified archaeological site is located during works, the following applies.

1. Work shall cease immediately at that place and within 10m around the site.
2. The contractor must shut down all machinery, secure the area, and advise the Site Manager.
3. The Site Manager shall secure the site and notify Underground Overground Archaeology Ltd. Further investigation by an archaeologist may be required.
4. If the site is of Maori origin, the Site Manager or project archaeologist shall notify the Heritage New Zealand Regional Archaeologist and the appropriate iwi groups or kaitiaki representative of the discovery and ensure site access to enable appropriate cultural procedures and tikanga to be undertaken, as long as all statutory requirements under legislation are met (*Heritage New Zealand Pouhere Taonga Act, Protected Objects Act*).
5. If human remains (koiwi tangata) are uncovered the Site Manager or project archaeologist shall advise the Heritage New Zealand Regional Archaeologist, NZ Police and the appropriate iwi groups or kaitiaki representative and the above process under 4 shall apply. Remains are not to be moved until such time as iwi and Heritage New Zealand have responded.
6. Works affecting the archaeological site and any human remains (koiwi tangata) shall not resume until Heritage New Zealand gives written approval for work to continue. Further assessment by an archaeologist may be required.
7. Where iwi so request, any information recorded as the result of the find such as a description of location and content, is to be provided for their records.
8. The project archaeologist, in consultation with Heritage New Zealand, will determine if an archaeological authority under the *Heritage New Zealand Pouhere Taonga Act 2014* is required for works to continue.

It is an offence under S87 of the *Heritage New Zealand Pouhere Taonga Act 2014* to modify or destroy an archaeological site without an authority from Heritage New Zealand irrespective of whether the works are permitted or a consent has been issued under the Resource Management Act.

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SH 1 Rolleston Overpass and Roundabout

SH1 Rolleston Overpass and Roundabout

A Heritage Impact Assessment

Report prepared by:

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Project details

Site address	SH1, Rolleston road reserve, Lots 1 and 2 DP 336463, Lot 1 DP 407244, Lots 1 and 2 DP 422977, Lot 2 DP 326553, Lot 2 DP 501225, Lot 2 DP 67195, Lot 3 DO 422976, Lot 3 DP 501225, Lot 38 DP 487276, Lot 4 DP 461560, Lot 51 DP 487276, Lot 52 DP 487276, Lot 53 DP 487276, Part Closed Road SO 5610, Part Lot 1 DO 63308, Part Lot 1 DP 8776, Part Railway Reserve, Part Section 1 RES 309, Section 2 SO 480906 Jones Road, Kidman Street, Rolleston Drive, Walkers Road, Dunns Crossing Road, and Runners Road road reserves
Client	Beca Limited, NZTA
Client contact	Kate Graham
Report authors	Susan Irvine, Tristan Wadsworth, and Jamie-Lee Hearfield
Reviewed by	Kirsa Webb
Report submitted to	Beca Limited
Document control ID	J011715

Ownership and disclaimer

This report has been prepared for the sole use of the client in relation to a specific work program described in Section 10.1 of this assessment. This report and the information contained herein are subject to copyright. Ownership of the primary materials created in the course of the research remains the property of the named researchers and Underground Overground Archaeology Ltd. This report remains the property of the client and Underground Overground Archaeology Ltd. The professional advice and opinions contained in this report are those of the consultants, Underground Overground Archaeology Ltd, and do not represent the opinions and policies of any third party. The professional advice and opinions contained in this report do not constitute legal advice and are only current for the proposed work as described in Section 10.1. This report does not represent the views or cultural values of tangata whenua.

Executive summary

New Zealand Transport Agency Waka Kotahi (NZTA) is proposing roading modifications in Rolleston. These include road widening, a vehicle overpass over State Highway 1 (SH1)/Main South Road, and the addition of a roundabout at the intersections of Walkers Road, Runners Road, Dunns Crossing Road and SH1. Underground Overground Archaeology Ltd (UOA) was commissioned by Beca Limited on behalf of NZTA to undertake an archaeological and heritage assessment of the project. This assessment identified potential heritage within the context of the project area, and UOA was commissioned by Beca Limited on behalf of NZTA to undertake a Heritage Impact Assessment (HIA). This HIA examines the heritage values, their degrees of significance, the effect of the works, and mitigative measure that might be required to offset any adverse effects.

Historical research has revealed the land within the proposed project area was primarily pastoral in use well into the 20th century, with no evidence for pre-1900 occupation likely to result in heritage or archaeological remains. As recommended by UOA's earlier archaeological and heritage assessment (Wadsworth et al, 2024) an archaeological authority is not required.

UOA identified there were no previously identified heritage values within the project area scheduled on Christchurch City Council's (CCC) Appendix 9.3.7.2 Schedule of Significant Historic Heritage or Appendix 9.3.7.3 Schedule of Heritage Areas. Similarly, there were no historic places or areas within the project area entered on Heritage New Zealand Pouhere Taonga's (HNZPT) List/Rārangi Kōrero, or recorded on the New Zealand Archaeological Association's (NZAA) Site Recording Scheme, Archsite.

UOA's research into previously unidentified heritage values demonstrated that project area parcels 5, 12, 14, 16, 18, 19, 20, 21, 22, 24 and 25 had no potential for heritage value. However, parcels 1, 2, 3, 4, 6, 8, 9, 10, 11, 13, 15, 17, 23 and road reserves had some potential for heritage value. None of these 14 parcels with potential heritage values contained extant heritage buildings, structures and/or features, but the land was historically used for purposes which connected to nationally important historic themes. These themes included the early history of transportation demonstrated by the stories of drovers who moved herds throughout the South Island, the development of the Main South Road, and the visionary Great Southern Railway. Other themes included the management of New Zealand's Benevolent Institutions, and the importance of saleyards to the rural economy and way of life. As there are no extant heritage buildings, structures and/or features, the potential effects of the proposed works on historic values are considered to be neutral-negligible. UOA considers NZTA has the opportunity to have a beneficial effect on the historic values by adding public interpretation, particularly relating to the history of transportation, to relevant locations in the project area.

UOA also makes the following recommendations:

- 1) As a first principle, every practical effort should be made to avoid damage to any archaeological site discovered during any works programme.
- 2) The archaeological values have been determined to be low. In line with P45 Heritage Specification of NZTA's Huia Kaimanawa – Heritage Policy for Land Transport Infrastructure, all works should be carried out under an Accidental Discovery Protocol (ADP) (outlined in NZTA P45 Specification). Any archaeological material encountered during works should be reported to Heritage New Zealand Pouhere Taonga and an archaeologist.
- 3) Despite the determination of this HIA, the client is advised to engage with mana whenua, as there may be additional cultural values impacted by the project.

Abbreviations

Abbreviation	Definition
HIA	Heritage Impact Assessment
AJHR	<i>Appendix to the Journals of the House of Representatives</i>
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA 2014	Heritage New Zealand Pouhere Taonga Act 2014
ICOMOS	International Council on Monuments and Sites
ICOMOS NZ	International Council on Monuments and Sites New Zealand/Te Mana o Nga Pouwhenua o Te Ao
NZAA	New Zealand Archaeological Association
NZTA	Waka Kotahi New Zealand Transport Agency
OSDP	Operative Selwyn District Plan
POSDP	Partially Operative Selwyn District Plan
SH1	State Highway 1
RMA 1991	Resource Management Act 1991
SDC	Selwyn District Council
UOA	Underground Overground Archaeology Ltd

Acknowledgements

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1 Introduction

New Zealand Transport Agency Waka Kotahi (NZTA) is proposing a number of roading modifications in Rolleston, including construction of a vehicle overpass over State Highway 1 (SH1)/Main South Road in Rolleston, crossing from Jones Road to Kidman Street and Rolleston Drive. Road widening is also to occur near the intersection of Jones Road and Hoskyns Road. A roundabout and associated approaches are to be formed around the intersections of Walkers Road, Runners Road, Dunns Crossing Road and SH1. Underground Overground Archaeology (UOA) was commissioned by Beca Limited on behalf of NZTA to undertake an archaeological and heritage assessment of the project. This assessment (Wadsworth et al 2024) identified potential heritage within the wider context of the project area. Beca Limited, on behalf of NZTA, then commissioned UOA to undertake a Heritage Impact Assessment (HIA). This HIA includes an assessment of heritage values and their degrees of significance, and assesses potential impacts on heritage places within the project area, in accordance with NZTA's Huia Kaimanawa - Heritage Policy for Land Transport Infrastructure.

1.1 Project area

The project area covers a range of road reserves and land parcels in Rolleston, centred on SH1/Main North Road. A summary of the project area is provided in Table 1-1, and the legal descriptions of the affected parcels (numbered 1 to 25 as per NZTA plans), and their landowners, are presented in Table 1-2.

Table 1-1. Summary of project area.

Site address	SH1, Rolleston, and other road reserves and private properties presented in Table 1-2
Legal description	SH1, Rolleston, and other road reserves and private properties presented in Table 1-2
Landowner	See Table 1-2
Territorial authority	Selwyn District Council
Archaeological site no.	n/a
New Zealand Heritage List/Rārangī Kōrero	n/a
Covenant or heritage order	n/a
Scheduled on district plan	n/a
Reserve status	n/a

Table 1-2. Sections on which works are to occur, based on plans and parcel numbers provided by NZTA.

Project area parcel no.	Appellation	Owner(s)
1	Lot 2 DP 326553	Selwyn District Council
2	Part Lot 1 DP 63308	Selwyn District Council
3	Part Lot 1 DP 8775	Selwyn District Council
4	Rolleston Drive (road reserve)	Selwyn District Council
5	Lot 4 DP 461560	Selwyn District Council
6	Part Closed Road SO 5610	Selwyn District Council
7	Not used	Not used
8	Lot 3 DP 422976	His Majesty the King
9	Lot 2 DP 501225	Selwyn District Council
10	Lot 3 DP 501225	Selwyn District Council
11	Lot 2 DP 422977	Tony Stuart, Murray Charles Stuart, June Melva Stuart
12	Lot 2 DP 336463	Tailored Properties Limited
13	Lot 1 DP 407244	Tony Stuart, Murray Charles Stuart, June Melva Stuart
14	Lot 1 DP 336463	Tailored Properties Limited
15	Lot 1 DP 422977	South Junction Properties Limited
16	Part Lot 1 Blk II DP 307	Selwyn District Council
17	Part Railway Reserve	Crown
18	Lot 53 DP 487276	Basanti Nautiyal, Vijay Nautiyal
19	Lot 52 DP 487276	Sreyna Chap, Marvin Jose Aquino
20	Lot 51 DP 487276	Punjab Properties Two Limited
21	Lot 38 DP 487276	His Majesty the King
22	Section 2 SO 480906	White Gold Limited
23	Lot 2 DP 67195	His Majesty the King
24	Dunns Crossing Road (road reserve)	Selwyn District Council
25	Part Section 1 RES 309	Crown Land New Zealand
n/a	SH1 (road reserve)	NZTA

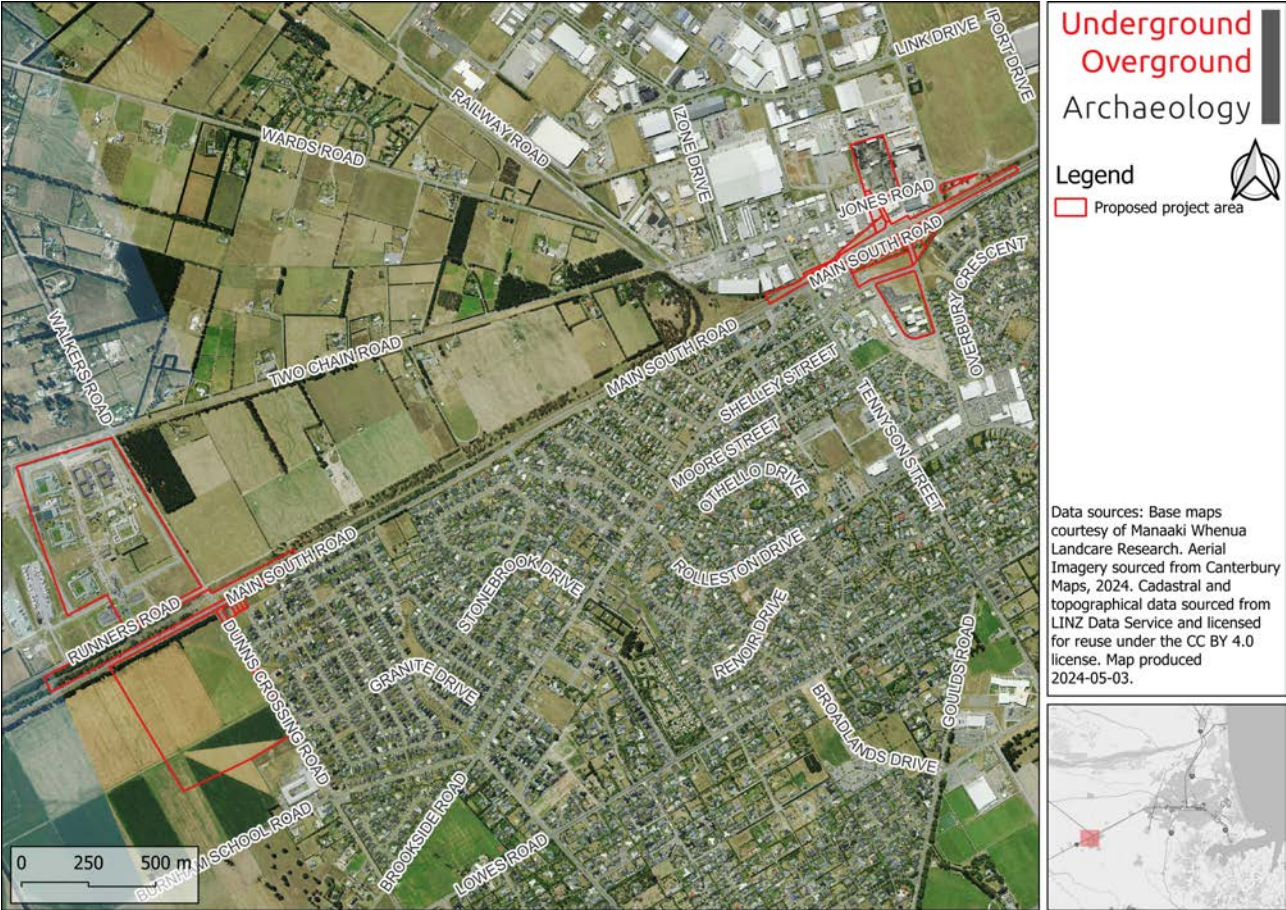


Figure 1-1. Proposed area of works, Rolleston.

2 Statutory Requirements

This HIA assesses the proposal against legislative requirements and provisions relating to heritage values which are detailed in the following sections. There are two main pieces of legislation that provide protection for heritage values: the Resource Management Act 1991 (RMA 1991) requires local authorities to set up and operate a district plan, and the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA 2014) establishes the New Zealand Heritage List/Rārangī Kōrero and protects archaeological sites. The proposed works are also assessed against the provisions of the International Council on Monuments and Sites New Zealand Charter for the Conservation of Places of Cultural Heritage Value (ICOMOS NZ Charter 2010).

2.1 Resource Management Act (1991)

The heritage provisions of the RMA 1991 were strengthened with the Resource Management Amendment Act (2003). The Resource Management Amendment Act (2003) contains a more detailed definition of heritage sites and now considers historic heritage to be a matter of national importance under Section 6. The act requires City, District and Regional Councils to manage the use, development, and protection of natural and physical resources in a way that provides for the well-being of today's communities while safeguarding the options of future generations.

The act defines historic heritage as those natural and physical resources that contribute to an understanding and appreciation of New Zealand's history and cultures, derived from archaeological, architectural, cultural, historic, scientific, or technological qualities. Historic heritage includes:

- Historic sites, structures, places and areas,
- Archaeological sites,
- Sites of significance to Māori, including Wahi Tapu; and,
- Surroundings associated with the natural and physical resources.

It should be noted that this definition does not include the 1900 cut-off date for protected archaeological sites as defined by the HNZPTA 2014. Any historic feature that can be shown to have significant values must be considered in any resource consent application.

Section 87A of the RMA 1991 defines classes of activities, including permitted, controlled, restricted discretionary, discretionary, non-complying, and prohibited, and their requirements for resource consent (if any). These activities are summarised below.

- **Permitted Activity** – an activity that complies with the requirements, conditions and permissions. Resource consent is not required.
- **Controlled Activity** – an activity that must comply with the requirements, conditions and permissions of the district plan, which the council may impose conditions (restricted to the discretionary matters). Resource consent is required.
- **Restricted Discretionary Activity** – an activity that requires resource consent, which the council has the authority to decline consent or grant it and impose conditions (restricted to the discretionary matters) for the matters over which discretion is restricted. If granted, the activity must comply with the requirements, conditions and permissions.
- **Discretionary Activity** – an activity that requires resource consent, which the council has the authority to decline consent or grant it with or without conditions (restricted to the discretionary matters). If granted, the activity must comply with the requirements, conditions and permissions.
- **Non-Complying Activities** – an activity that requires resource consent, which the council may decline the consent or grant it with or without conditions, but only if the Council is satisfied that the requirements of Section 104D are met and the activity must comply with the requirements, conditions, and permissions.
 - **Section 104D** Particular Restrictions for Non-Complying Activities

- (1) Despite any decision made for the purpose of notification in relation to adverse effects, a consent authority may grant a resource consent for a non-complying activity only if it is satisfied that either—
 - (a) the adverse effects of the activity on the environment (other than any effect to which section 104(3)(a)(ii) applies) will be minor; or
 - (b) the application is for an activity that will not be contrary to the objectives and policies of—
 - (i) the relevant plan, if there is a plan but no proposed plan in respect of the activity; or
 - (ii) the relevant proposed plan, if there is a proposed plan but no relevant plan in respect of the activity; or
 - (iii) both the relevant plan and the relevant proposed plan, if there is both a plan and a proposed plan in respect of the activity.
 - (2) To avoid doubt, section 104(2) applies to the determination of an application for a non-complying activity.
- **Prohibited Activities** – an activity for which no resource consent can be made, nor can the council grant consent for it.

2.1.1 *Operative Selwyn District Plan*

The Resource Management Act 1991 requires local authorities to develop and operate under a district plan. The Selwyn District Council (SDC) also has a statutory role under the RMA to protect historic heritage. The Operative Selwyn District Plan (OSDP) was made operative on 3 May 2016. The OSDP controls proposed changes to heritage places and sites listed in Appendix 3 Schedule of Heritage Items.

2.1.2 *Objectives and policies*

Chapter B3.3 of the OSDP addresses issues, objectives, policies, and rules relating to culture heritage. SDC recognises there are sites, places and buildings which are of cultural and heritage value to individuals, families, iwi, Rūnanga and various communities in the District. The issue identified by the Council is the damage to, destruction of or inappropriate alteration of sites, places, buildings or other structures which have historic heritage and cultural values.

The Council has developed three objectives relating to built heritage. These are:

- Objective B3.3.1: A partnership for heritage protection is fostered between landowners, Tāngata whenua, community groups and the Council.
- Objective B3.3.2: Sites of Wāhi tapu and other importance to Tāngata whenua are protected.
- Objective B3.3.3: Sites and buildings with heritage values are recognised and, if appropriate, their values protected.

Based on these objectives there are 11 overall policies for heritage as summarised in Table 2-1.

Table 2-1. Table outlining policies from the OSDP relating to heritage.

Policy	Policy Description	Method
B3.3.1 - Encourage local Rūnanga to record information about sites of cultural importance to them, where appropriate	Recording information about the location and importance of sites with cultural significance to local Rūnanga assists the Council carry out its duties under the RMA and the Historic Places Act 1993, to help protect these sites. In some cases, local Rūnanga may prefer not to use statutory provisions to help protect sites of cultural importance to them. Where local Rūnanga do decide to use statutory methods to protect sites, the Council will assist with recording the information on property files and land information memoranda, provisions in District Plans and other appropriate mechanisms	Records District Plan policies and rules Property files, land information memoranda, GIS.
B3.3.2 - Recognise and protect sites of cultural importance to local Rūnanga through fostering a partnership between landholders and local Rūnanga	Many sites of cultural importance to local Rūnanga are located on land which is owned or managed by other parties. Council will promote discussions between landholders and local Rūnanga about how these sites may be managed, and will encourage the parties to develop a joint protocol or agreement for the management of each site. The District Plan contains rules to protect sites which have been identified in the Plan, from disturbance or destruction (see Policy B3.3.3 and B3.3.4).	Advocacy <ul style="list-style-type: none"> Joint protocols with landholders and land managers for Wāhi Taonga Management Areas and other sites, if appropriate District Plan Rules
B3.3.3 - Protect sites within areas recognised in the Plan as Silent File areas, from inappropriate disturbance	Silent File Areas are listed in Appendix 5 and shown on the Planning Maps. The exact location and the type of site within the silent file area are not disclosed by local Rūnanga. Any disturbance of the sites within Silent File Areas is usually inappropriate. However, the District Plan rules allow any activity, which disturbs soil over an area or to a depth where it has already been disturbed, as a permitted activity (no resource consent needed). Any activity which disturbs soil in areas or to depths where it has not previously been disturbed, requires resource consent.	District Plan Rules <ul style="list-style-type: none"> Sites of Significance to Tāngata Whenua
B3.3.4 - Protect areas identified in the Plan as Wāhi Taonga Sites, Wāhi Taonga Management Areas and Mahinga Kai Sites, from inappropriate damage or destruction.	These sites are listed in Appendix 5 and shown on the Planning Maps. The aim of the policy is to protect artefacts and remnants contained in these sites from inappropriate damage or destruction. The Wāhi Taonga Sites are based on the grid reference of the original site and are extended for a 20m radius, in case there is other material around the site which has not been uncovered. The rules in the Plan do not prevent the soil in this 20m radius from being disturbed. If an object is uncovered in that area, it cannot be further damaged, removed or destroyed without first obtaining a resource consent.	District Plan Rules <ul style="list-style-type: none"> Sites of Significance to Tāngata Whenua
B3.3.5 - Record information on the heritage values of sites and buildings in Selwyn District	Many sites and buildings in Selwyn District have heritage values, but formal protection of them is inappropriate for a variety of reasons. This policy ensures records of the District's heritage are kept and can be accessed by people, whether a site has any legal protection for its heritage values or not.	Information <ul style="list-style-type: none"> Provide an archive of information on the heritage values of sites and buildings, to accompany property files and record information on the location of archaeological sites on GIS, property files and LIMs.
B3.3.6 - Ensure with any subdivision of a site listed in Appendix 3 the allotment is of an appropriate size and shape	The allotment must be of an appropriate size and shape to: <ul style="list-style-type: none"> Contain all the heritage features of the site; and Maintain access to and maintenance of the site. 	-
B3.3.7- Encourage the retention and on-going use and maintenance of sites and buildings listed in Appendix 3	-	-
B3.3.8 - Allow modifications, alterations and additions to the sites and buildings listed in Appendix 3 to facilitate their continued use, provided that any alterations, modifications or additions do not adversely affect their heritage values, wherever practical, considering the heritage values of the site or building and the	The policy recognises the importance of the continued use of heritage buildings and sites for the on-going conservation and retention of these sites. The policy recognises that the modification of heritage buildings and sites may be necessary to ensure the continued use of the places but that these changes should not adversely affect the heritage values of a place. The policy accepts that this may not always be practical. The consent authority should consider the cost and technical feasibility of the proposed alterations, the heritage values of the site or building and any alternatives.	District Plan Rules <ul style="list-style-type: none"> Heritage Sites and Structures Subdivision Funding

Policy	Policy Description	Method
desirability, feasibility and costs of the proposed activity and alternatives		<ul style="list-style-type: none"> Discretionary fund to help people with the additional costs of resource consents for a heritage or cultural site or building.
B3.3.9 - Discourage the demolition or destruction of heritage sites or buildings listed in Appendix 3	<p>Except where necessary to:</p> <ul style="list-style-type: none"> avoid danger to people or property; or allow reasonable use of the site; <p>and there are no appropriate options to retain the site or building. The policy requires the consent authority to consider the appropriateness of other options. This should be done having regard to the feasibility and cost of these options, and the heritage values of the building or site.</p>	<p>District Plan Rules</p> <ul style="list-style-type: none"> Heritage Sites
B3.3.10 - Assist landowners where funds are available with costs associated with the maintenance or restoration of heritage resources; and the additional resource consent costs imposed by the provisions to protect heritage or cultural sites or buildings in the District Plan	<p>The provisions in the District Plan for protecting cultural values or heritage values impose some costs on the owners of those sites for the benefit of the wider community.</p> <p>Policy B3.3.10 enables the Council to reduce s costs by waiving fees to process resource consents for activities affecting these sites. Fees are likely to be reimbursed for activities that would not need a resource consent, had the site not had heritage or cultural values.</p> <p>In addition, the Council has a contestable fund of money for projects to assist with the maintenance or restoration of sites with cultural and heritage values.</p>	<p>Funding Fees District Plan Rules LTP</p> <ul style="list-style-type: none"> Subdivision Development Contribution Policy
B3.3.11 - Periodically review the values of sites listed as having special cultural or heritage values in the District Plan and assess additional places that may be worthy of inclusion	<p>The cultural or heritage values of sites or buildings may change over time. A site or building may lose its values if it is modified or damaged. A site or building may increase in value if it is restored, or if other, better examples are lost or damaged. From time to time the Council will assess additional places not already listed.</p>	<p>Monitoring Strategy</p> <ul style="list-style-type: none"> Periodic review of lists of protected sites in District Plan.

2.1.2.1 Rules

To meet the objectives and policies of the District Plan, the SDC has established rules that dictate the activities that may affect heritage. These are as follows:

Permitted activities:

- C3.1.1 The following activities shall be permitted activities:

Maintenance of Heritage Structures and Sites

C3.1.1.1 The maintenance of any building, structure or site listed in Appendix 3. For the purposes of this rule maintenance means:

- (a) replacement of any materials which do not form part of the original heritage features of the building, structure, or site;
- (b) The replacement of any materials which form part of the original heritage values of the building, structure, or site, provided that these materials are of the same or similar appearance and character as the original materials;
- (c) Any repainting of existing painted surfaces;
- (d) Any cleaning or washing of external heritage features provided this does not involve the use of abrasive materials or techniques, such as sandblasting.'

Restricted Discretionary Activities — Heritage Structures and Sites

- C3.1.2 Any activity which does not comply with Rule 3.1.1 shall be a restricted discretionary activity.
- C3.1.3 Under Rule 3.1.2 the Council shall restrict its discretion to consideration of:

Heritage Values

- 3.1.3.1 The heritage value(s) of the listed item including the extent to which it may already have been modified by previous additions or alterations.
- 3.1.3.2 Any adverse effects of the proposed activity on the heritage values of the listed item.

Positive Effects (Buildings, Structures and Sites only)

- 3.1.3.3 Any positive effects of the activity on the heritage values of the site, structure or building. Positive effects may include any restoration or enhancement of heritage values, prolonging the use and thus continuing the maintenance of the site or building, or maintaining or improving public access to increase appreciation of the heritage item.

Costs

- 3.1.3.4 The costs to the applicant of not allowing the proposed activity.
Alternatives (Buildings, Structures and Sites only)
- 3.1.3.5 Any alternative options which may better maintain the heritage values of the site, structure or building and the relative costs of alternatives.
- 3.1.3.6 Any other activity the applicant or owner has undertaken to maintain or enhance heritage values in the District and the appropriateness of any such activity as a mitigation measure.

Activities — Heritage Structures and Sites

- 3.1.4 Any activity involving the removal or demolition of any building or structure (except those classified as "Category 1" under the HPT Category in Appendix 3) shall be a discretionary activity.

Non-Complying Activities — Heritage Structures and Sites

- C3.1.5 Any activity involving the removal or demolition of any building or structure classified as "Category 1" under the HPT Class in Appendix 3 shall be a non-complying activity.

Notes

- 1. The consent authority may request technical advice from the New Zealand Historic Places Trust Pouhere Taonga, in deciding on any resource consent application under Rule 3.2.1 where it affects a listed building, structure or site.
- 2. Earthworks affecting any archaeological site require the consent from the New Zealand Historic Places Trust Pouhere Taonga (refer to Part B Section 3.3, “Archaeological Sites”).

2.1.3 Partially Operative Selwyn Council District Plan (Appeals Version)

The Partially Operative Selwyn District Plan (POSDP) is mostly operative, and last revised in September 2024. Part 2 of the plan includes a revised chapter on cultural and historic heritage, which includes HH-SCHED2 - Heritage Buildings, Structures and Items.

2.1.3.1 Objectives and Policies

The POSDP contains one objective relating to culture and heritage:

- HH-01: To protect historic heritage from inappropriate subdivision, use and development.

Based on these objectives there are 11 overall policies for heritage as summarised in Table 2-2.

Table 2-2. Table outlining policies from the POSDP relating to heritage.

Policy	Policy Ref.	Policy Description
Identification and scheduling	HH-P1	Schedule heritage items and their associated settings where the criteria in HH_SCHED1 are met, unless the physical condition of the heritage item is compromised to the extent that it can no longer retain its heritage significance.
Maintenance and repair, alterations, and additions	HH-P2	Provide for maintenance and repair, alterations, and additions to scheduled heritage items to facilitate their continued use, provided that works: avoid significant adverse effects on historic heritage values; are undertaken in accordance with best practice conservation principles and methods.
	HH-P3	Enable earthquake strengthening of a scheduled heritage item where materials, methods, and design are used to minimise any adverse effects on the historic heritage values of the item.
Use and development	HH-P4	Enable the use, development, and adaptive re-use of scheduled heritage items where: 1. it will not result in significant adverse effects on the historic heritage values of the item 2. it is undertaken in accordance with best practice heritage conservation principles and methods 3. it will support the long-term viability, retention, or ongoing use of the heritage item.
	HH-P5	Where a site containing a scheduled heritage item is to be subdivided, ensure the site is of a size and shape necessary to: 1. Wholly contain the heritage item/s and identified heritage setting 2. Maintain access to and enable maintenance of the heritage item to protect historic heritage values.
Works within historic heritage settings	HH-P6	Manage new buildings, structures, earthworks, and the relocation of a heritage item within the setting of a scheduled heritage item to ensure that the proposal: 1. will not result in significant adverse effects on the historic heritage values of the heritage item; and 2. is undertaken in accordance with best practice conservation principles and methods; and 3. will contribute to the long-term viability, retention or ongoing use of the heritage item.
Relocation	HH-P7	Avoid the permanent relocation of a heritage item beyond its identified heritage setting, unless: 1. it is necessary to ensure public safety; and/or 2. it is necessary to facilitate the ongoing use or protection of the heritage item; and/or 3. it is necessary to allow for public benefit that could not otherwise be achieved, and the public benefit outweighs the value of retaining the heritage item in its present location; and 4. measures are in place to avoid the risk of damage to the heritage item.
Demolition and partial demolition	HH-P8	Avoid partial demolition of scheduled heritage items unless: 1. the part of the heritage item to be demolished poses a significant risk to the safety of persons or property; and/or 2. the partial demolition will ensure the protection of the remaining parts of the scheduled heritage item; and/or 3. the costs to retain the part of the heritage item would be unreasonable when compared to all reasonable means to restore, adapt, reuse, or relocate the heritage item as an alternative to partial demolition; and

Policy	Policy Ref.	Policy Description
		4. measures are in place to avoid the risk of damage to the remaining parts of the heritage item.
	HH-P9	Avoid total demolition of scheduled heritage items unless: 1. the heritage item poses a significant risk to the safety of persons or property; or 2. the costs to retain the heritage item would be unreasonable when compared to all reasonable means to restore, adapt, reuse, or relocate the heritage item as an alternative to demolition; or 3. there is no reasonable alternative to retain the heritage item.
Future consideration of historic heritage	HH-P10	Council continues to investigate the identification and management of historic heritage areas, historic heritage landscapes, archaeological sites, and heritage interiors.
	HH-P11	Council will support landowners to maintain and preserve heritage items by using one or more of the following methods: 1. obtaining, recording and sharing information about historic heritage; 2. encouraging the adoption of voluntary agreements or covenants; and/or 3. when funding is available, providing assistance to landowners to maintain and restore historic heritage resources; and the additional costs imposed by the provisions to protect heritage or cultural sites, items or buildings.

2.1.3.2 Rules

To meet the objectives and policies of the POSDP, SDC has established rules that dictate the activities that may affect heritage. These are as outlined in Table 2-3 below.

Table 2-3. Table outlining rules from the POSDP relating to heritage.

Rule	Activity Status	Activity Status when compliance not achieved	Matters for Discretion or Control	Notifications
HH-R1 Maintenance or Repairs	Permitted 1. Maintenance or repairs to a heritage item listed in HH-SCHED2 - Heritage Buildings, Structures and Items within limitations (see plan) 2. Any temporary scaffolding not affixed to heritage item	Restricted Discretionary Activity Status	Matters of discretion: The exercise of discretion in relation to HH-R1.2 is restricted to the following matters: a. HH-MAT3 Alterations and Additions, Maintenance and Repairs	the application shall be limited notified only to Heritage New Zealand Pouhere Taonga.
HH-R2 Earthquake strengthening	Controlled Activity Status 1. Earthquake strengthening of a heritage item listed in HH-SCHED2 - Heritage Buildings, Structures and Items where the works are required to satisfy or increase compliance with Building Act 2004 and Building Code requirements.	N/A	Matters of control: 2. The exercise of control in relation to HH-R2.1a are restricted to the following matters: a. HH-MAT2 Earthquake Strengthening and Customer Connection	Where the item is listed with Heritage New Zealand Pouhere Taonga, and absent their written approval, the application shall be limited notified only to Heritage New Zealand Pouhere Taonga.
HH-R3 Alterations and Additions	Restricted Discretionary Activity Status 1. Alterations or additions to a heritage item listed in HH-SCHED2 - Heritage Buildings, Structures and Items	N/A	Matters for discretion: 2. The exercise of discretion in relation to HH-R3.1. is restricted to the following matters: a. HH-MAT3 Alterations and Additions, Maintenance and Repairs	-
HH-R4 Works within a heritage setting	Permitted 1. Works within a heritage setting of a heritage item listed in HH-SCHED2 - Heritage Buildings, Structures and Items. Where: The works are: a. any non-habitable building or structure less than 10m ² in area and 2m in height; or b. any vehicle, trailer, tent, caravan, or boat which is movable and is not used as a place of storage, permanent accommodation or business (other than the business of hiring the item for its intended use); or c. any earthworks associated with interments within the setting of a heritage item identified as a cemetery; or d. the installation, maintenance, or repair of any monument associated with interments within the setting of a heritage item identified as a cemetery; or e. land disturbance; or f. the maintenance or repair of existing drains or water races; or g. the maintenance, repair and replacement of existing carpark areas, accessways, driveways, or paved areas. h. the maintenance, repair, alteration, removal or demolition of buildings and structures within the heritage setting that are not heritage listed items	Restricted Discretionary Activity Status	Matters for discretion: 3. The exercise of discretion in relation to HH-R4.2 is restricted to the following matters: a. HH-MAT4 Works Within a Heritage Setting	Where the item is listed with Heritage New Zealand Pouhere Taonga, and absent their written approval, the application shall be limited notified only to Heritage New Zealand Pouhere Taonga.

	<p>identified in HH-SCHED2 - Heritage Buildings, Structures and Items; or</p> <p>i. for the safe operation or maintenance of the National Grid, or</p> <p>j. gardening and cultivation.</p>			
HH-R5 Relocation of a heritage item within its setting	<p>Restricted Discretionary Activity Status</p> <p>1. Relocation of a heritage item listed in HH-SCHED2 within the item's setting</p>	N/A	<p>Matters for discretion:</p> <p>2. The exercise of discretion in relation to HH-R5.1 is restricted to the following matters:</p> <p>a. HH-MAT5</p>	-
HH-R6 Relocation of a heritage item outside its setting	<p>Non-Complying Activity Status</p> <p>1. Relocation of a heritage item listed in HH-SCHED2 outside the item's setting.</p>	N/A	-	-
HH-R7 Partial demolition	<p>Non-Complying Activity Status</p> <p>1. Partial demolition of any heritage item listed in HH-SCHED2.</p>	N/A	-	-
HH-R8 Demolition	<p>Non-Complying Activity Status</p> <p>1. Demolition of any heritage item listed in HH-SCHED2.</p>	N/A	-	-

2.1.3.3 Matters for Control or Discretion

The rules refer to matters of control or discretion which are considered where the activity is a Restricted Discretionary Activity Status or Controlled Activity Status. These matters are outlined in Table 2-4 below.

Table 2-4. Table outlining Control or Discretionary matters for consideration from the POSDP.

Control or Discretion Matter	Matters for Consideration
HH-MAT1 Subdivision and Historic Heritage	<ol style="list-style-type: none"> Any adverse effects on each historic heritage item or site. These effects include, but are not limited to: <ol style="list-style-type: none"> Whether the size and shape of the sites are adequate to contain each historic heritage item within its setting; Whether the size and shape of the sites are adequate to maintain access to and maintenance of the historic heritage item to protect heritage values; and Whether the historic heritage values can be retained and protected if the land is subdivided. Where the item is listed with Heritage New Zealand Pouhere Taonga, whether Heritage New Zealand Pouhere Taonga has been consulted and the outcome of that consultation.
HH-MAT2 Earthquake Strengthening and Customer Connection	<ol style="list-style-type: none"> The form, materials, and methodologies to be used to maintain heritage values, including integration with, and connection to other parts of the heritage item; The methodologies to be used to protect the heritage item during works; Documentation of changes to the heritage item during the course of works, and on completion of work by such means as photographic recording; and Where the item is listed with Heritage New Zealand Pouhere Taonga, whether Heritage New Zealand Pouhere Taonga has been consulted and the outcome of that consultation.
HH-MAT3 Alterations and Additions, Maintenance and Repairs	<ol style="list-style-type: none"> The level of intervention necessary to carry out the works, including to meet the requirements of the Building Act 2004 and Building Code, and alternative solutions considered. Whether the proposal will provide for ongoing and viable uses, including adaptive reuse, of the heritage item. Whether the proposal, including the proposed form, materials and methodologies are consistent with protecting the heritage values of heritage items and heritage settings, and whether the proposal will have a temporary or permanent adverse effect on heritage fabric, layout, form or heritage values, and the scale of that effect; and any positive effects of the proposal on heritage fabric, layout, form or values, enhance heritage values, and in particular have regard to: <ol style="list-style-type: none"> the form, scale, mass, materials, colour, design, detailing, and location of the heritage item; the use of existing heritage fabric; the extent of earthworks necessary as part of the proposal; and within a heritage setting, the relationship between elements, such as layout and orientation, form, and materials. Whether the proposal: <ol style="list-style-type: none"> is supported by a conservation plan or expert heritage report; and the extent to which the proposal is consistent with the ICOMOS New Zealand Charter for the Conservation of Places of Cultural Heritage Value (ICOMOS New Zealand Charter 2010). The extent to which the heritage fabric has been damaged by natural events, weather and environmental factors and the necessity of work to prevent further deterioration. Where the item is listed with Heritage New Zealand Pouhere Taonga, whether Heritage New Zealand Pouhere Taonga has been consulted and the outcome of that consultation. Whether mitigation measures are proposed to be implemented to protect the heritage item and the anticipated effectiveness of such mitigation measures. The extent of photographic recording proposed to document changes to the heritage item and setting, including prior to, during the course of and on completion of the works.
HH-MAT4 Works Within a Heritage Setting	<ol style="list-style-type: none"> whether the new building, structure, or earthworks will be compatible with or protect the heritage fabric, values, and significance of the heritage item including design, detailing, and location of heritage items; the relationship between elements, such as the layout and orientation, form, and materials within the setting; whether the proposal will provide for ongoing and viable uses, including adaptive reuse, of the heritage item; where the item is listed with Heritage New Zealand Pouhere Taonga, whether Heritage New Zealand Pouhere Taonga has been consulted and the outcome of that consultation.

HH-MAT5 Relocation of Heritage Items within its Setting	<ol style="list-style-type: none"> 1. whether the proposal will provide for ongoing and viable uses, including adaptive reuse, of the heritage item; 2. where the item is listed with Heritage New Zealand Pouhere Taonga, whether Heritage New Zealand Pouhere Taonga has been consulted and the outcome of that consultation; 3. whether the new location and orientation of the heritage item will maintain the historic heritage values of the heritage item; 4. whether alternative solutions have been considered, including repairs, reconstruction, upgrade works, and restoration in situ; and 5. the potential damage to heritage fabric during relocation and whether repairs will be required, and what mitigation measures are proposed.
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2.1.3.4 *Heritage Schedules*

There are two heritage schedules in the POSDP. The first is HH-SCHED1- Historic Heritage Assessment Criteria. This schedule contains the criteria defined by the Council to determine significance of historic heritage buildings, structures or items. These criteria are:

Historical and social significance value:

- i. Historical and social significance values that demonstrate or are associated with: a particular person, group, organisation, institution, event, phase or activity; the continuity and/or change of a phase or activity; social, historical, traditional, economic, political, or other patterns;

Cultural and spiritual value:

- i. Cultural and spiritual values that demonstrate or are associated with the distinctive characteristics of a way of life, philosophy, tradition, religion, or other belief, including: the symbolic or commemorative value of the place; significance to Tangata Whenua; and/or associations with an identifiable group and esteemed by this group for its cultural values;

Architectural and aesthetic value:

- i. Architectural and aesthetic values that demonstrate or are associated with: a particular style, period or designer, design values, form, scale, colour, texture, and material of the place;

Technological and craftsmanship value:

- i. Technological and craftsmanship values that demonstrate or are associated with: the nature and use of materials, finishes, and/or technological or constructional methods which were innovative, or of notable quality for the period;

Contextual value:

- i. Contextual values that demonstrate or are associated with: a relationship to the environment (constructed and natural), a landscape, setting, group, precinct or streetscape; a degree of consistency in terms of type, scale, form, materials, texture, colour, style, and/or detail; recognised landmarks and landscape which are recognised and contribute to the unique identity of the environment; and

Archaeological and scientific significance value:

- i. Archaeological or scientific values that demonstrate or are associated with: the potential to provide information through physical or scientific evidence and understanding about social, historical, cultural, spiritual, technological, or other values of past events, activities, structures or people.

The second schedule is HH-SCHED2 - Heritage Buildings, Structures and Items. This is SDC's list of historic heritage protected under the rules of the POSDP. Each item on the list includes a link to the assessment report, which details the place's history and significance assessment providing justification for its inclusion in the schedule.

2.2 Heritage New Zealand Pouhere Taonga Act (2014)

Heritage New Zealand Pouhere Taonga administers the HNZPTA 2014, and the purpose of this Act is to promote identification, protection, preservation, and conservation of New Zealand's historical and cultural heritage. In addition to authorising works involving archaeological sites (defined within Section 6 of the Act),

the role of HNZPT is maintaining the New Zealand Heritage List/Rārangī Kōrero (the List), which is a register of Historic Places, Historic Areas, Wahi Tapu, and Wahi Tapu Areas. The List is New Zealand’s national record of the country’s most significant cultural and heritage places. The purpose of the List is to inform members of the public about such places and to assist with their protection under the RMA 1991. Most places on the List are private properties, but the HNZPTA 2014 does not provide any legal protections on places entered on the List. It is only where a place entered on the List is also scheduled by the local authority that some protection is afforded to the place.

2.3 Huia Kaimanawa – Heritage Policy for Land Transport Infrastructure

NZTA recently introduced a sustainability policy that not only manages risk to heritage while working on transport infrastructure, but also highlights and celebrates it. This policy, Huia Kaimanawa – Heritage Policy for Land Transport Infrastructure, recognises NZTA’s legal commitments under the RMA 1991 and Heritage New Zealand Pouhere Taonga Act 2014. NZTA has additionally entered into agreements with HNZPT and partnerships with iwi (NZTA, 2024a).

As New Zealand’s land transport system “follows many routes of early trails and roads, so the record of early exploration and settlement is frequently found whenever transport works are carried out” (NZTA, 2024). Through the Huia Kaimanawa – Heritage Policy, NZTA seeks to recognise the “connection between heritage and community wellbeing”, since heritage is a touchstone of cultural, social, spiritual and historic identity and sense of place (NZTA, 2024a). The types of heritage resources considered under the policy include:

- Historic sites, structures, places and areas;
- Archaeological sites;
- Sites significant to Māori, including wāhi tapu/wāhi tupuna, and
- Surroundings associated with these resources.

The key points of the Huia Kaimanawa – Heritage Policy include:

- Minimising the impacts of transport system activities on heritage places located within or adjacent to the transport network.
- Obtaining resource consents and archaeological authorities for any works that could have an adverse effect on heritage and archaeological values.
- Following best practice guidance on conserving heritage.
- Developing guidelines and tools to assess and manage heritage and archaeology within land transport activities.
- Following the P45 Heritage Specification (NZTA, 2024b).

2.3.1 P45 Heritage Specification

The P45 Specification (NZTA 2024b) gives effect to the Huia Kaimanawa - Heritage Policy for Land Transport Infrastructure. The specification sets out the requirements for management of heritage during infrastructure projects, including heritage asset management. There are six defined parts of the infrastructure project lifecycle, and the management of heritage values is considered in each phase (Table 2-5).

Table 2-5. Summary of the P45 Heritage Specification (NZTA 2024b).

Part	Sub-part	Summary of procedures
General and preliminary requirements	1.1 Suitably qualified person requirements	Necessary qualifications set out for archaeology, built heritage and other lead specialists
	1.2 Cultural advisors/monitors	Procedures for engaging with iwi/imi/hapū nominated cultural advisor/monitor
	1.3 Engagement	Procedures for engaging in heritage management with relevant parties including iwi/imi, HNZPT, DOC and local authorities
	1.4 Heritage accidental discovery protocol	Accidental Discovery Protocol (ADP): procedures for when to use and how to develop
	2.1 Heritage assessment process	Heritage Screening: necessary elements to be included in a heritage screening

Part	Sub-part	Summary of procedures
Assessment, planning, design and pre-implementation		Technical Assessments: where heritage screening determines heritage may be affected, implement technical assessment procedures, as listed, in order to manage heritage assets
Construction	3.1 Heritage management plan	Heritage management plan (HMP): list of necessary inclusions
	3.2 Implementation of a heritage management plan	Procedures for ongoing revision, implementation, inductions and recording and reporting
	3.3 Heritage close-out report for handover	Heritage close-out report: list of necessary inclusions
Maintenance		Procedures to be carried out at the start of maintenance: including a heritage screen, prepare an ADP where risk of encountering heritage is low, prepare HMP for known or potential heritage places/areas, record and report
Emergency works	5.1 Response phase and transition to recovery phase	Initial response: procedures for including an ADP and seeking advice from HNZPT
	5.2 Recovery phase	Recovery phase: procedures for heritage screening and technical assessment process, engaging with cultural advisor, consulting HNZPT, and implementing ADP or consenting advice from local authority
Management of heritage assets	6.1 Property acquisition	Procedures prior to acquiring property including heritage screen, consultation with mana whenua and relevant communities, meeting existing policies, and updating records
	6.2 Asset management and maintenance	Manage and maintain assets in a manner that gives effect to the requirements of the Ministry of Culture and Heritage Policy for Government Management of Cultural Heritage Places (2022)
	6.3 Property disposal	Supply sufficient heritage information for HNZPT's Crown land disposal process

2.4 ICOMOS New Zealand Charter 2010

The ICOMOS NZ Charter 2010 is a set of guidelines on cultural heritage conservation used in the New Zealand heritage sector by local bodies in district plans and heritage management, and by practitioners and forms a recognised benchmark for conservation standards and practice.

3 Methodology

In preparing this HIA, guidance on methodology is considered from *Sustainable Management of Historic Heritage Guidance Information Sheet 9 Preparing a Heritage Impact Assessment* produced by the then New Zealand Historic Places Trust (NZHPT, 2007c) and *Guidance on Heritage Impact Assessments for Cultural World Heritage Properties* (ICOMOS, 2011). However, UOA recognises that a HIA must be fit for purpose to both the heritage values of a property and the proposed works. UOA conducted detailed documentary research to provide a comprehensive history of the project area and associations of with significant individuals and companies. UOA also considered the previous work done identifying heritage values both at the site level as well as in the broader heritage landscape. In order to determine the physical values of the site, a site visit was done during which a comprehensive photographic record was taken. This data informs the significance assessment, which guides the evaluation of how the proposed designation and project may affect the heritage values within the designation area, along with the criteria established by the regional and district plans. Mitigative measures are proposed and discussed that may help reduce or eliminate adverse effects on the heritage values.

Presented below are the methods used to gather information to identify the heritage significance and assess the effects of the proposed work on these values.

3.1 Research to Inform the Significance Assessment

UOA consulted numerous sources of documentary evidence in order to determine the historical context of the project area. The results of the documentary research are provided in Section 4. The sources utilised in this research include:

- ArchSite
- New Zealand Heritage List/Rārangī Kōrero
- CCC District Plan
- Ngāi Tahu Kā Huru Manu website
- Mahaanui Iwi Management Plan, 2013 (Silent files)
- W.A. Taylor's (1952), *Lore and History of the South Island Maori*
- Historical maps of Canterbury
- Historical aerial imagery
- Historical photographs
- Christchurch City Library name indices
- Historic newspapers
- Canterbury Deeds Indexes
- Certificates of title
- Deposit plans and survey office plans
- Local documentary resources.

This HIA also considers the previous work identifying heritage values for both the project area and the broader region, including examination of archaeological and heritage reports, as well as documentation in district plans and with HNZPT. Previously recorded archaeological and heritage sites near the project area can provide information that is valuable for assessing the heritage value of a site, and this was accomplished through examination of entries on ArchSite (the New Zealand Archaeological Associations site recording scheme), HNZPT's Annual Information, and the Selwyn District Plan and heritage resources.

The ArchSite dataset allows UOA to explore the broader distribution of specific archaeological site types across the South Island, which is useful for identifying rarity and uniqueness of site types.

UOA subscribes to the HNZPT's Annual Information (with quarterly updates), which includes Category 1 and Category 2 listed places, historic areas, wāhi tūpuna (places important to Māori for ancestral significance and associated cultural and traditional values), wāhi tapu (places sacred to Māori in the traditional, spiritual,

religious, ritual or mythological sense such as maunga tapu, urupā, funerary sites and punawai), and wāhi tapu areas (areas that contain one or more wāhi tapu). Again, this information is useful for considering rarity and uniqueness of site types, as well as documenting the heritage assets in the surrounding areas. List reports specific to the proposed work are valuable resources, as they include previous work identifying the heritage values of the list entry.

A site visit provides the opportunity to identify heritage and archaeological places and items that are present within the project areas. A site visit was conducted by Jamie-Lee Hearfield on 2 October 2024, and a summary of the on-site observations is provided in Section 6.

3.2 Assessment of Heritage Values

The assessment of heritage values follows the criteria established by HNZPT in *Significance Assessment Guidelines* (Heritage New Zealand Pouhere Taonga, 2019). This guideline was intended to provide standardised assessment criteria for considering historic places and areas for inclusion on the New Zealand Heritage List/Rārangi Kōrero. The guideline requires a twofold assessment, firstly considering the nature of the ascribed heritage value, and secondly the degree of their significance. The degree of significance is not rigorously defined in the guideline, but examples include ‘special’ or ‘outstanding’ for the highest values, and at the other end of the spectrum there may be ‘little’ to ‘no heritage value’ or even ‘adverse’ or ‘negative value’. These criteria align with NZTA *Historic heritage impact assessment guide for state highway Projects* (NZTA, 2015).

Table 3-1. Criteria for the assessment of heritage values as defined in HNZPT’s Significance Assessment Guidelines (Heritage New Zealand Pouhere Taonga, 2019).

Criteria	Threshold for Inclusion	Key Questions
Aesthetic significance or value	The place has, or includes, aesthetic qualities that are considered to be especially pleasing, particularly beautiful, or overwhelming to the senses, eliciting an emotional response. These qualities are demonstrably valued, either by an existing community or the general public, to the extent that they could be expected to experience a sense of loss if the qualities which evoke the aesthetic value were no longer there.	<div><div>1.</div><div>What aesthetic qualities is the place recognised for?</div></div> <div><div>2.</div><div>How has the importance of the aesthetic qualities of the place been acknowledged or acclaimed by the community or group?</div></div> <div><div>3.</div><div>How do the aesthetic qualities compare with other places with similar qualities?</div></div>
Archaeological significance or value	The place provides, or is demonstrably likely to provide, physical evidence of human activity that could be investigated using archaeological methods. Evidence obtained as a result of an archaeological investigation could be expected to be of significance in answering research questions, or as a new or important source of information about an aspect of New Zealand history.	<div><div>1.</div><div>Is the place likely to contain physical evidence of human activity that archaeological methods could locate or identify?</div></div> <div><div>2.</div><div>What aspect of New Zealand history could this evidence provide information about?</div></div> <div><div>3.</div><div>Is the physical evidence, located through archaeological methods, likely to provide significant evidence about this aspect of New Zealand history?</div></div> <div><div>4.</div><div>Is this place the only, or one of a very few, sites that can provide this evidence about New Zealand history?</div></div>
Architectural significance or value	The place reflects identifiable methods of construction or architectural styles or movements. When compared with other similar examples, or in the view of experts or relevant practitioners, it has characteristics reflecting a significant development in this country’s architecture. Alternatively, or in conjunction with this, the place is an important or representative example of architecture associated with a particular region or the wider New Zealand landscape.	<div><div>1.</div><div>What method of construction or architectural style or movement does the place reflect?</div></div> <div><div>2.</div><div>Why is this construction method, style or movement of importance in New Zealand history?</div></div> <div><div>3.</div><div>How well does the place represent this method, style or movement compared to other places?</div></div>
Cultural significance or value	The place reflects significant aspects of an identifiable culture and it can be demonstrated that the place is valued by the associated cultural group as an important or representative expression of that culture.	<div><div>1.</div><div>What culture is associated with this place?</div></div> <div><div>2.</div><div>How does this place reflect that culture?</div></div> <div><div>3.</div><div>How has the significance of the place as an important or representative expression of the culture been demonstrated?</div></div>
Historical significance or value	The place contributes towards the understanding of a significant aspect of New Zealand history and has characteristics making it particularly useful for enhancing understanding of this aspect of history, especially when compared to other similar places.	<div><div>1.</div><div>What significant aspect of New Zealand history is the place related to?</div></div> <div><div>2.</div><div>What does the place contribute to the understanding of that aspect of New Zealand history?</div></div> <div><div>3.</div><div>How does the place’s ability to contribute to the understanding of this aspect of history compare with other similar places?</div></div>

Criteria	Threshold for Inclusion	Key Questions
Scientific significance or value	The place includes, or is demonstrably likely to include, fabric expected to be of significance in answering research questions or a new or important source of information about an aspect of New Zealand's cultural or historical past through the use of specified scientific methods of enquiry.	<ol style="list-style-type: none"> 1. What information could be obtained through scientific methods of enquiry? 2. What fabric exists at the place that might help to provide this information? 3. How does its ability to provide information through scientific methods compare with other similar places?
Social significance or value	The place has a clearly associated community that developed because of the place, and its special characteristics. The community has demonstrated that it values the place to a significant degree because it brings its members together, and they might be expected to feel a collective sense of loss if they were no longer able to use, see, experience or interact with the place.	<ol style="list-style-type: none"> 1. Is this a place that brings people together? 2. Is there an existing community associated with the place? 3. How has the community demonstrated that they value the place?
Spiritual significance or value	The place is associated with a community or group who value the place for its religious, mystical or sacred meaning, association or symbolism. The community or group regard the place with reverence, veneration and respect, and they might be expected to feel a collective sense of loss if they were no longer able to use, see, experience or interact with the place.	<ol style="list-style-type: none"> 1. Is there a community or group who value the place for its religious, mystical or sacred meaning, association or symbolism? 2. How is the community or group's shared belief, faith or spiritual experience demonstrated at this place?
Technological significance or value	The place includes physical evidence of a technological advance or method that was widely adopted, particularly innovative, or which made a significant contribution to New Zealand history OR The place reflects significant technical accomplishment in comparison with other similar examples, or in the view of experts or practitioners in the field, and has characteristics making the place particularly able to contribute towards our understanding of this technology.	<ol style="list-style-type: none"> 1. What technological advance or method does the place demonstrate? 2. What physically demonstrates the technology used? 3. Why is this technology of importance in New Zealand history? 4. How well does the place represent this technology compared to other places?
Traditional significance or value	The place reflects a tradition that has been passed down by a community or culture for a long period, usually generations and especially since before living memory, and has characteristics reflecting important or representative aspects of this tradition to a significant extent.	<ol style="list-style-type: none"> 1. What community or culture has practised, or is the custodian of, the tradition that is associated with this place? 2. What tradition is associated with this place? 3. What physical aspects of the place reflect the tradition? 4. How is this place an important or representative expression of the tradition?

The criteria outlined above help to build an overall assessment of significance of a site, and NZHP have adopted the following levels of overall heritage value (Table 3-2). These levels of significance follow the recommendations proposed by Department for Transport (DfT, 2008); although, this steers away from the use of local, regional, and local importance, which Kerr (Kerr, 2013) argues is irrelevant to the assessment process. It is important to note that it is not possible to fully understand the significance of subsurface sites, and that the significance of a site may change on the basis of what is found during the work programme.

Table 3-2. Levels of overall heritage value (adapted from DoT, 2008).

Level of Significance	Criteria
Very High	<ul style="list-style-type: none"> • World Heritage Sites (and proposed sites) • A heritage site of acknowledged international importance
High	<ul style="list-style-type: none"> • Listed archaeological sites, including those of listing quality and importance <ul style="list-style-type: none"> ◦ Category 1: places of special or outstanding historical or cultural heritage significance or value; ◦ Category 2: places of historical or cultural heritage significance or value; and • Scheduled heritage sites, including those of scheduling quality and importance • Heritage sites with exceptional values
Medium	<ul style="list-style-type: none"> • Heritage sites that can be shown to have moderate values
Low	<ul style="list-style-type: none"> • Heritage sites with limited value, including those that are highly represented, have low information potential, have poor preservation, and/or poor survival of contextual association
Negligible	<ul style="list-style-type: none"> • Sites with very little surviving heritage interest
Unknown	<ul style="list-style-type: none"> • The importance of the site is not yet known

3.3 Assessment of Effects on Heritage Values

The Department for Transport (2008) established a three-stage approach for assessing the effects on heritage, which has been embraced by many heritage practitioners and advocates (Bond & Worthing, 2016; ICOMOS, 2011; NZTA, 2015). This approach requires careful consideration of at three clearly defined stages, (1) assessment of overall level of significance, (2) assessment of the magnitude of impact and (3) determination of the significance of effects, and while it remains a qualitative assessment, there is clear guidance and justification for the decisions made at each stage (DfT, 2008).

Once the heritage values have been identified, it is necessary to consider the overall level of significance, whether the site be significant at the international, national, regional, or local level (Table 3-3). This scale for measuring the level of significance, ranging from very high for sites of international significance to sites of low significance that may represent a site of local significance but having poor preservation or contextual associations.

Table 3-3. Levels of significance (adapted from DfT, 2008).

Level of Significance	Criteria
Very High	<ul style="list-style-type: none"> World Heritage Sites Assets of acknowledged international importance Assets that can contribute significantly to acknowledged international research objectives Historical landscapes of international value (designated or not) and extremely well-preserved historic landscapes with exceptional coherence, time depth, or other critical factor(s)
High	<ul style="list-style-type: none"> Scheduled asset and undesignated assets of schedulable quality and importance Category 1 listed buildings and Category 2 listed buildings of special interest. Other listed buildings that can be shown to have exceptional qualities in their fabric or associations not adequately reflected in their listing category Conservation areas containing very important buildings Undesignated structures of clear national importance Designated and undesignated historic landscapes of outstanding historic interest; undesignated landscapes exhibiting considerable coherence, time depth, or critical factor(s) Assets that can contribute significantly to acknowledged national research objectives
Medium	<ul style="list-style-type: none"> Designated or undesignated assets that contribute to regional research objectives Category 2 listed buildings Historic (unlisted) buildings that can be shown to have exceptional qualities in their fabric or historical association Conservation areas containing important buildings that contribute significantly to their historic character Historic townscapes or built-up areas with important historic integrity in their buildings, or built settings (e.g., street furniture or other structures) Designated landscapes of special historic interest (including Category 2 registered parks and gardens); undesignated landscapes that would justify such a designation; averagely well-preserved historic landscapes with reasonable coherence, time depth, or other critical factor(s); landscapes of regional value.
Low	<ul style="list-style-type: none"> Designated and undesignated assets of local importance including those comprised by poor preservation and/or poor survival of contextual association Assets of limited value, but with potential to contribute to local research objectives Locally listed buildings and historic (unlisted) buildings of modest quality in the fabric or historical association Historic townscapes or built-up areas of limited historic integrity in their buildings or built settings (e.g., street furniture or other structures) Robust undesignated historic landscapes; historic landscapes with importance to local interest groups; and historic landscapes whose value is limited by poor preservation and/or poor survival of contextual associations
Negligible	<ul style="list-style-type: none"> Assets with very little surviving archaeological interest Buildings of little architectural or historical note Landscapes with little significant historical interest

Assessing and evaluating the potential effects on heritage values can be very difficult and subjective. To mitigate against this, NZHP follows the defensible system defined by the Department for Transport (2008) and adopted by others, including ICOMOS (2011). Using this system, the impacts are first considered to be either beneficial or adverse, including both direct impacts to the site (a primary consequence of the proposed work) or indirect (resulting from a secondary consequence). The assessment of effects considers the magnitude of the proposed work on the heritage asset on a nine-point scale, ranging from a major adverse effect to a major beneficial effect (Table 3-4). The significance of effects can be either adverse or beneficial on a scale ranging from neutral to very large and is determined using the value or overall level of significance and the magnitude of the effects, as shown in the matrix below (Table 3-5).

Table 3-4. Magnitude of the impacts of the proposed work against the heritage values (DfT, 2008).

Magnitude	Description
Major	Change to key historic building elements, such that the asset is totally altered. Comprehensive change to the setting.
Moderate	Change to many key historic building elements, such as the asset is significantly modified. Changes to the setting of an historic building, such that it is significantly modified
Minor	Change to key historic building elements, such that the asset is slightly different. Changes to the setting of an historic building, such that it is noticeably changed.
Negligible	Slight changes to historic building elements or setting that hardly affect it.
No change	No change to fabric or setting.

major

moderate

minor

negligible

neutral

negligible

minor

moderate

major

ADVERSEBENEFICIAL

Table 3-5. Matrix of significance of effects on the heritage values (DfT, 2008).

Heritage Value	Magnitude of Impact				
	No Change	Negligible	Minor	Moderate	Major
Very High	Neutral	Slight	Moderate-Large	Large-Very Large	Very Large
High	Neutral	Slight	Moderate-Slight	Moderate-Large	Large-Very Large
Medium	Neutral	Neutral-Slight	Slight	Moderate	Moderate-Large
Low	Neutral	Neutral-Slight	Neutral-Slight	Slight	Slight-Moderate
Negligible	Neutral	Neutral	Neutral-Slight	Neutral-Slight	Slight

Once the significance of effects on heritage values has been defined, the proposed work is considered against the rules of the OSDP and POSDP, which have been outlined in Section 2.1.1. The report considers whether any District Plan Rules are triggered and, if so, the matters to be addressed in applications to council, with recommended mitigative measures.

4 Understanding the place: historical¹

The historical setting of a site provides invaluable contextual information through which greater understanding of the site can be achieved. The broader history of the area also establishes the environment in which the heritage features were established and guides the interpretation of the site's significance. Consideration of the location of the sites in relation to its setting shows how these sites relate to both individuals and residential occupation in the area. This also includes the wider community values, activities, and commemorative events that tie to national programs and international events.

In this section the history of the entire project area is considered, including streets, reserves and any extant heritage buildings and structures. This research underpins an understanding of which areas and places have heritage values and those that do not. The level of heritage significance of each of the identified items and places is then discussed in Section 9.

4.1 Physical environment and setting of Rolleston

The township of Rolleston is located on the Canterbury Plains, an extensive fluvial plain, with relict braided river channel patterns. Soils in the area are typically characterised by fine silts, with numerous rolled greywacke stones of various sizes (Begg et al. 2015). The township of Rolleston is largely located on the south side of SH1/Main South Road with an industrial area on the north side of the state highway. Almost immediately north of SH1 is the Main North Line railway, with the Midland Line branching off to the northwest within the project area. The majority of the building stock in the area was constructed in the late 20th or early 21st century.

4.2 The development of occupation in the wider area

Traditional accounts relate to successive migrations to Te Wai Pounamu (the South Island) from Te Ika a Māui (the North Island). The earliest groups noted in oral traditions include Kāhui-Tipua, Hawea, and Te Rapuwai. Ngāi Tahu scholars have considered these groups as at least semi-mythical, as traditions regarding them are typically aetiological narratives explaining the origins of such things as kūmara or the Moeraki Boulders. Traditions regarding later groups (Waitaha, Ngāti Māmoe, and Ngāi Tahu) are by contrast primarily related to human events, rather than the supernatural (Tau and Anderson, 2008).

The first human settlers of Te Wai Pounamu for which traditional accounts and whakapapa are clear were Waitaha, descendants of the explorer Rākaihautū who arrived in the waka *Uruao*. They were followed later by Ngāti Māmoe, who migrated from Te Ika a Māui to the South Island around the late 16th/early 17th centuries. The relationship between Waitaha and Ngāti Māmoe was complicated, with periods of peace and intermarriage as well as conflict, but Ngāti Māmoe gradually came to establish mana whenua through both means over much of the South Island. In the early to mid-17th century, Ngāi Tahu migrated to the South Island from the lower North Island, and traditions recount their whakapapa to the East Coast and the *Tākitimu* waka. As with their predecessors, Ngāi Tahu came to establish mana whenua over most of the South Island through both conflict and intermarriage (Anderson, 1998; Tau and Anderson, 2008).

During the exploration of the Canterbury coast, Te Waihora (Lake Ellesmere) was found to be a plentiful source of fish and birds and attracted many Māori settlers to the area. Similarly, the Waikirikiri (Selwyn River) which flows from the Canterbury foothills across Kā Pākihi-whakatekateka-a-Waitaha (the Canterbury Plains) into Te Waihora, was also found to be a plentiful source for tuna (eels), inaka (whitebait), pūtakitaki (paradise duck), pārerā (grey duck), pākura/pūkeko (swamp hen), pora (Māori cabbage), tutu, and aruhe (bracken fernroot). Numerous kāinga and mahinga kai were therefore established along its course, including the key settlement of Te Waikari, near modern-day Chamberlains Ford (Mahaanui Kurataiao Limited, 2019; Te Rūnanga o Ngāi Tahu, 2024). Although the Waikirikiri and its surrounds are known to have been a treasured landscape for local

¹ This section has been adapted from the heritage and archaeological assessment (Wadsworth et al., 2024).

Māori, as the project area is located nearly 10 km away from the current footprint of the Selwyn River, it is unlikely that Māori archaeological material will be uncovered within the project area at Rolleston.

Following the acquisition of the land by the British Crown under the Kemp purchase in 1848, the land directly adjoining the city of Christchurch was surveyed into rural sections while the surrounding land was taken up as large pastoral runs in the early 1850s. The area which would later become the Rolleston township was taken up as part of a number of pastoral runs during the 1850s (Figure 4-1). Although this land may have been farmed as part of these large pastoral runs, no information could be found to suggest that any buildings or other developments associated with the pastoral runs were located in the vicinity of the future Rolleston township (Acland, 1946: 38-43; Palmer, 2002: 17-20). The pastoral runs began to be surveyed into smaller rural sections which were divided by accommodation roads during the late 1850s and early 1860s (Storey and Millar, 1973). The rural land around the future Rolleston township area began to be taken up as freehold land from this time. It was not until 1863-1864, however, when it was planned to build part of the Great Southern Railway through the area that the land began to be purchased in earnest.

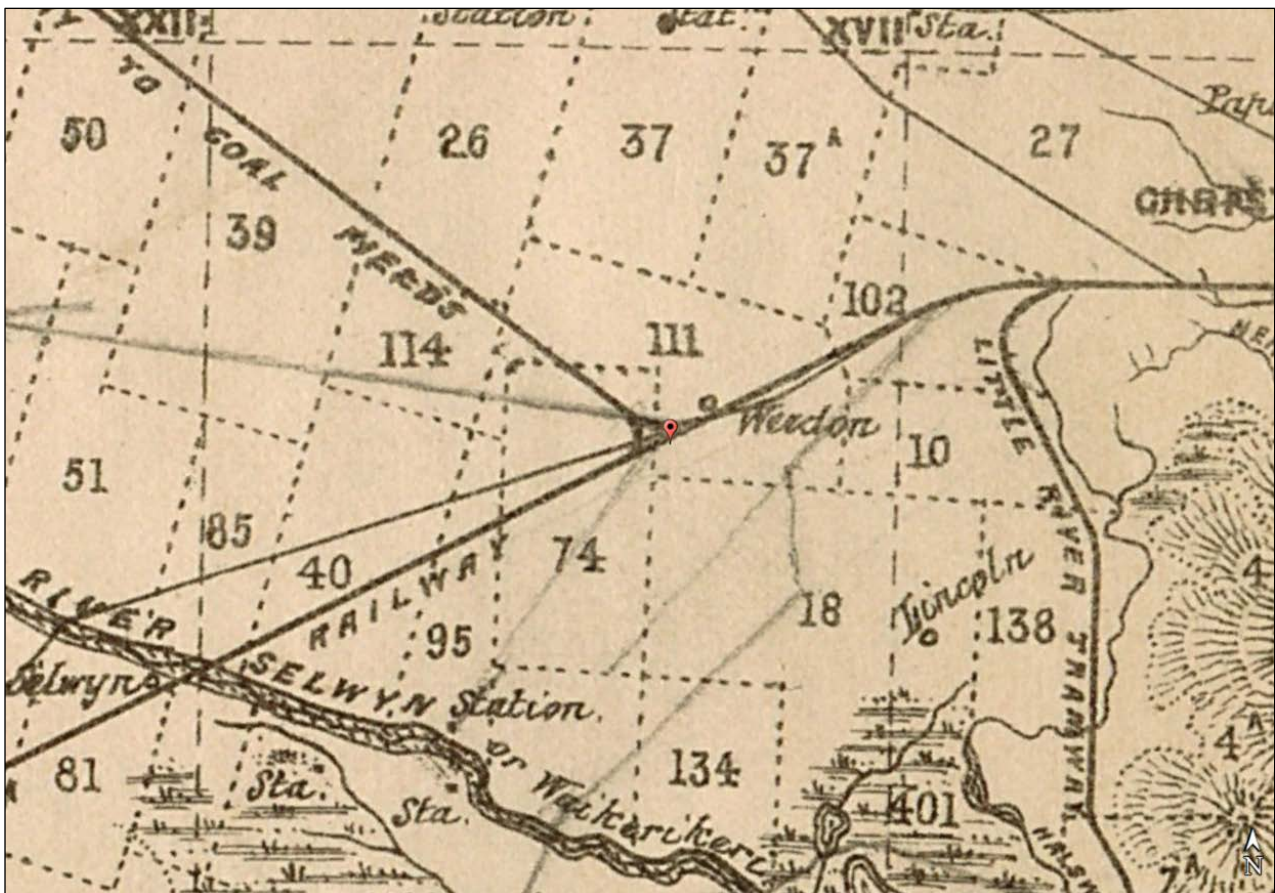


Figure 4-1. Detail from 1860 map of the Canterbury pasturage runs, showing the pastoral runs located around the Rolleston township area (indicated with red pin). Image: Browning, 1860.

4.3 Railway Reserve and Reserve 249 (Parcels 1, 8, 11, 13, 15, and 17)

Parcel numbers 1, 8, 11, 13, 15, and 17 of the project area were originally surveyed as part of the Great Southern Railway and Reserve 249 (Figure 4-2).

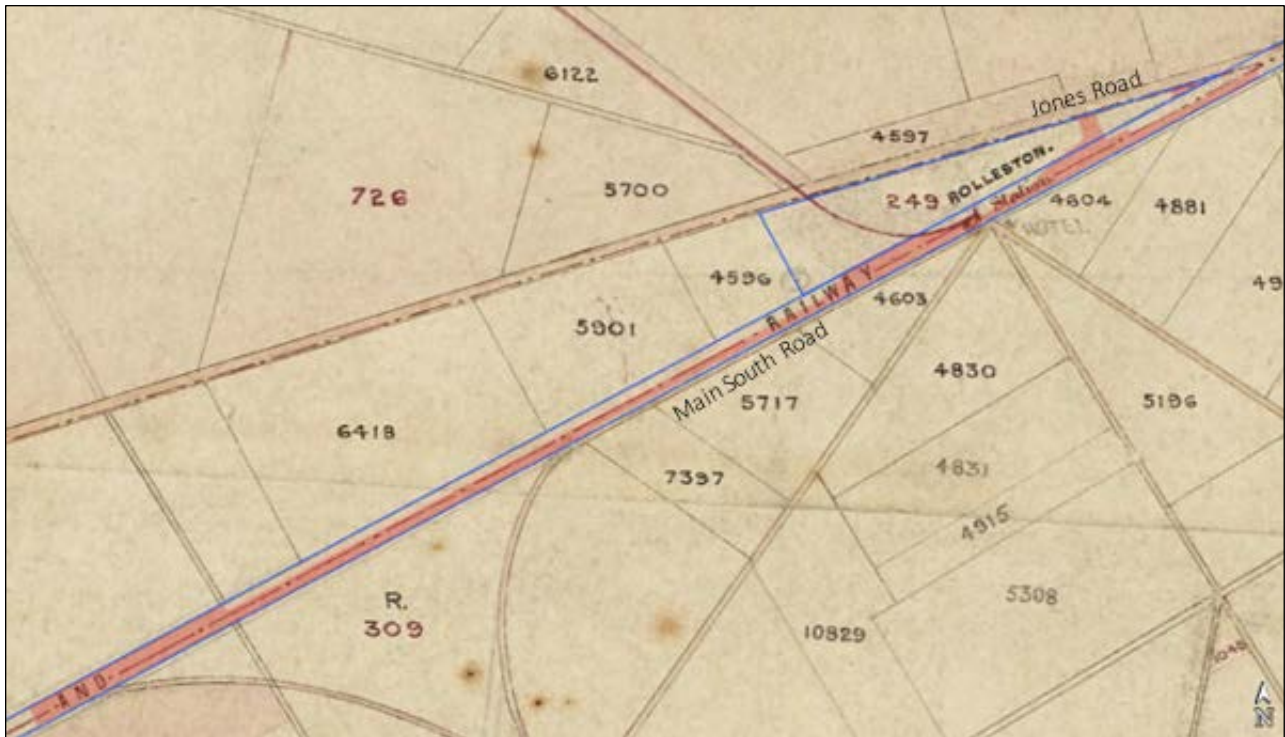


Figure 4-2. Detail from Black Map 63, showing Parcels 1, 8, 11, 13, 15, and 17 of the project area (coloured red) surveyed as part of the Great Southern Railway reserve and Reserve 249 (outlined in blue). Image: LINZ, 1865.

4.3.1 Rolleston and the Great Southern Railway Line

Canterbury's Superintendent, William Sefton Moorhouse was a man of "energy and self-reliance" (*Wairarapa Standard*, 17/9/1881:2). He had a "grandness of vision perhaps only matched by that of Julius Vogel and his great Public Works scheme of the 1870s" (Cross, 2017: 31). Moorhouse recognised well before his contemporaries that the broad and flat Canterbury Plains lent themselves to a network of rail lines (Cross, 2017: 31). This would open up the rich pastoral area to farming and settlement as well as connecting the plains with the port. As early as 1859 "white poles" were erected one mile apart from Christchurch to Timaru to indicate the line of future railway heading south (*Press*, 29/10/1861: 2). The priority, however, was the establishment of a rail line and tunnel linking Christchurch and Lyttelton, Moorhouse left for Melbourne, personally determined to find the right contractor. George Holmes, civil engineer, returned with Moorhouse to confirm the scope of works (McInnes and Frost, 2014: 119-120).

George Holmes was an experienced engineer having worked on projects in North America, Canada, England, Scotland and Melbourne. He met fellow engineer Edward Richardson on a bridge project in Victoria. Richardson had worked in London and Ireland: for many years on Ireland's Great Southern and Western railway. Both engineers relocated to Melbourne c.1852. In 1855, following the successful completion of their combined bridge project, they formed Holmes & Co. (McInnes and Frost, 2014: 119-120). Although theirs was not the cheapest tender, their significant experience saw the contract awarded to Holmes & Co. in 1861 (*Evening Post*, 3/5/1865: 2; *Lyttelton Times*, 13/5/1865: 5; *Press*, 1/6/1865: 2, Cross, 2017: 26, 30; *Macdonald Dictionary Record: George Holmes*, 1952-1964). Moorhouse had succeeded in securing the services of two internationally experienced civil engineers with experience in large scale railways. Both Richardson and Holmes moved to Christchurch to oversee the works, although Richardson would spend some time in England superintending the construction of the machinery necessary for boring a tunnel and organising the iron work for the drawbridge over the Heathcote River (McInnes and Frost, 2014: 119-120; *Lyttelton Times*, 1862: 5).

In January 1862, just as the line was completed and New Zealand's first steam locomotive railway about to be opened, the Canterbury Provincial Government realised they did not possess the skilled staff necessary to run the line. Moorhouse again turned to Holmes & Co. and gave them the lease to run the railway, since they not only had the required number of staff but knew how the railway operated. They did so successfully (Cross, 2017: 29). Indeed, until the end of the 1860s when the Provincial Council entrusted the work to Canterbury

Railways, “few people were more conversant with the railways in Canterbury in 1869 than the contractor George Holmes” (Vincent, 2004: 164). Meanwhile Richardson would become a Member of Parliament for Christchurch, Minister of Public Works and member of the Legislative Council (*Dictionary of New Zealand Biography II* (1940): 232).

In March 1864 the Railway and Bridge Commission, appointed to enquire into building rail lines and bridges north and south of the city, reported to the Provincial Council. In the *Press*’ article on the Commission’s report, it was first described as the “great Southern Railway” (*Press*, 19/03/1864: 2). The proposed southern line was surveyed by mid-1864 (*Press*, 5/7/1864: 2). As part of the survey, a station was proposed at the junction of the south line with the road leading to the recently discovered Malvern Hills coal fields (*Evening Post*, 3/5/1865: 2; Palmer, 2002: 11). In December 1864 the Provincial Council passed the *Canterbury Great Southern Railway Act* to enable the Provincial Council to begin the first part of the line from Christchurch city to the northern bank of the Rakaia River (*Canterbury Great Southern Railway Act 1864 (Local)*). In 1865 Holmes & Co was awarded the contract and the construction of the Great Southern Railway began with the turning of the first sod in May 1865 (*Press*, 25/5/1865: 2; Figure 4-3).

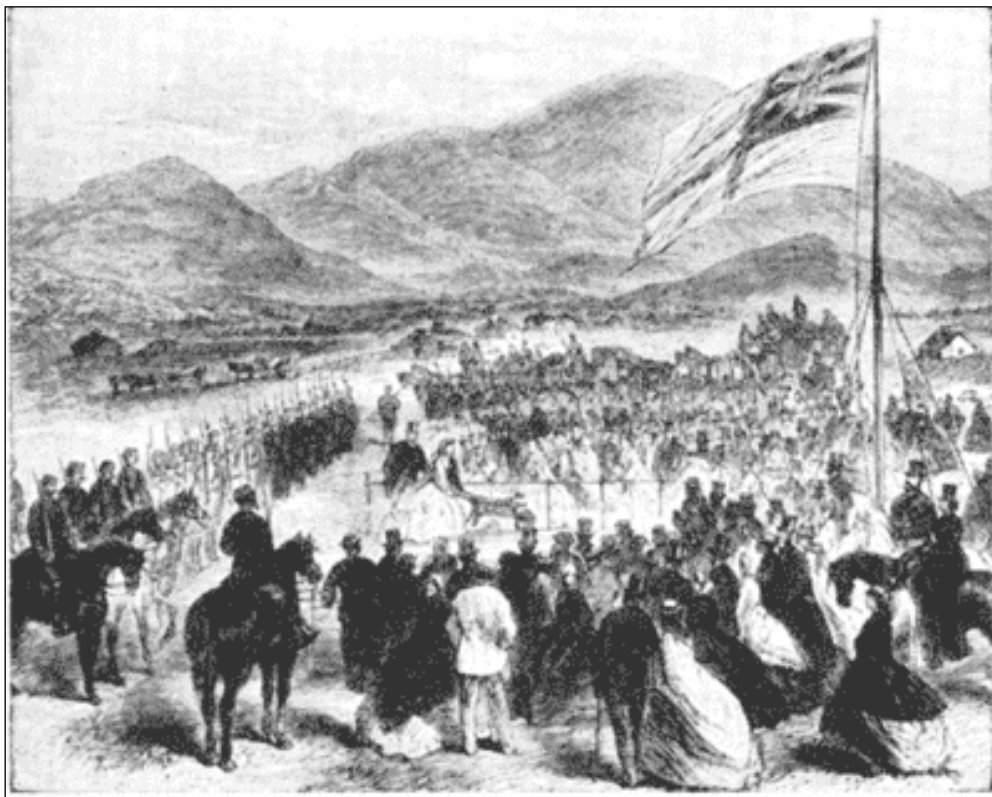


Figure 4-3. “Cutting first sod of Great Southern Railway at Christchurch on Queen’s Birthday 24 May 1865”. Image: McIntock (ed.), 1966.

The construction of the line was quickly underway with fences being erected along its length and earthworks for the laying of the rails well advanced by March 1866 (*Lyttelton Times*, 14/3/1866: 5). In addition to the rail corridor, a 42-acre railway reserve (Reserve 249) was also set aside including around an area for a railway station at the junction of the road to the Malvern Hills coal fields (Figure 4-2). The new station was named ‘Rolleston Station’ after William Rolleston, who had taken up Moorhouse’s role within the Provincial Council as the leading promoter of the construction of the railway (*Evening Post*, 3/5/1865: 2; Palmer, 2002: 11).

Part of Holmes and Co.’s contract included the construction of the Rolleston station buildings and structures. Rolleston’s railway station included a station platform (measuring 56 feet by 8 feet), a station building containing a ticket office and waiting room, a privy, a goods shed (measuring 37 feet by 21 feet), a five-stall shed for livestock, and a two roomed cottage for the station master, all of which were constructed by 1867 (*Lyttelton Times*, 15/10/1866: 2; Palmer, 2002: 11). The original Rolleston station and platform were located within the railway reserve west of present-day George Holmes Road within part of parcel 17 of the project

area, although not in the vicinity of any proposed infrastructure works (Figure 4-4). The location of the privy, goods shed, livestock shed, and cottage is not known. It likely they were located in close proximity to the original station building, possibly within the railway reserve or within part of Reserve 249.

By September 1866, the line to Rolleston was sufficiently complete that the contractors were advertising the conveyance of wool from Rolleston to Christchurch at ten shillings per ton (*Press*, 15/9/1866: 1). Finally in October 1866, the official opening of the Main Southern Railway from Christchurch to the terminus at Rolleston was held (*Press*, 15/10/1866: 2). An inaugural trip along the line was undertaken by the Superintendent of Canterbury and other dignitaries which saw them travel from Christchurch to Rolleston within just thirty-two minutes (*Press*, 15/10/1866: 2). Newspaper accounts of the trip indicates that the only features of note at the Rolleston terminus at the time, were the station building, platform, and a well which had been sunk at the end of 1865 (*Lyttelton Times*, 25/11/1865: 4, 15/10/1866: 2; *Press*, 15/10/1866: 2). This suggests that the privy, goods shed, livestock shed, and cottage were constructed in late-1866 or 1867.

The construction of the new junction station soon saw an increase of land sales in the area (*Press*, 12/5/1866: 5). Nearly 1400 railway stations would be built over the country's entire rail network and their existence almost certainly resulted in the development of townships (Rail Heritage Trust, 2024). As the focus for transporting goods and people to and from market, it was inevitable that settlers would group around this "vital commercial hub" (Atkinson, 2010). Residential rail employee's cottages, including the station master's house were often the hub which new settlers grouped around.

Rolleston remained the terminus of the Main Southern Railway until October 1867, when the line from Rolleston to Selwyn was opened (*Lyttelton Times*, 4/10/1867: 5).

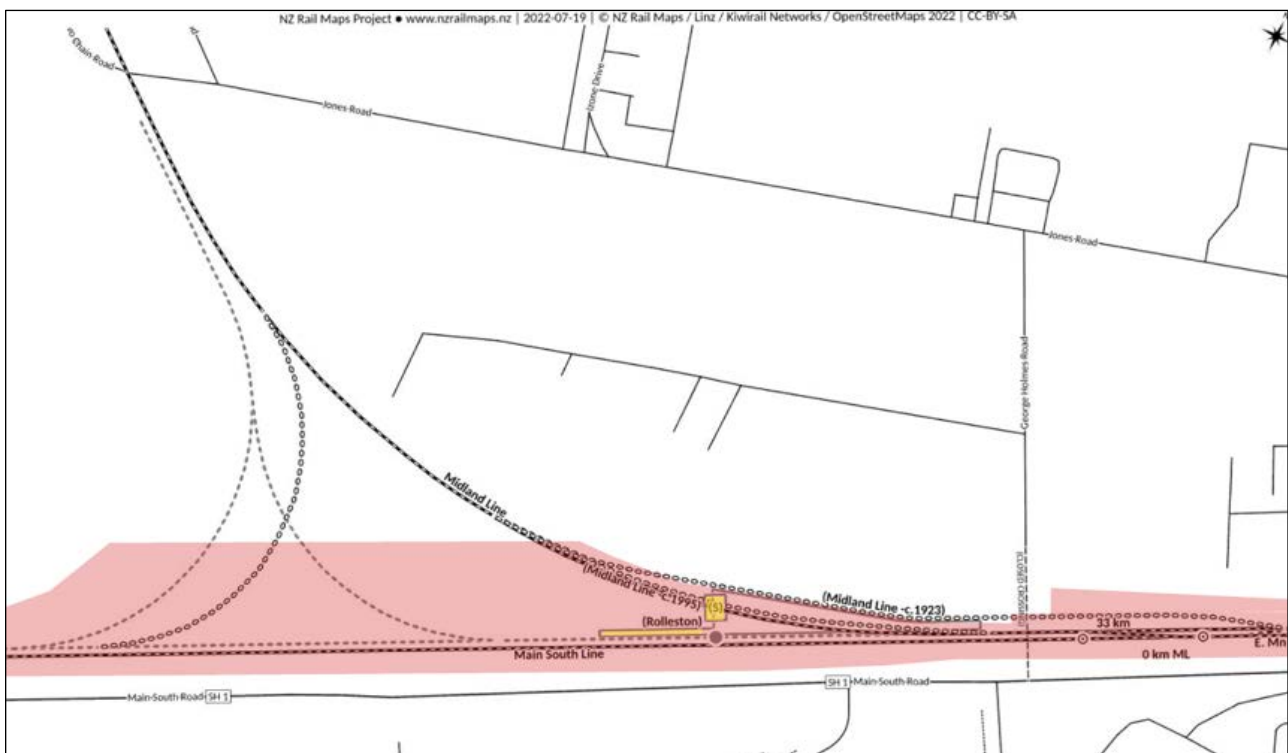


Figure 4-4. Map showing the location of the first Rolleston Station building and platform (highlighted in yellow) which opened in 1866. Part of parcels 15 and 17 of the project area are indicated in red. Image: New Zealand Rail Maps, 2022.

4.3.2 Rolleston and the Malvern Branch Line

In 1872 surveys were undertaken to find the best line to connect Rolleston with the Malvern coal fields (Dew, 1988: 38). This branch line was constructed between 1873 and 1874 and was officially opened in December that year (*Star*, 24/11/1874: 2). The original alignment of the Malvern Branch line was located to the west of

the original station building (Figure 4-6). The Malvern branch railway line would be extended to Springfield in 1880 (Loader, 2010: 5).

By the beginning of the 1880s, the importance of a rail network was an accepted fact. A Royal Commission had even been formed to scope a route from the east coast to the West Coast of the South Island (Engineering New Zealand 2024). By the mid-1880s, however, the Government was in no position to further invest in the network. As the private enterprise Holmes & Co had shouldered Canterbury's 1860s rail network, so the privately owned New Zealand Midland Railway Company stepped forward in 1885. They were awarded a ten-year contract to build a rail line from Christchurch to Nelson via Brunnerton on the West Coast (Engineering New Zealand 2024). The plans included extending the Malvern branch line from Rolleston to Greymouth (Dew, 1988: 39). The construction of this line was slow. Frustrated by the lack of progress the Government stepped in and, following protracted court battles, the Public Works Department took over the construction of the line in 1899. Even under government control, the construction of the Midland line was slow (Loader, 2010: 4-5). The railway did not reach Broken River until 1906 and was only extended to Arthurs Pass in 1914 (Dew, 1988: 39). The Midland line to the West Coast was not fully completed until 1923 when the Otira tunnel opened (Loader, 2010: 4-5).

The completion of the Midland line between Christchurch and the West Coast necessitated the rearrangement of the Rolleston station in 1923. The curve of the line of the rail branching westward from the Main South Line towards Malvern was altered (Figure 4-5). The original station building was demolished, and the site was abandoned, with a new station building, platform, and verandah constructed in the yard to the east of George Holmes Road, opposite Rolleston Drive (Figure 4-5; *Ellesmere Guardian*, 2/9/1922: 3; *Press*, 17/12/1923: 8; *Star*, 3/8/1923: 6). An overbridge, with ramped approaches, was built to give access from the road to the station. New houses for railway staff were also constructed on Reserve 249 outside of the project area (*Press*, 17/12/1923: 8).

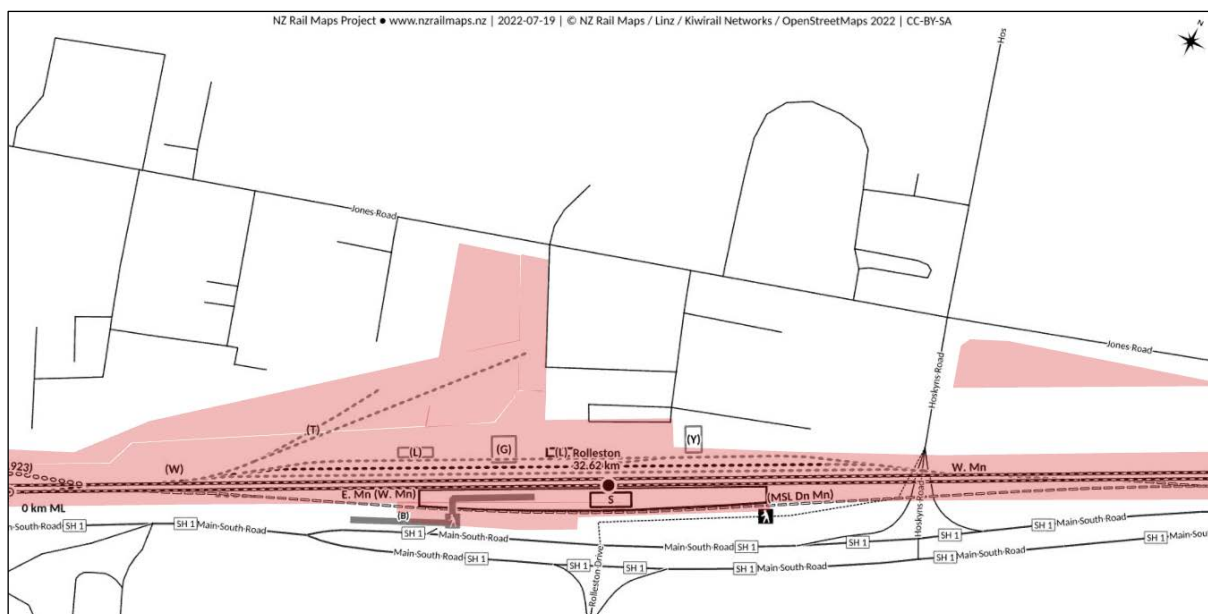


Figure 4-5. Map showing the location of the second Rolleston Station building which opened in 1923. Parcels 6, 8, 11, 13 and part of 1, 15 and 17 of the project area is indicated in red. Image: New Zealand Rail Maps, 2022.

Aerial imagery from 1942 shows the developments present at the time within the Rolleston railway reserve and station yard (Figure 4-6). Included among the features evident in the aerial imagery is the original Malvern branch lines and their 1923 replacement and the location of the 1923 station building. The areas of Reserve 249 not utilised for rail purposes was planted with forestry trees.

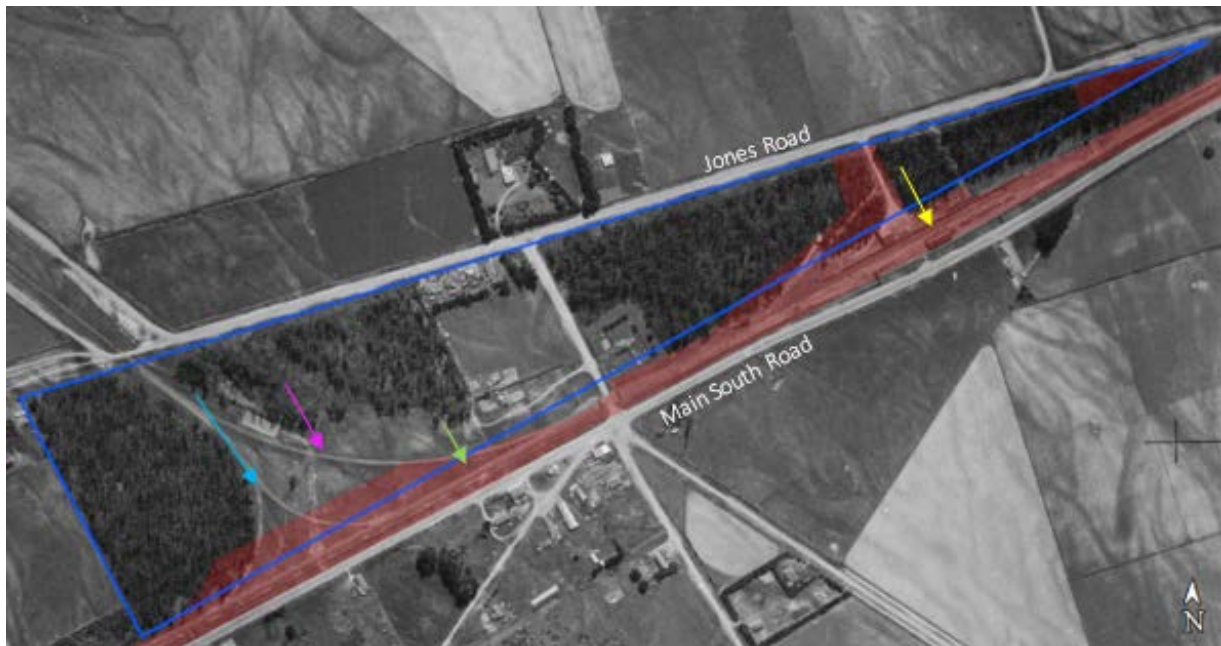


Figure 4-6. Aerial imagery from 1942, showing the developments present within Reserve 249 (outlined in blue) Parcels 1, 8, 11, 13, 15 and part of 17 of the project area are coloured red. Indicated with arrows are the locations of the original Malvern branch line (blue), the 1923 branch line (pink), the original (demolished) station building (green), and the 1923 station building (yellow). Image: LINZ, 1942.

The 1923 station building burned down in 1969 and was replaced with a concrete block edifice, which remains standing today. The 1969 Rolleston station building is no longer open to the public as no passenger trains stop at the station (New Zealand Rail Maps, 2022).

George Holmes Road was formally surveyed through the Reserve 249 in 1988 (LINZ, 1988). The area of rail reserve and Reserve 249 lying west of George Holmes Road was subdivided in 1989, forming part of the boundaries of parcel 17 of the project area (Figure 4-7). This land continues to be utilised as part of the Main Southern Railway and Malvern branch railway, but no buildings are known to have been constructed on the land (Canterbury Maps, 2024). The original alignment of the Malvern branch railway line (replaced in 1923) is still evident in aerial imagery as relict lines extending through the area (Figure 4-8).

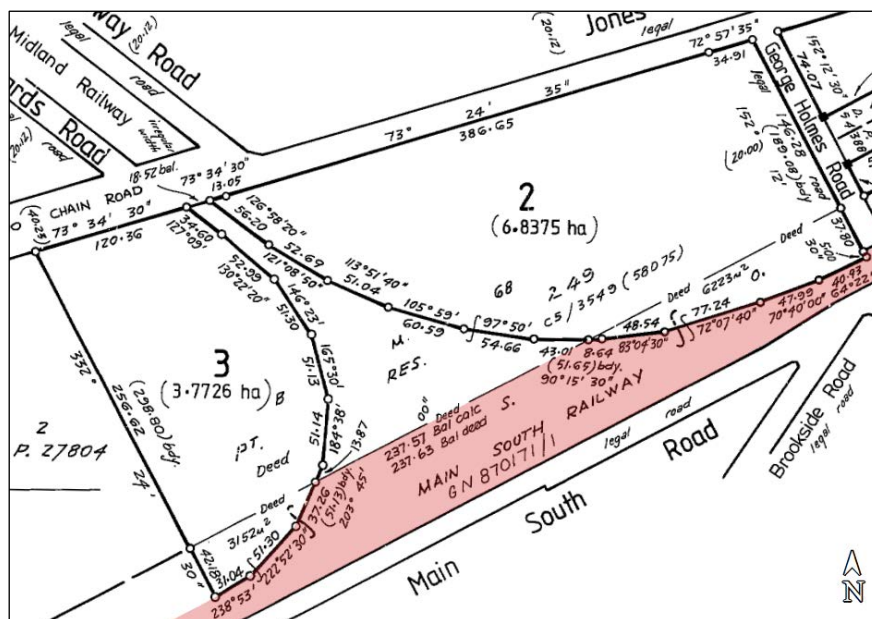


Figure 4-7. Detail from Deposited Plan 55616, showing the subdivision of the portion of Reserve 249 west of George Holmes Road in 1989. Part of Parcel 17 of the project area is indicated in red. Image: LINZ, 1989.



Figure 4-8. Aerial imagery from 2024, showing the developments present within the portion of Parcel 17 of the project area (coloured red) formed from the rail reserve and Reserve 249 in 1989 (outlined in blue). This area is not to be affected by the proposed works Image: Google Earth, 2024.

Reserve 249 and the area of rail reserve east of George Holmes Road was first subdivided in 1991 (Figure 4-9). Since the early 2000s this land has frequently been subdivided to facilitate commercial/industrial development in the area. The boundaries of Parcel 1 of the project area were formed in 2000 (Figure 4-10). The boundaries of Parcel 13 were formed in 2008 (Figure 4-11). The boundaries of Parcels 11 and 15 were formed in 2010 (Figure 4-12). The boundaries of Parcel 8 were formed in 2011 (Figure 4-13). The only building constructed within the project area was a commercial/industrial building constructed within Parcel 11 around 2020 (Canterbury Maps, 2024; Figure 4-14).

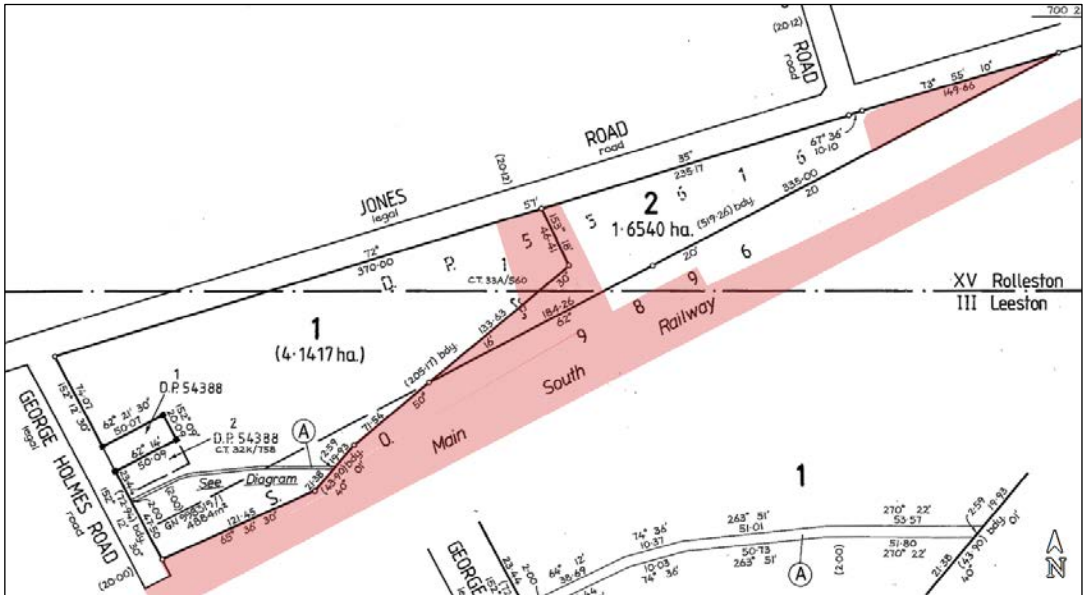


Figure 4-9. Detail from Deposited Plan 60140, showing the subdivision of the portion of Reserve 249 east of George Holmes Road in 1991. Parcels 1, 8, 11, 13, 15, and part of 17 of the project area is indicated in red. Image: LINZ, 1991.

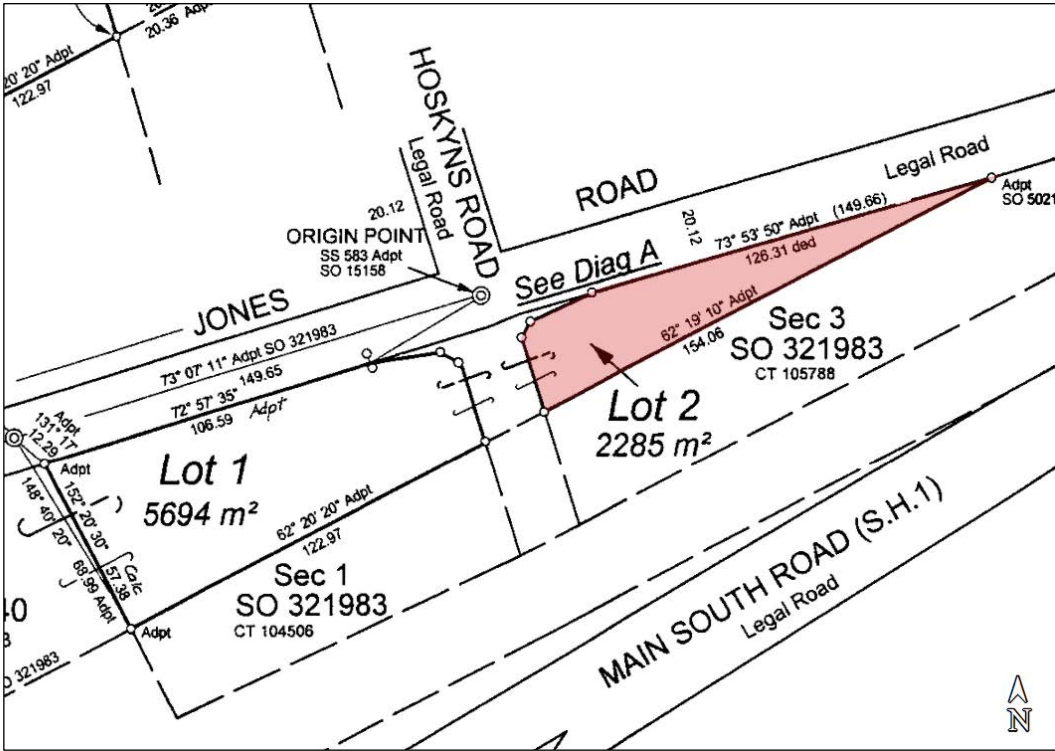


Figure 4-10. Detail from Deposited Plan 326553, showing the formation of Parcel 1 of the project area (coloured red) in 2000. Image: LINZ, 2000.



Figure 4-11. Detail from Deposited Plan 407244, showing the formation of Parcel 13 of the project area (coloured red) in 2008. Image: LINZ, 2008.

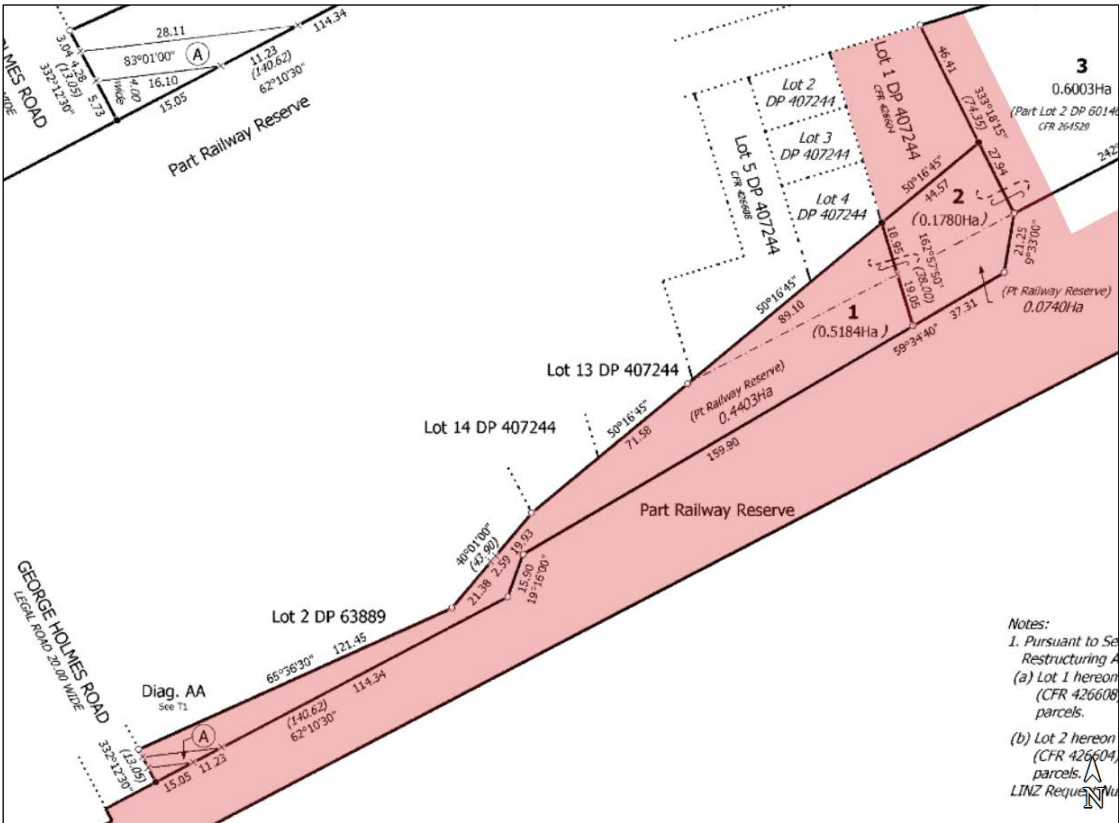


Figure 4-12. Detail from Deposited Plan 422977, showing the formation of parcels 11 and 15 of the project area (coloured red) in 2010. Image: LINZ, 2010b.

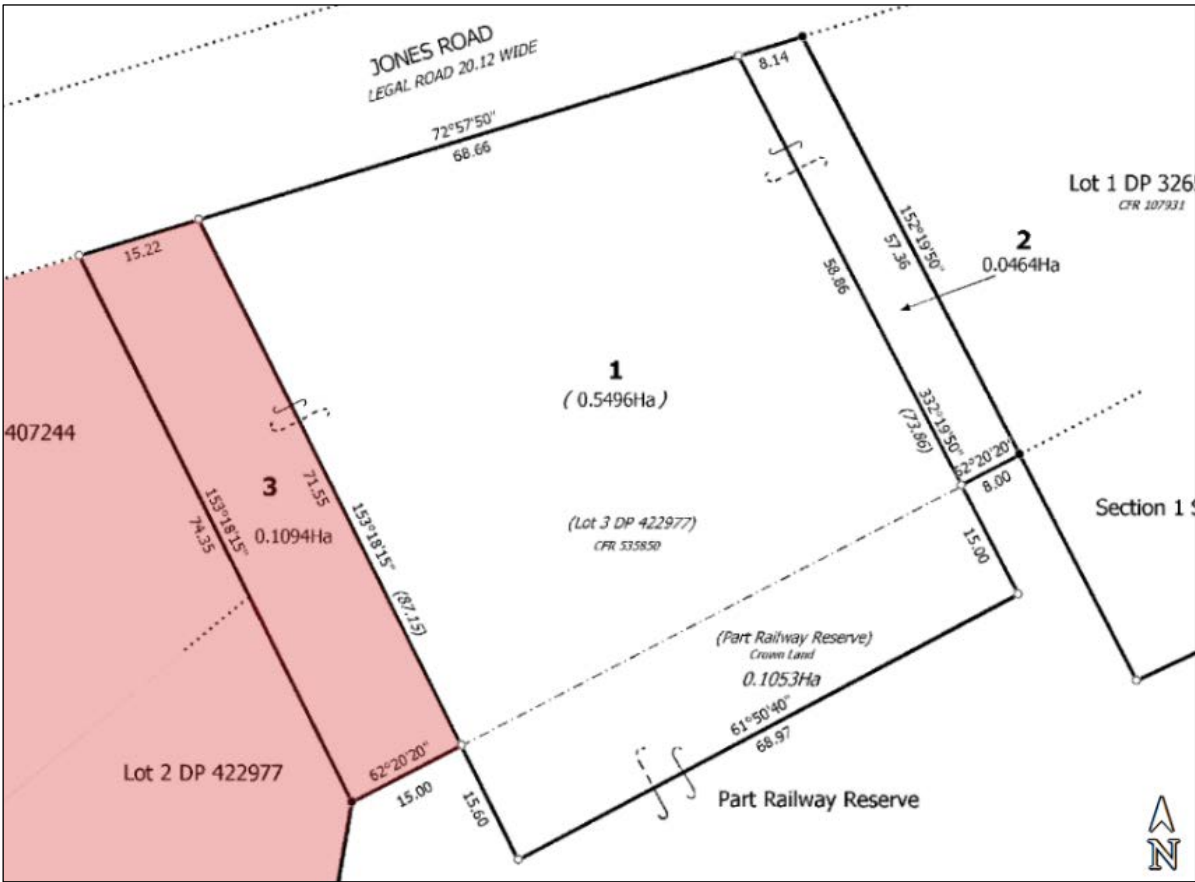


Figure 4-13. Detail from Deposited Plan 422976, showing the formation of Parcel 8 of the project area in 2011. Image: LINZ, 2011.

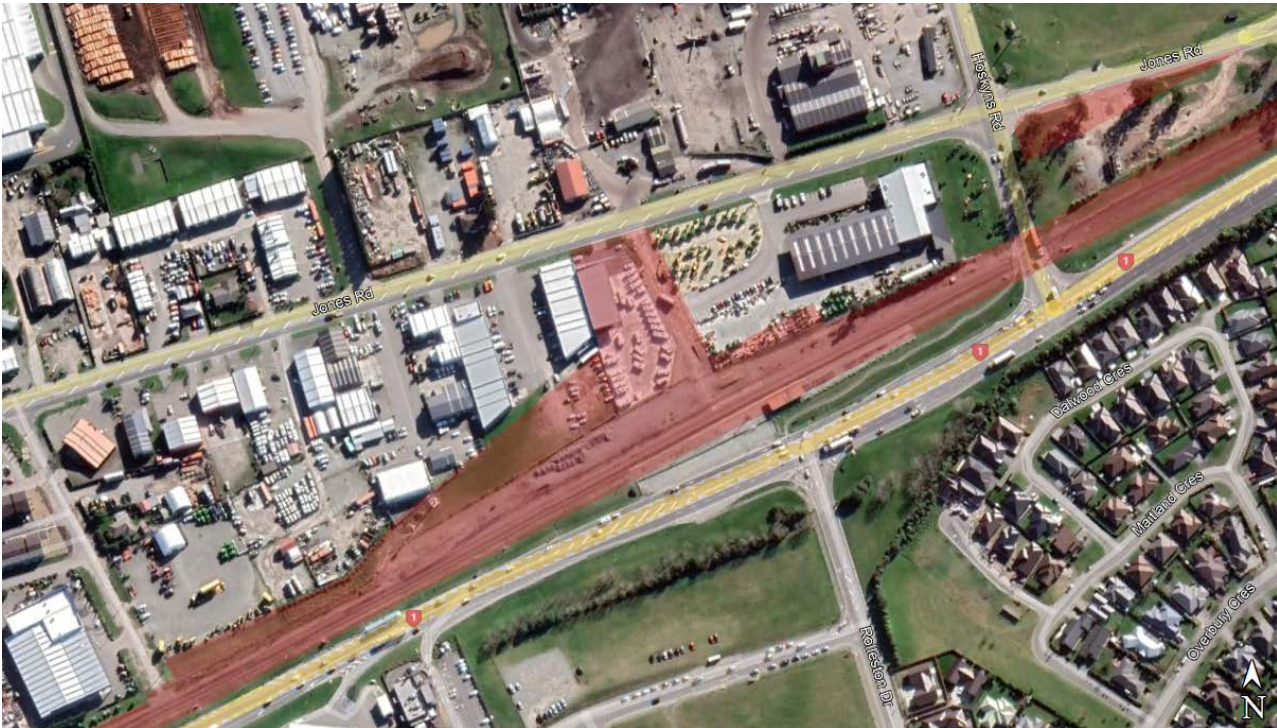


Figure 4-14. Aerial imagery from 2024, showing the developments present within Parcels 1, 8, 11, 13, 15 and part of 17 of the project area (coloured red) within the rail reserve and Reserve 249 west of George Holmes Road. Image: Google Earth, 2024.

4.4 Rural Section 4604 (Parcels 2, 3, 4, 6, 9, 10, and part of 5)

Parcels 2, 3, 4, 6, 9, 10, and part of 5 of the project area were originally surveyed as part of Rural Section 4604, a 20-acre section fronting on the Great Southern Railways and a road which has subsequently been closed (Figure 4-15).

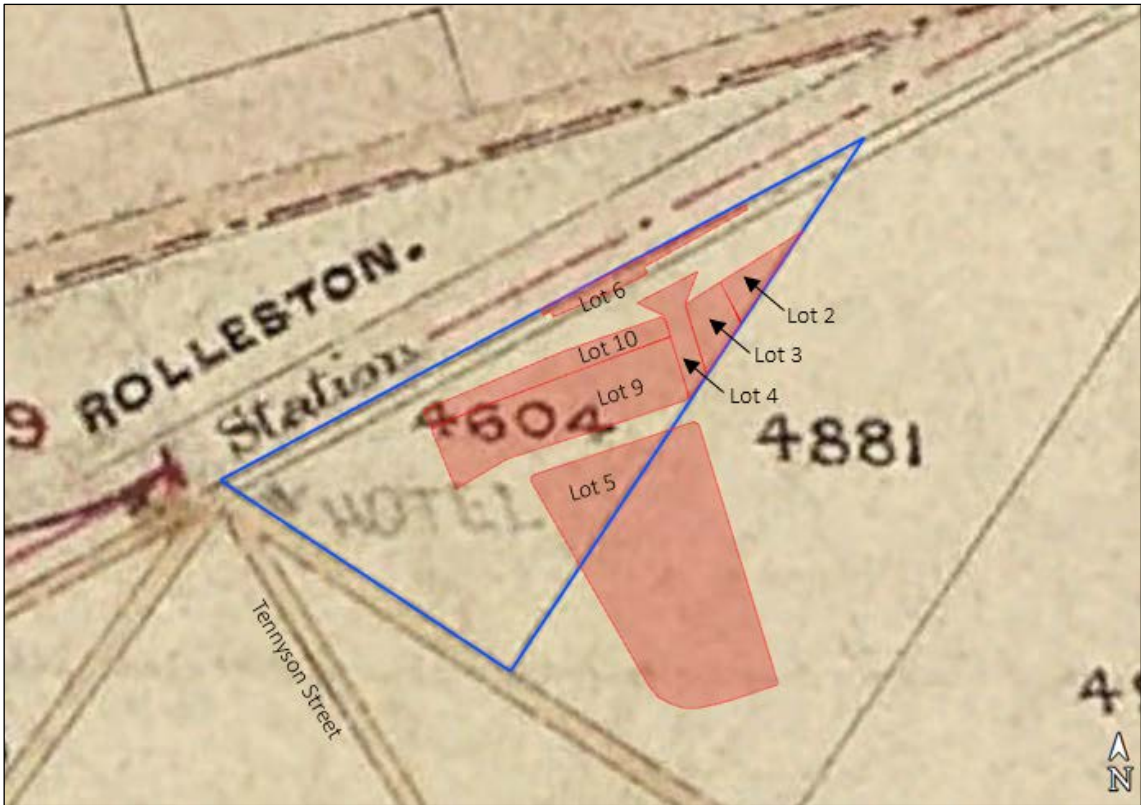


Figure 4-15. Detail from Black Map 63, showing Parcels 2, 3, 4, 6, 9, 10 and part of 5 of the project area (coloured red) surveyed as part of Rural Section 4604 (outlined in blue). Image: LINZ, 1865.

Henry Selfe was granted Rural Section 4604 from the Crown in 1863 (LINZ, 1860a: 4604). When the Rolleston railway was surveyed through the area in 1864, the Main South Road was subsequently also surveyed alongside it, with part of the road corridor being surveyed along the northern boundary of Rural Section 4604 (Palmer, 2002: 21). Selfe formally conveyed the land comprising the Main South Road to the Superintendent of Canterbury in 1867 (LINZ, 1860c: 724). Parcel 6 of the project area is located within this property which was subdivided from Rural Section 4604 to form the Main South Road. A historical summary of this land parcel is continued in Section 4.4.3.

Henry Selfe was the Provincial Agent for the Canterbury Association in London, and other than one visit to the colony in 1868, he was largely an absentee landowner (MacDonald, 1952-1964: S191). He employed John Cordy to manage his land interests in Canterbury, but no information could be found to indicate that the remaining portion of Rural Section 4604 was developed or occupied during Selfe's ownership.

Thomas Henry Ranger purchased Rural Section 4604 (excluding Main South Road) from Selfe in 1869 (LINZ, 1860c: 725). Ranger was the proprietor of the Rolleston Hotel, located on Rural Section 4603 (outside of the project area). As the proprietor of the hotel, Ranger was required to provide paddock accommodation for drovers transporting stock passing through the township on their way to town (Palmer, 2002: 45). Drovers were an important element of New Zealand's pastoral industry in the early days of settlement. With their horses and dogs, drovers shifted large amounts of stock on country roads from farms to sale yards; rail stations to freezing works; and from ships to farming properties. "Drovers could be on the road with a mob for a day or several months" and without them the pastoral industry on the South Island's interior could not have functioned (*Otago Daily Times*, 2014). The "accommodation paddocks" enabled drovers to have somewhere secure to rest their stock while they stayed at the accommodation house or in huts erected on the paddock (*Temuka Leader*, 10/12/1903: 3; South Waikato District Council, c.2008; Figure 4-16). Water troughs were also often erected on the paddock and the area was usually fenced (Manawatu District Council, n.d). It seems likely that Ranger purchased Rural Section 4604 to fulfill these pastoral obligation, as no information could be found to indicate that the rural section was developed or occupied beyond pastoral purposes during Ranger's ownership.

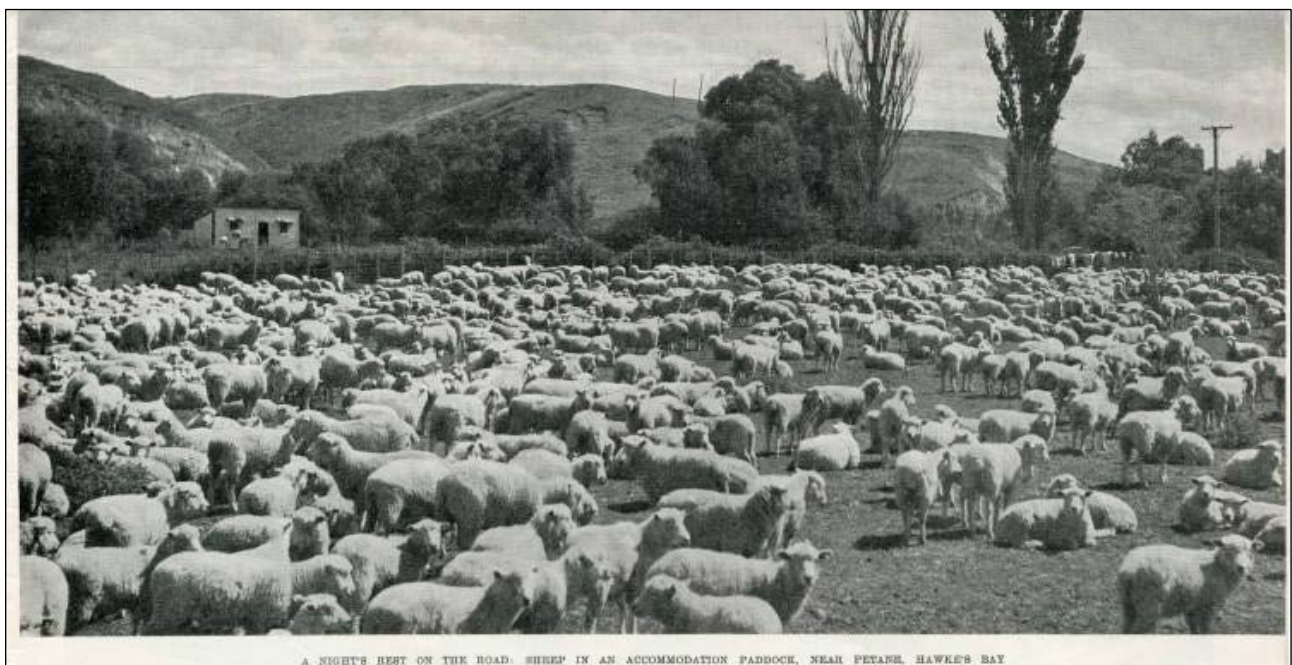


Figure 4-16. "A night's rest on the road: sheep in an accommodation paddock". Image: *Auckland Weekly News* 11/3/1936: 53.

Alfred Louisson, manager of the Crown Brewing Company in Christchurch, purchased Rural Section 4604 from Ranger in 1878 (LINZ, 1871b). Louisson transferred ownership of the land to the Crown Brewing Company in 1882, and the property remained in the company's ownership until the 20th century (LINZ, 1871b). During this period, Rural Section 4604 and the hotel were leased to a number of individuals including Lewis John Williams

(1878), William Wilson (1879), James Holt (1882) and James Henry Spence (1904) (LINZ, 1871b). Likely the hotel leases continued to serve for accommodation paddocks and perhaps other pastoral pursuits.

In 1900 Rural Section 4604 was subdivided in two (LINZ, 1900; Figure 4-17). For the convenience of this assessment the two portions of the property have been labelled as Subsection 1 and 2 respectively.

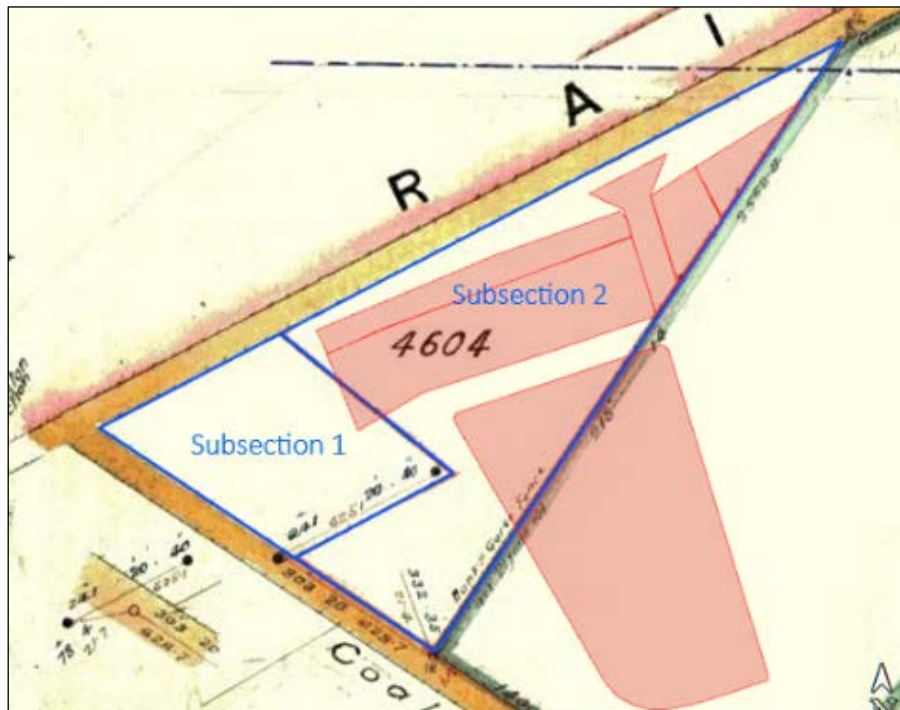


Figure 4-17. Plan showing the subdivision of Rural Section 4604 into two subsections (outlined in blue) in 1900. The boundaries of Parcels 2, 3, 4, 5, 9, and 10 of the project area are indicated in red. Image: LINZ, 1915.

4.4.1 Subsection 1

The Rolleston Saleyards Company Limited formally purchased Subsection 1 in 1906, but they had been in occupation of the property since late 1901 when they constructed saleyards on the land (LINZ, 1906a; *Lyttelton Times*, 19/10/1901: 5, 27/11/1901: 7; *Star*, 3/10/1901: 3). Like the unsung history of accommodation paddocks, saleyards played a vital role in small pastoral communities. They included a series of pens to hold stock and sometimes a building for holding auctions in (Figure 4-18). The location of the Rolleston saleyards was typical, since they were usually built close to the railway station. Saleyard auction days were also important social occasions attracting stock and station agents, carriers, farmers and farming families who used the occasion to go shopping in the local stores and socialise (Phillips, 2008).

The Rolleston saleyards officially opened to the public on Subsection 1 in January 1902 (*Lyttelton Times*, 11/1/1902: 12, 14/1/1902: 3). A property valuation for Subsection 1, recorded in March 1906, indicated that the property contained £70 worth of improvements (Selwyn District Council, 19066: 65). The saleyards continued to occupy Subsection 1 until 1909 (LINZ, 1906a; *Lyttelton Times*, 11/1/1909: 12).



Figure 4-18. An undated view of a typical saleyard. Image: Fielding Sale Yards, 1902.

Aerial imagery from 1942 recorded a building present within Subsection 1 (Figure 4-19). This building was constructed on the property between 1906 and 1942 and is not located within the project area. The land comprising the portion of the project area on Subsection 1 is shown to be pasture in 1942. No clear evidence of saleyards was present by this time.

Subsection 1 was subdivided into smaller allotments in the 1950s (Figure 4-20). A survey plan of the property in 1956, shows the location of the 20th century building present within Subsection 1, outside of the project, area but no further developments are indicated on the surveyed plan. Subsection 1 continued to be developed during the second half of the 20th century and the history of this development is continued in Section 4.4.2.



Figure 4-19. Aerial imagery from 1942, showing the developments within Subsection 1 (outlined in blue). Part of Parcels 5, 9, 10 of the project area is indicated in red. Image: LINZ, 1942.

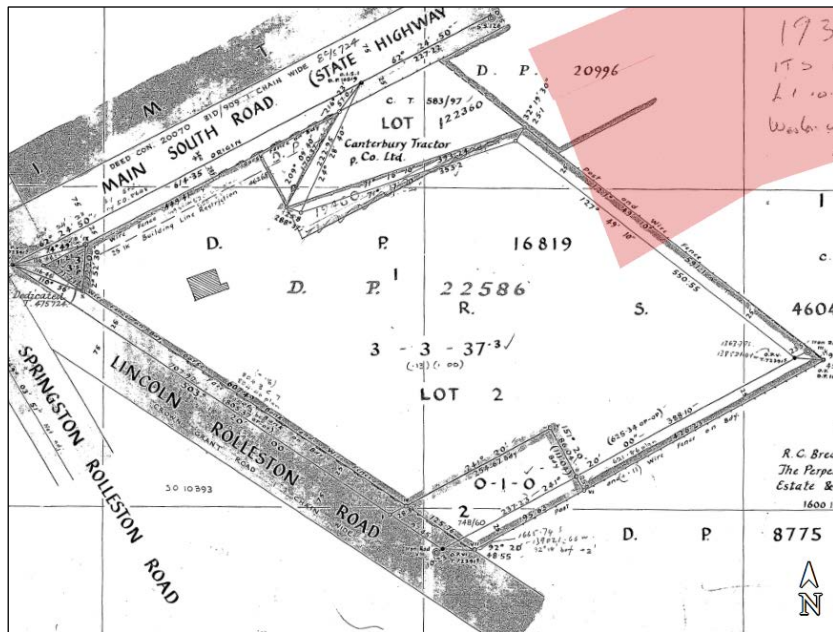


Figure 4-20. Detail from Deposited Plan 19370, showing the subdivision of Subsection 1 in 1956. Part of Parcels 9 and 10 of the project area is indicated in red. Image: LINZ, 1956.

4.4.2 Subsection 2

The Crown Brewing Company also owned Subsection 2, eventually selling in 1923 (LINZ, 1906b). During this period the proprietor of the Rolleston Hotel leased Subsection 2 as well as Subsection 1. A property valuation for Subsection 2, recorded in March 1906, suggests that the land was vacant at this time (Archives New Zealand, 1906: 64). This further suggests that the various proprietors of the Rolleston Hotel only utilised the land for the purpose of accommodation paddocks.

The Main South Road was widened and realigned into part of Subsection 2 in 1910 (LINZ, 1910). In 1927 Subsection 2 was subdivided into three land parcels at which time Lot 1 DP 8681, Lot 1 DP 8775, and Lot 2 DP 8775 were formed (Figure 4-21; LINZ, 1927).

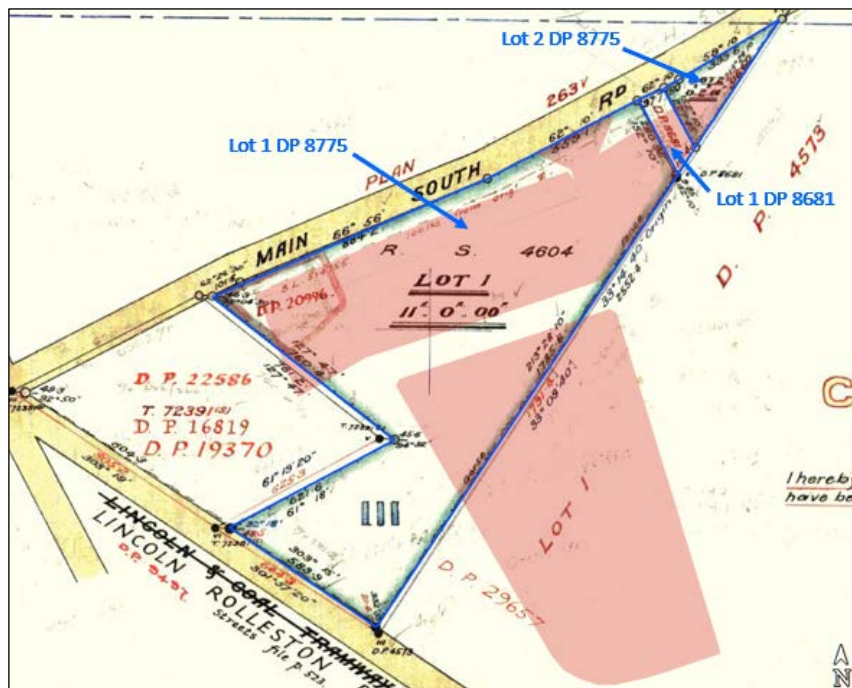


Figure 4-21. Detail from Deposited Plan 8775, showing the boundaries of the Lot 1 DP 8681 and Lots 1 and 2 DP 8775 (outlined in blue) formed from Rural Section 4604 by 1928. The boundaries of Parcels 2, 3, 4, 9, 10, and part of 5 of the project area are indicated in red. Image: LINZ, 1928.

Aerial imagery from 1942 recorded the later developments within Lot 1 DP 8681 and Lots 1 and 2 DP 8775 (Figure 4-22). A building, of an unknown purpose, had been constructed on Lot 1 DP 8681 by this time; likely soon after the property was surveyed in 1927. The 20th century building extended into Parcel 2 of the project area. The remainder of the project area within Lots 1 and 2 DP 8775 was undeveloped in 1942. The various sections formed from Rural Section 4604 began to be developed for domestic and commercial purposes during the second half of the 20th century (Figure 4-23).



Figure 4-22. Aerial imagery from 1942, showing the developments within Lot 1 DP 8681 and Lots 1 and 2 DP 8775 (outlined in blue). The boundaries of Parcels 2, 3, 4, 9, 10, and part of 5 of the project area are indicated in red. Image: LINZ, 1942.



Figure 4-23. Aerial imagery from 1973, showing the developments within the various allotments formed from Rural Section 4604 (outlined in blue). The boundaries of Parcels 2, 3, 4, 9, 10, and part of 5 of the project area are indicated in red. Image: LINZ, 1973.

Lot 1 DP 8681 and Lot 2 DP 8775 were subdivided in 1993, at which time the boundaries of Parcel 2 of the project area (Lot 1 DP 63308) were formed (Figure 4-24). The following year, Parcel 4 of the project area (Rolleston Drive) was formed through Lot 1 DP 8775 (Figure 4-25). The survey of Rolleston Drive in 1994 also formalised the boundaries of Parcel 3 (part Lot 1 DP 8775).

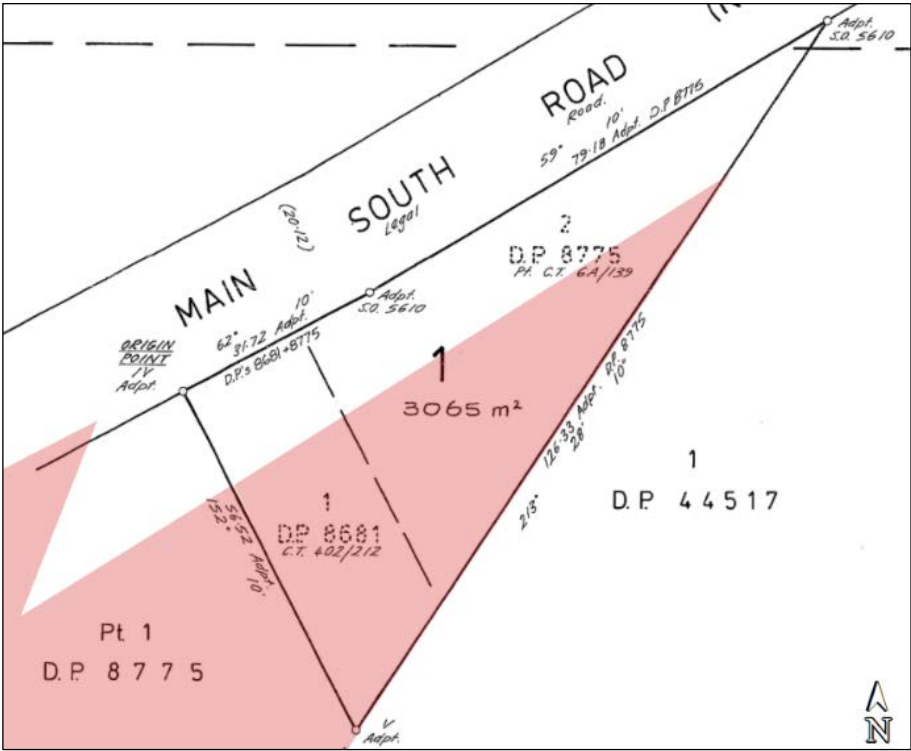


Figure 4-24. Detail from Deposited Plan 63308, showing the subdivision of Lot 1 DP 8681 and Lot 1 DP 8775 in 1993. Part of Parcels 9, 10 of the project area is indicated in red. Image: LINZ, 1993a.

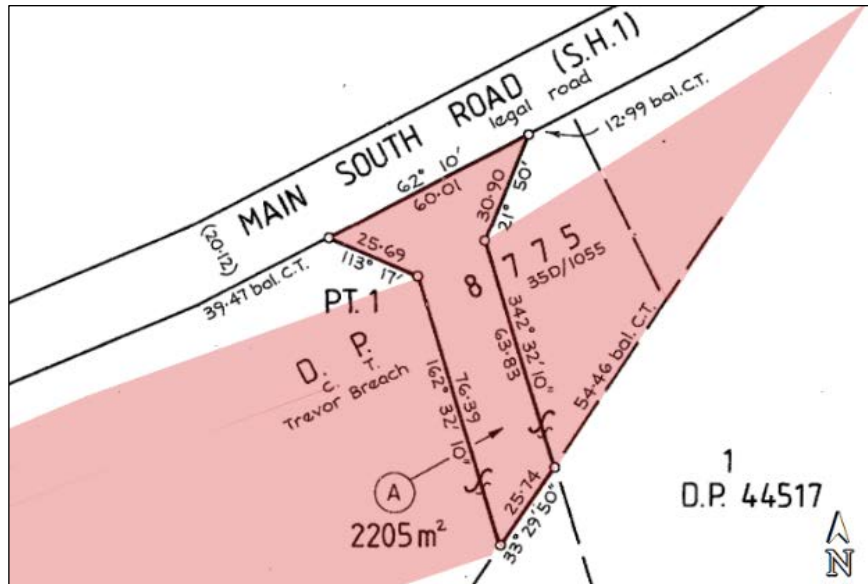


Figure 4-25. Detail from Survey Plan 19350, showing the subdivision of in 1994. Part of Parcels 2, 3, 4, 9, and 10 of the project area is indicated in red. Image: LINZ, 1994.

A portion of Lot 1 DP 8775 and part of Rural Section 4881 was subdivided in 2013 (Figure 4-26). The boundaries of Parcel 5 of the project area (Lot 4 DP 461560) were formed at this time. Lot 3 DP 461560 was subdivided in 2017 (Figure 4-27). The boundaries of Parcels 9 and 10 (Lot 2 and 3 DP 501225) were formed at this time. Aerial imagery from 2021 shows the developments which occurred within Parcels 2, 3, 4, 5, 9, and 10 of the project area during the 20th century, which includes the formation of Rolleston Drive and large commercial buildings within Parcel 5 (Figure 4-28).

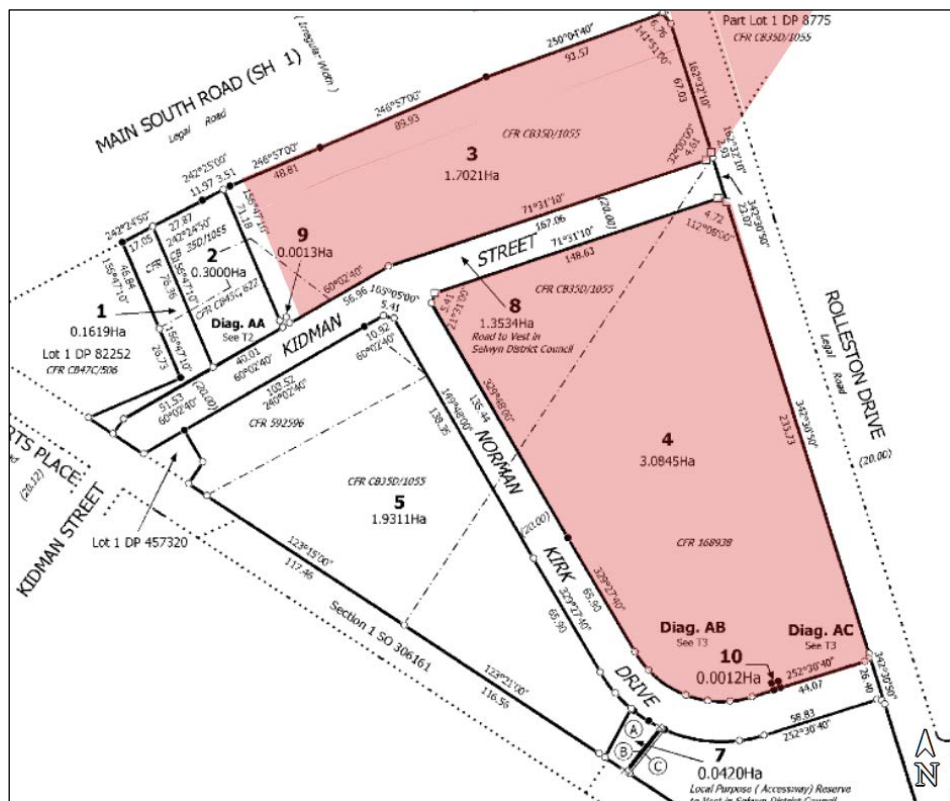


Figure 4-26. Detail from Deposited Plan 461560, showing the subdivision of part of Lot 1 DP 8775 and Rural Section 4881 in 2013. Parcels 5, 9, 10 and part of Parcels 3 and 4 of the project area are shown in red. Image: LINZ, 2013.

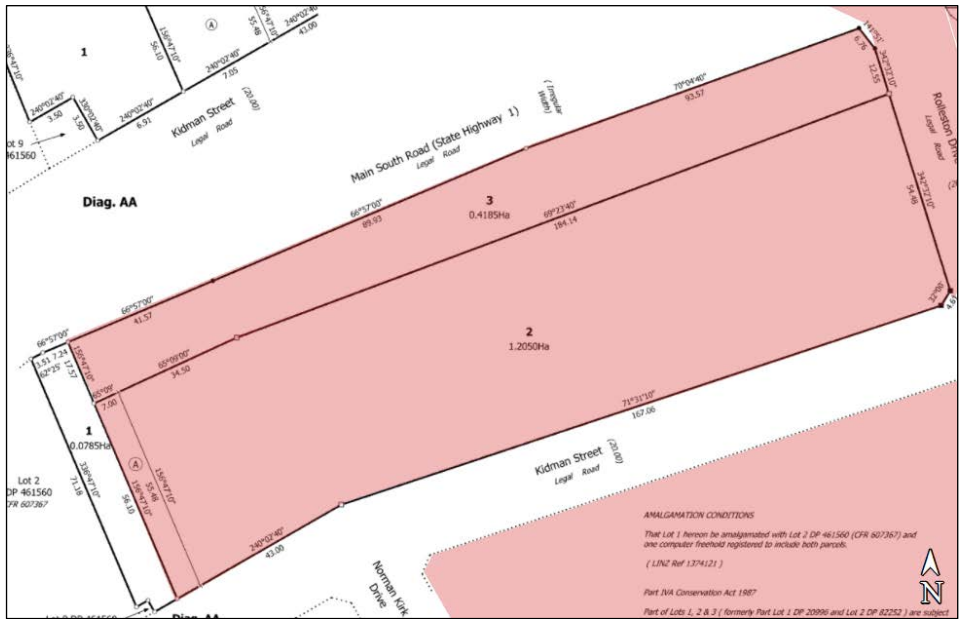


Figure 4-27. Detail from Deposited Plan 501225, showing the subdivision of Lot 3 DP 461560 in 2017. Parcels 9, 10 and part of Parcels 3, 4, and 5 of the project area are shown in red. Image: LINZ. 2017.



Figure 4-28. Aerial imagery from 2021, showing the developments present within Parcels 2, 3, 4, 5, 9, and 10 of the project area (coloured red). Image: Google Earth, 2024.

4.4.3 Main South Road

Main South Road was one of the first great lengths of trunk roads that proved strategically important in the development of the colony. Settlers viewed roads as “an economic and social cure-all” (Walrond, 2010). The first roads were short tracks or paths, connecting small settlements to ports. If it rained the tracks often turned into impassable muddy bogs. While tracks might accommodate horses, they were unsuitable for heavy carts drawn by horses or bullocks and loaded with passengers or goods. Goods, stock and people could not circulate to and from market without passable roads. Work soon began on widening and grading tracks to become dray roads: routes suitable for horse and cart. In time, busier routes were metalled: or surfaced with crushed up small stone of consistent size. To catch passing trade, shops and businesses in fledgling townships would gather around these main formed roads (Walrond, 2010).

By 1863 the Main South Road, initially connecting Christchurch and Dunedin, was being worked on at several different points. Rather than a concerted national public works scheme, the Canterbury and Otago Provincial Councils tendered numerous individual contracts enabling “a great number of hands... engaged all over the province, completing the heavier contracts or executing small works” (*Lyttelton Times*, 8/4/1863: 4).

Main South Road was surveyed through the northern boundary of Rural Section 4604 c.1864 and formally conveyed to the Superintendent of Canterbury in 1867 (LINZ, 1860c: 724; Palmer, 2002: 21). Parcel 5 of the project area is located within the portion of road corridor surveyed from Rural Section 4604 in 1867. Due to the length of the Main South Road, it is very difficult to ascertain what road formation or maintenance works were undertaken within specific portions of the road corridor during the 19th century. However, the Springs Road Board called for tenders to form one mile of Main South Road extending from Rolleston eastward towards Weedons in November 1873 (*Lyttelton Times*, 8/11/1873: 3). This is believed to have included the portion of the road surveyed from Rural Section 4604. The formation of this portion of road is believed to have been completed in 1874 (*Lyttelton Times*, 10/3/1874: 3; *Press*, 6/3/1874: 2). Very little additional information could be found regarding the maintenance of this portion of the road during the 19th century.

Part of Parcel 5 of the project area, originally part of the Main South Road, was subdivided in 1910 to enable the widening of the railway corridor (Figure 4-29). As noted above, the second Rolleston railway station was constructed in 1923 on part of this land parcel (see Section 4.3). Aerial imagery from 1942 recorded these developments, including the ramped approaches to the rail overbridge which had been also constructed in 1923 (Figure 4-30).

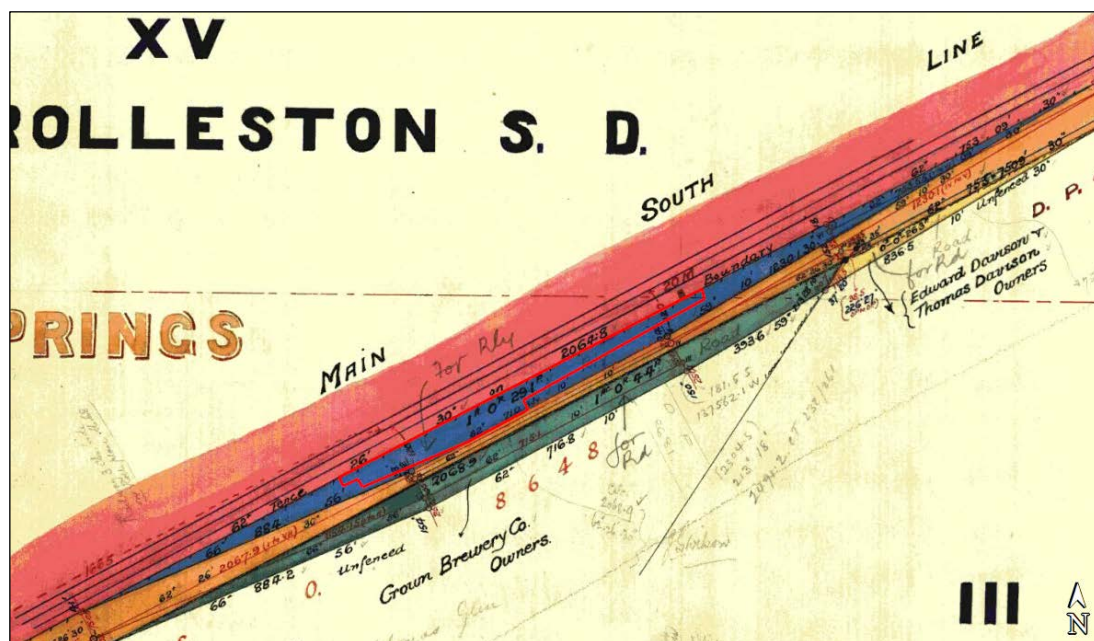


Figure 4-29. Detail from Survey Plan 5610, showing the portion of Main South Road taken for railway purposes in 1910 (coloured blue). Parcel 6 of the project area is outlined in red. Image: LINZ, 1910.

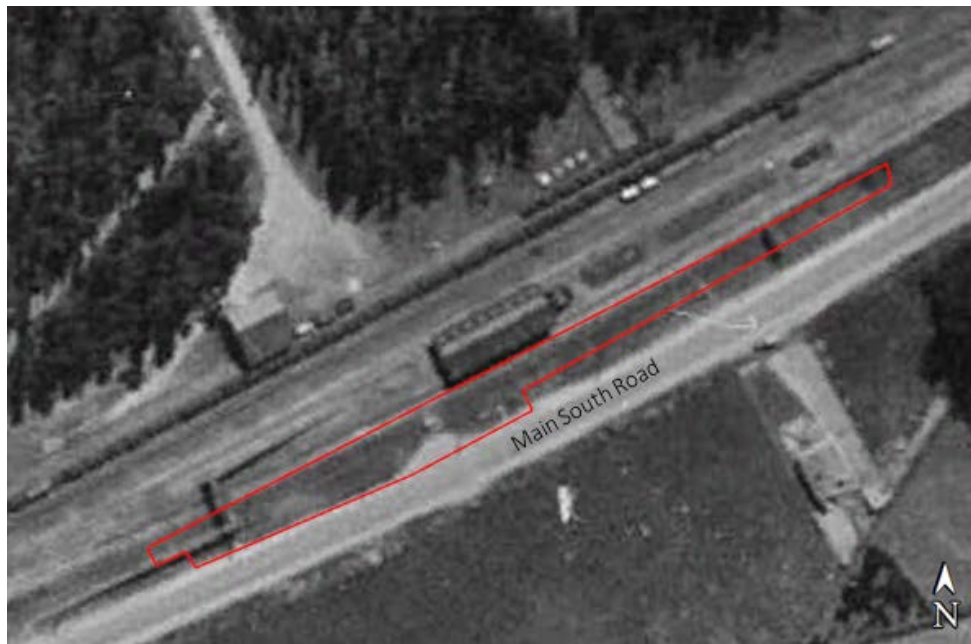


Figure 4-30. Aerial imagery from 1942, showing the developments within Parcel 6 of the project area (outlined in red). Image: LINZ, 1942.

4.5 Rural Section 4830 (Parcel 16)

Parcel 16 of the project area was originally surveyed as part of Rural Section 4830, a 50-acre section fronting on Tennyson Street and Brookside Road (Figure 4-31).

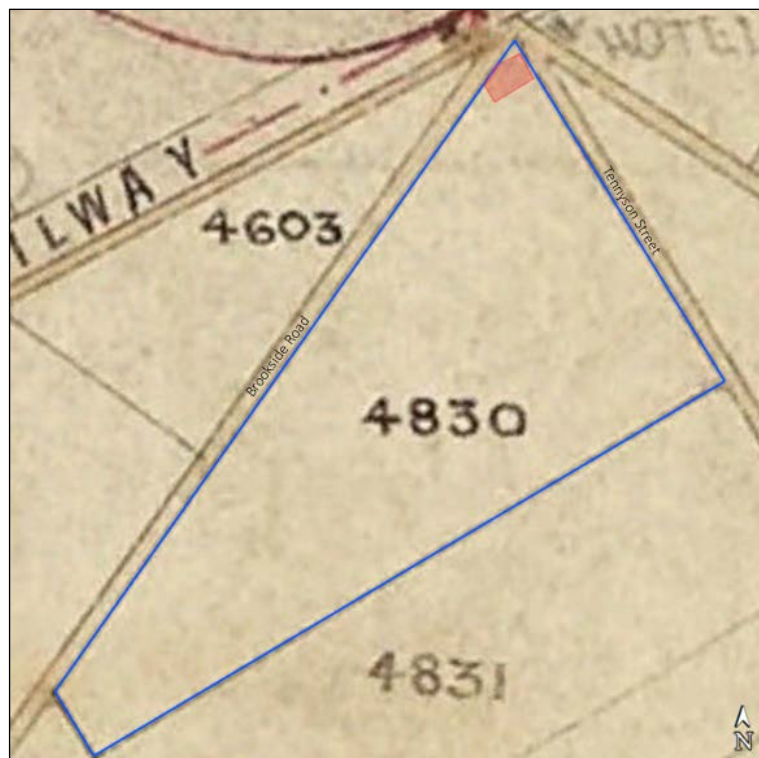


Figure 4-31. Detail from Black Map 63, showing Parcel 16 of the project area (coloured red) surveyed as part of Rural Section 4830 (outlined in blue). Image: LINZ, 1865.

James Potts was granted Rural Section 4830 from the Crown in 1864 (LINZ, 1860a: 4830). Potts was a civil engineer living in Christchurch (MacDonald, 1852-1864: p.493; New Zealand Electoral Roll, [Selwyn] 1869-1870: 4; 1875-1876: 12). Potts continued to own the Rural Section 4830 until 1878, but no evidence could be found to indicate he developed or occupied the property during his ownership.

Thomas Henry Ranger, the proprietor of the Rolleston hotel (located outside of the project area) purchased Rural Section 4830 from Potts in 1878 (LINZ, 1860a: 4830). The following year, Ranger subdivided the rural section into 161 residential sections (LINZ, 1879). Parcel 16 of the project area was surveyed at this time as part of Lot 1 DP 307 (Figure 4-32). Ranger advertised the sections for sale in June 1878 at which time he called the subdivision the “Township of Rolleston” (*Press*, 26/6/1878: 6).

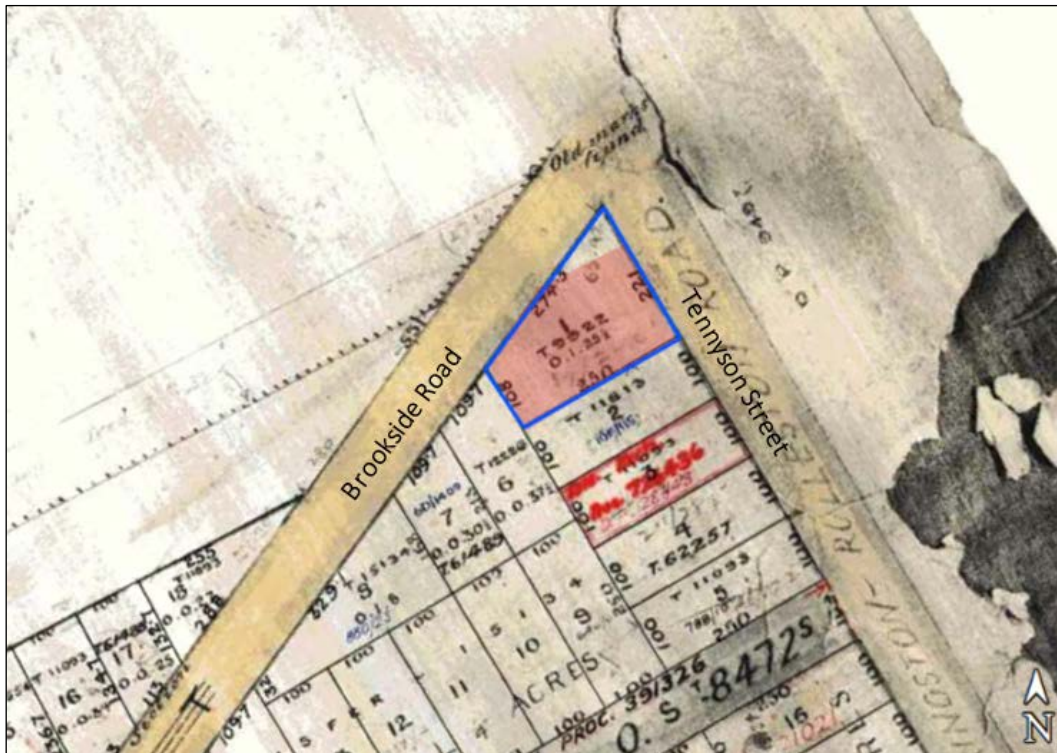


Figure 4-32. Detail from Deposited Plan 307, showing Parcel 16 of the project area (coloured red) surveyed as part of Lot 1 DP 307 (outlined in blue). Image: LINZ, 1879b.

William Arthur Murray purchased Lot 1 DP 307 in 1879 (LINZ, 1879a). Murray conveyed ownership of the section to his brother, Frederick Charles Murray, in December 1882. Frederick Murray continued to own the section until 1910 (LINZ, 1879a). No information could be found to indicate Lot 1 DP 307 was developed or occupied during the 19th century. Evidence suggests that the majority of the sections within the “Township of Rolleston” were land banked in the 1870s, and not developed until the 20th century (Palmer, 2002: 43-44). A property valuation for Lot 3 DP 307 recorded in March 1906 indicates that the land was vacant at this time (Archives New Zealand, 1906: 356).

James Dillon purchased Lot 1 DP 307 in 1939 (LINZ, 1879a). Dillon quickly established petrol pumps on the property and constructed a service station building in November 1941 (Palmer, 2002: 49-50). Aerial imagery in 1942 recorded the service station present on Lot 1 DP 309 (Figure 4-33). This building continued to stand on the property until the 21st century (Canterbury Maps, 2024).

Lot 1 DP 307 was subdivided in 2010 at which time Main South Road was widened into the property and the boundaries of Parcel 16 of the project area were formed (Figure 4-34). The 1941 service station building was demolished in 2011-2012 (Canterbury Maps, 2024). The land has remained undeveloped since this time (Canterbury Maps, 2024).



Figure 4-33. Aerial imagery from 1942, showing the developments present within Lot 1 DP 307 (outlined in blue). The boundaries of Parcel 16 of the project area are indicated in red. Image: LINZ, 1942.

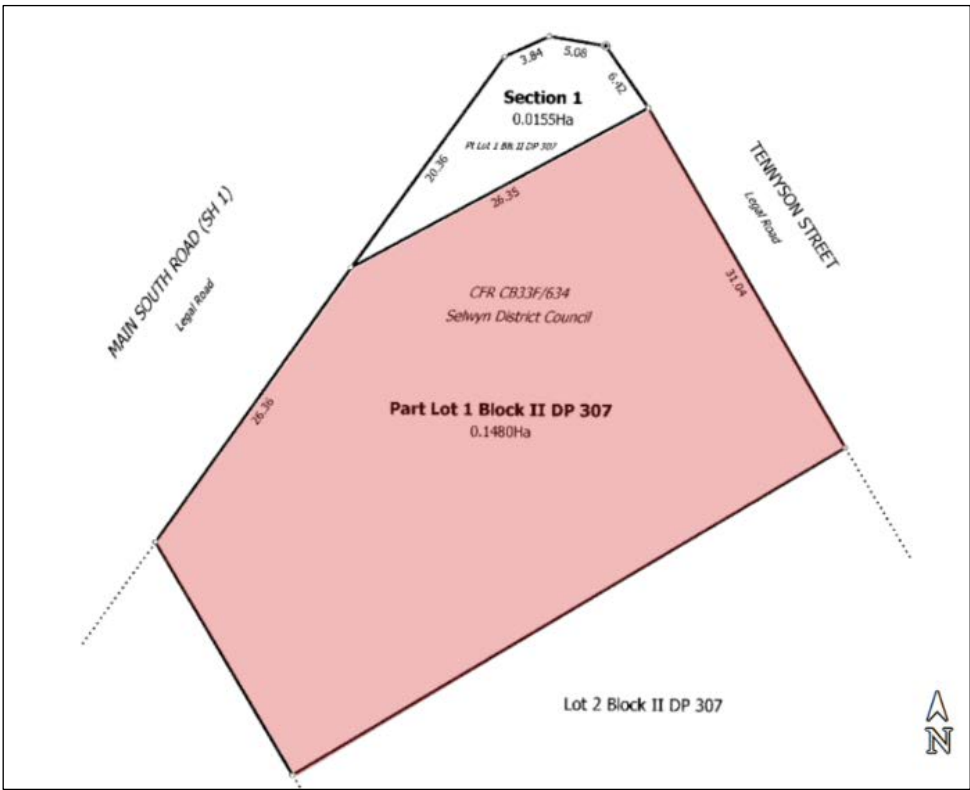


Figure 4-34. Detail from Deposited Plan 426166, showing the subdivision of Lot 1 DP 307 in 2010. The boundaries of Parcel 16 of the project area are indicated in red. Image: LINZ, 2010a.

4.6 Rural Section 4881 (part Parcel 5)

Part of Parcel 5 of the project area were originally surveyed as part of Rural Section 4881, a 50-acre section fronting on the Main South Railway and a road which has subsequently been closed (Figure 4-15).

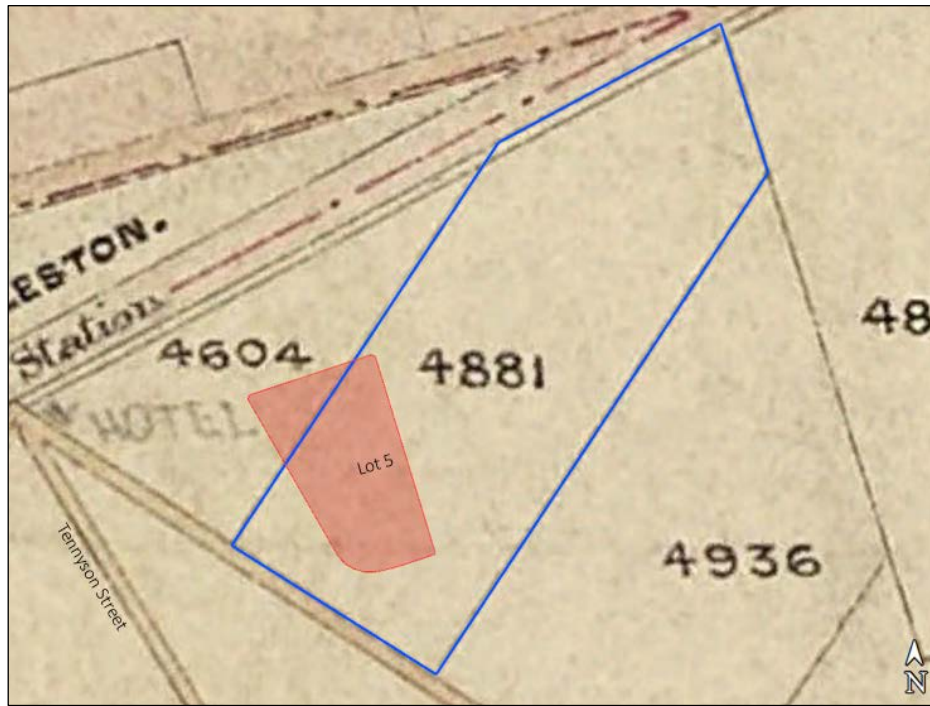


Figure 4-35. Detail from Black Map 63, showing part of Parcel 5 of the project area (coloured red) surveyed as part of Rural Section 4881 (outlined in blue). Image: Archives New Zealand, 1865.

In 1863 George Oram gained the Crown grant for Rural Section 4881 and adjoining RS 4936 (LINZ, 1860a: 4881, 4936). Oram was a hotel proprietor in Christchurch, and no information could be found to indicate Oram developed or occupied either of the rural sections during his ownership. Oram continued to own the properties until his death in 1876, at which time ownership passed to his widow, Louise Oram (LINZ, 1860a: 4881, 4936; *Press*, 4/4/1876: 2). Mrs Oram continued to own the property into the 20th century, during which time she leased the land to tenants.

John B. Fessey leased Rural Sections 4881 and 4936 from Mrs Oram in 1878 (LINZ, 1860a: 4881, 4936). Fessey was a farmer in the nearby Weedons area (*Lyttelton Times*, 21/2/1879: 7, 15/11/1880: 1). It is unclear if Fessey developed Rural Sections 4881 and 4936 during the tenure of his lease, but it is likely he farmed the land as an extension of his existing farming activities in the area. The lease for Rural Sections 4881 and 4936 were offered for sale in 1882, at which time the land was described as laid down in English grass and rape, but no reference was made to buildings on the property (*Lyttelton Times*, 31/8/1882: 8). It is likely that Fessey gave up his interest in Rural Sections 4881 and 4936 at this time, but it is unclear who leased the land after this date.

The 1906 property valuation for Rural Sections 4881 and 4936 recorded a dwelling house and a stable/shed on the property. Described as 'old' at the time of recording, they were likely constructed during the 19th century (Selwyn District Council, 1906: 55). Their exact location was not recorded in the valuation register but a 1915 survey plan of Rural Section 4881 and 4936 recorded two buildings on Rural Section 4881 fronting Main South Road, and located outside of the project area (Figure 4-36). These buildings are likely the 19th century dwelling and outbuilding recorded in the 1906 valuation register. The 1906 valuation register recorded the remainder of Rural Sections 4881 and 4936 as pastoral land. Aerial imagery dating to 1942 recorded that the 19th century dwelling house and stable/shed had been removed by 1942, and the land was being utilised for pastoral purposes (Figure 4-37).

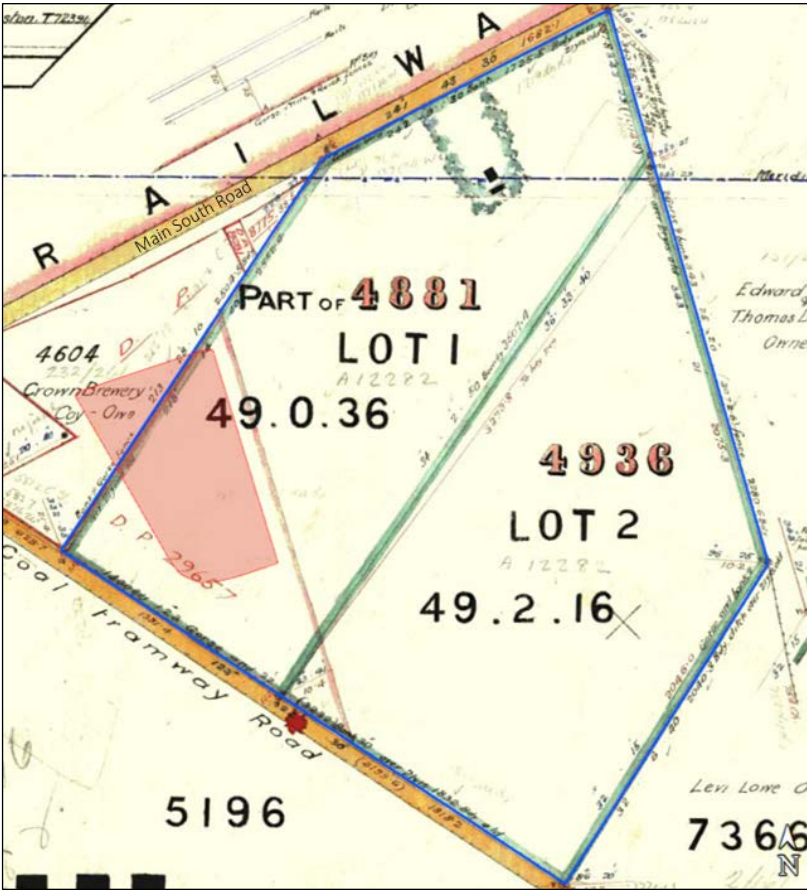


Figure 4-36. Detail from Survey Plan 4573 showing the boundaries of Rural Section 4881 and 4936 (outlined in blue) in 1915. The boundaries of Parcel 5 of the project area are indicated in red. Image: LINZ, 1915.

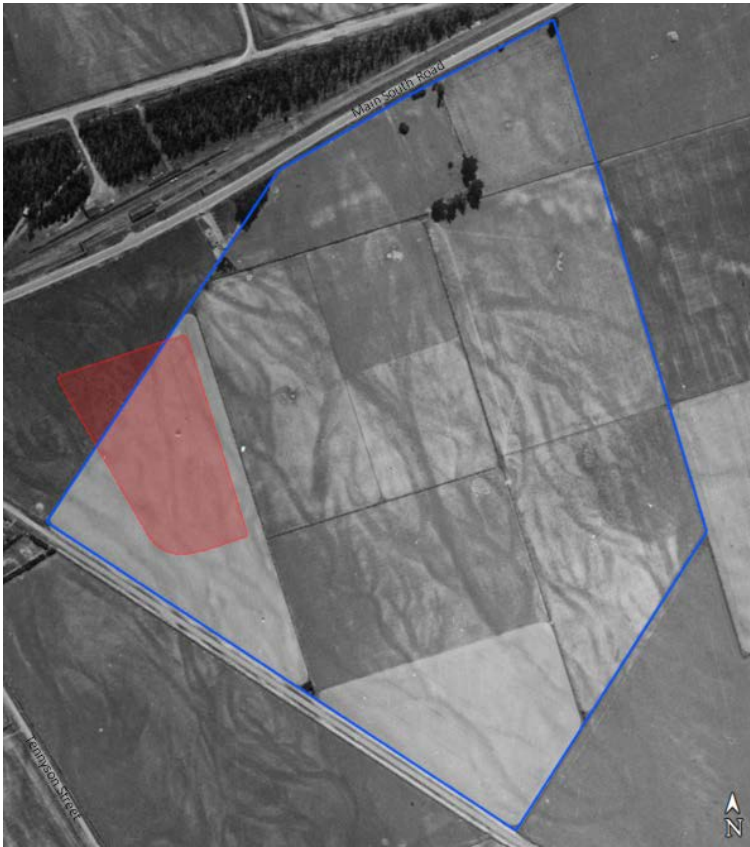


Figure 4-37. Aerial imagery from 1942, showing no building developments within Rural Sections 4881 and 4936 (outlined in blue). The boundaries of Parcel 5 of the project area are indicated in red. Image: LINZ, 1942.

4.7 Rural Section 5690 (Parcels 12 & 14)

Parcels 12 and 14 of the project area were originally surveyed as part of Rural Section 5690, a 100-acre section fronting on Jones Road, and part of the Jones Road corridor (Figure 4-38).

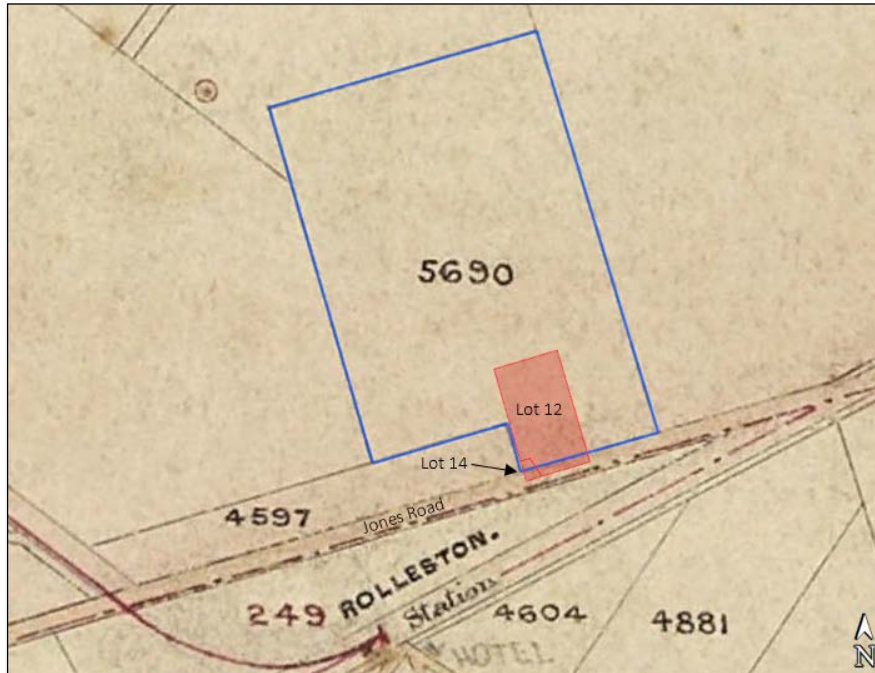


Figure 4-38. Detail from Black Map 63, showing part of Parcels 12 and 14 of the project area (coloured red) surveyed as part of Rural Section 5690 (outlined in blue) and the Jones Road corridor. Image: Archives New Zealand, 1865.

John William Smith Coward gained the Crown grant to Rural Section 5690 in 1864 (LINZ, 1860b: 5690). Coward also purchased the adjoining Rural Section 4597 in 1864 (LINZ, 1860a: 4597). A portion of Jones Road extending along the southern boundary of Rural Sections 4597 and 5690 was subdivided in 1884 and designated as Rural Sections 4597x and 5690x (*Lyttelton Times*, 22/8/1885: 7, 10/9/1885: 3). Part of Parcels 12 and 14 of the project area extend within Rural Section 5690x (Figure 4-39). Coward obtained a certificate of title for Rural Sections 4597x and 5690x in 1886 (LINZ, 1886). Coward continued to own Rural Sections 4597, 4597x, 5690 and 5690x until his death in 1888 (LINZ, 1871a; LINZ, 1886; *Lyttelton Times*, 9/7/1888: 5). Coward resided on Oxford Terrace in Christchurch during his period, and no information could be found to indicate he occupied or developed the section during his ownership.

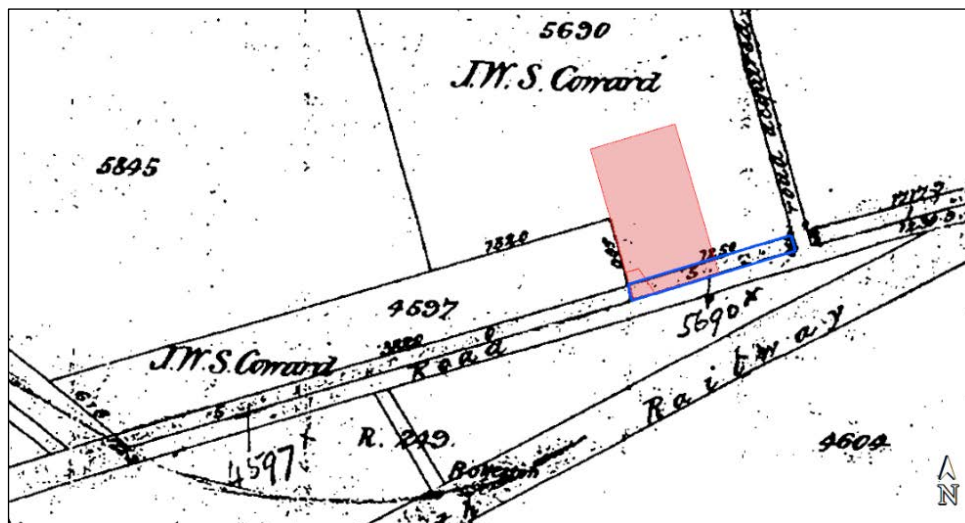


Figure 4-39. Detail from Transfer Plan 25633, showing the portion of Jones Road (outlined in blue) resurveyed as Rural Section 5690x in 1884. Image: LINZ, 1884.

Following Coward's death in 1888, ownership of Rural Sections 4597, 4597x, 5690 and 5690x was transferred to the executors of his estate, Robert Fitzroy Holderness and Francis Stedman (LINZ, 1871a; LINZ, 1886). The executors continued to own the property until 1893. No information could be found to indicate that the property was developed or occupied during this period.

Joseph Watson Kime purchased Rural Sections 4597, 4597x, 5690 and 5690x in 1893 and continued to own the property until 1903 (LINZ, 1871a; LINZ, 1886). Kime was a farmer and undertaker in Springston (MacDonald, 1952-1964: K140). No information could be found to indicate Kime occupied or developed the section during his ownership.

William Hames McGullinay, a farmer in Rolleston, purchased Rural Sections 4597, 4597x, 5690 and 5690x in 1903 (LINZ, 1871a; LINZ, 1886). A valuation of the property, recorded in December 1908, indicates that property formed by Rural Sections 4597, 4597x, 5690, and 5690x contained a dwelling and stable which were three years old at the time of recording (Archives New Zealand, 1906-1911: 688). This indicates that the buildings were constructed c.1905 during the ownership of McGullinay. Aerial imagery from 1942 shows these c.1905 buildings present on Rural Sections 4597 and 4597x but outside of the project area (Figure 4-40). The 1942 aerial did not record any other buildings or developments within Parcels 12 or 14.

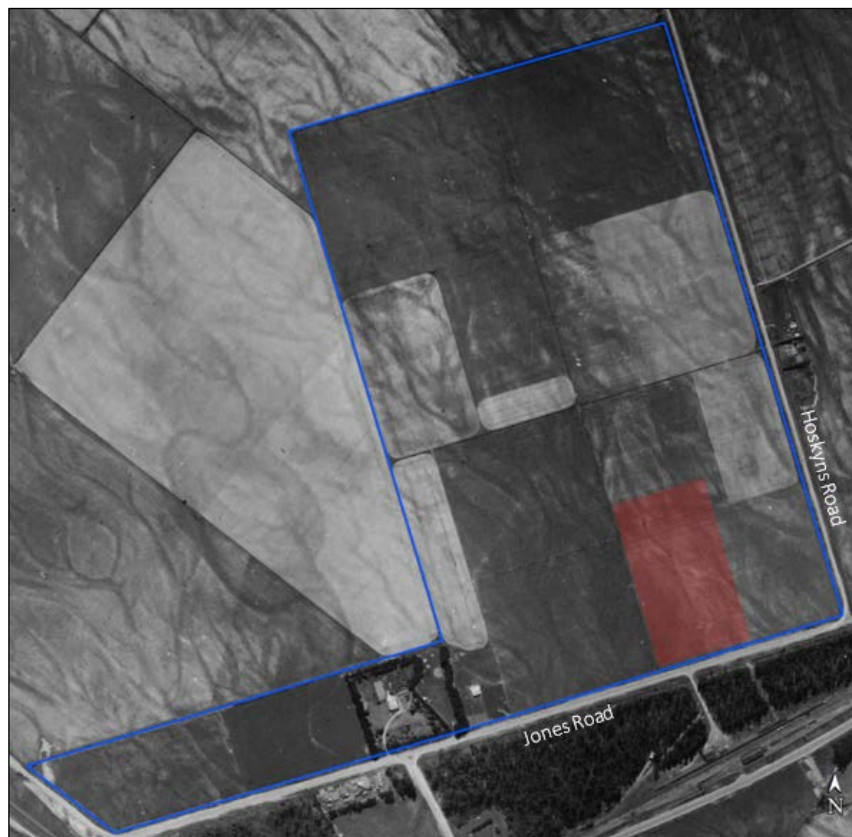


Figure 4-40. Aerial imagery from 1942, showing the developments within Rural Sections 4597, 4597x, 5690 and 5690x (outlined in blue). The boundaries of Parcels 12 and 14 of the project area are indicated in red. Image: LINZ, 1942.

Rural Sections 4597, 4597x, 5690, and 5690x were subdivided in 1963, at which time the land comprising the Parcels 12 and 14 of the project area was surveyed as part of Lot 2 DP 22783 (Figure 4-41).

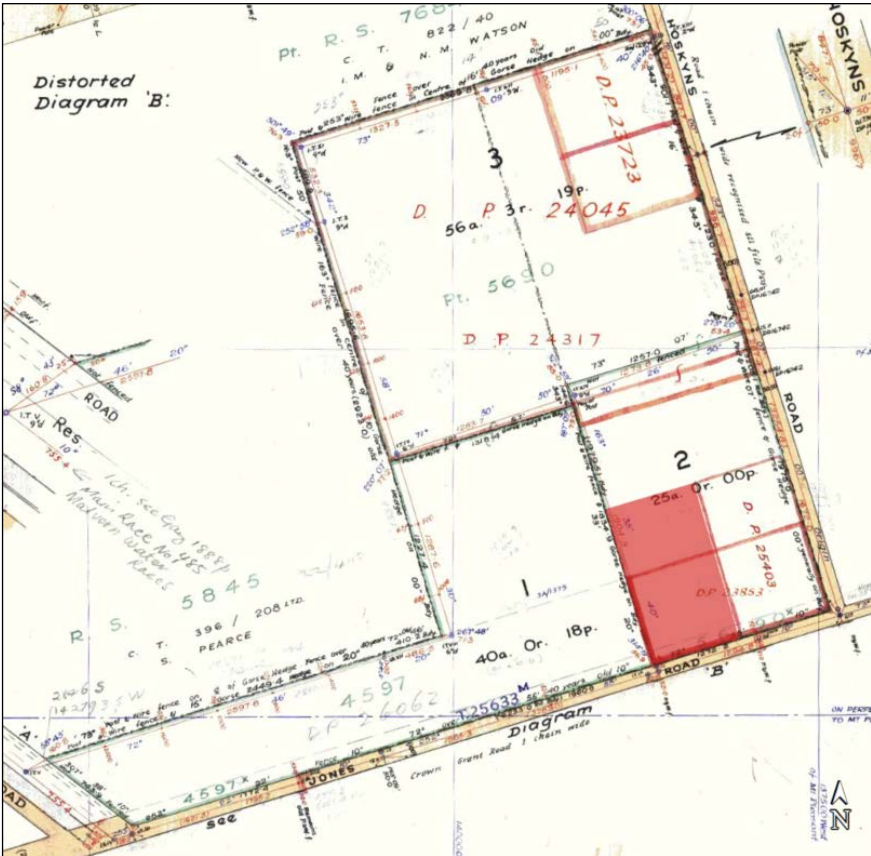


Figure 4-41. Detail from Deposited Plan 22783, showing the subdivision of Rural Sections 4597, 4597x, 5690 and 5690x in 1963. The boundaries of Parcels 12 and 14 of the project area are indicated in red. Image: LINZ, 1963.

Aerial imagery from 1972 shows some industrial and agricultural developments present within the property by this date (Figure 4-42). This is the first known building developments known to have occurred within Parcels 12 and 14 of the project area. This property continued to be developed and occupied throughout the remainder of the 20th century (Canterbury Maps, 2024).



Figure 4-42. Aerial imagery from 1972, showing the developments within Parcels 12 and 14 of the project area (coloured red). Image: LINZ, 1972.

The current boundaries of Parcels 12 and 14 of the project area were formed in 2004 (Figure 4-43). Aerial imagery from 2015-2019 shows the industrial developments present within Parcels 12 and 14 of the project area (Figure 4-44).

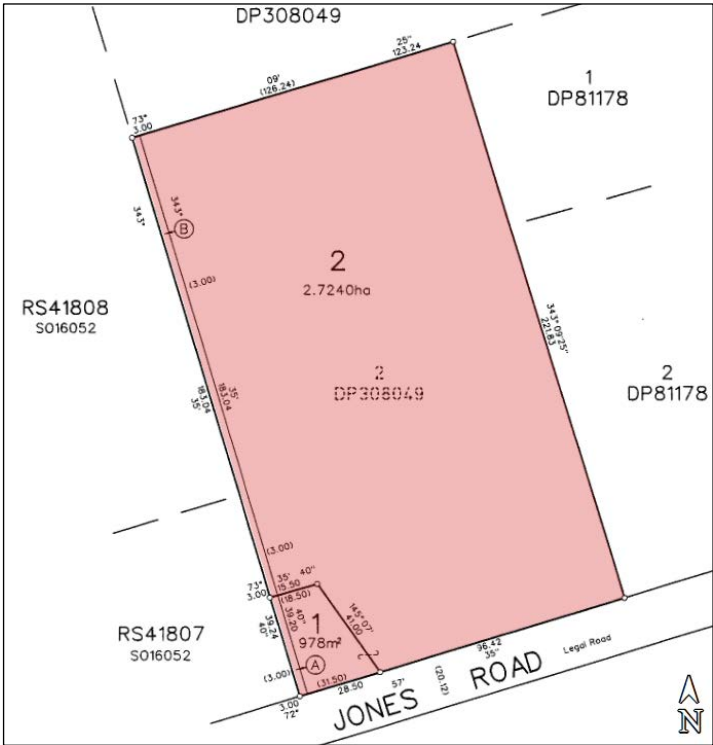


Figure 4-43. Detail from Deposited Plan 336463, showing the formation of Parcels 12 and 14 of the project area (coloured red) in 2004. Image: LINZ, 2004.



Figure 4-44. Aerial imagery from 2015-2019, showing the developments present within Parcels 12 and 14 of the project area (outlined in red). Image: Canterbury Maps, 2024.

4.8 Rural Section 32956 and Reserves 302, 309 and 1759 (Parcels 18, 19, 20, 21, 22, 25)

Parcels 18, 19, 20, 21, 22, and 25 of the project area were originally surveyed as part of Rural Section 32956 and Reserves 302, 309 and 1759 (Figure 4-45).

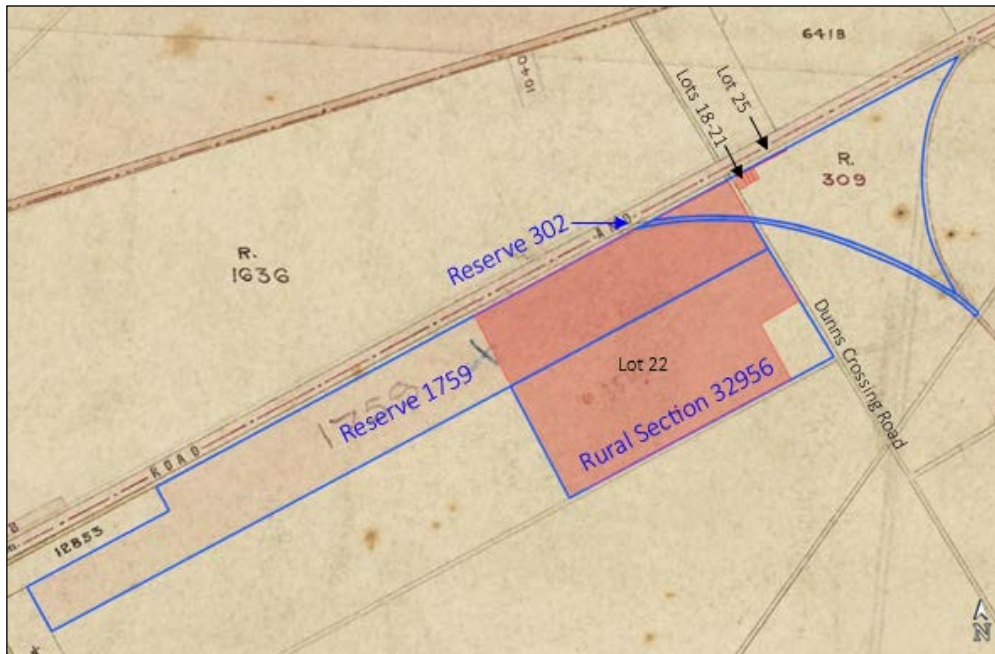


Figure 4-45. Detail from Black Map 63, showing Parcels 18, 19, 20, 21, 22, and 25 of the project area (coloured red) surveyed as part of Rural Section 32956 and Reserves 302, 309 and 1759 (outlined in blue). Image: Archives New Zealand, 1865

4.8.1 Rural Section 32956

Part of Parcel 22 of the project area extends within land that was originally surveyed as part of Rural Section 32956. However, as no earthworks are proposed to occur within this portion of Parcel 22, the history of the occupation and development of Rural Section 32956 will not be included as part of this assessment.

4.8.2 Reserves 302 and 1759

Reserve 302 was gazetted by the Provincial Council for use of 'a tramway reserve' in the 1860s (*Lyttelton Times*, 28/4/1864: 4, 23/11/1869: 2). No information could be found to suggest that a tramway was constructed on the land, and no other developments appear to have occurred during the 19th century (*Press*, 26/7/1892: 6, 6/12/1892: 2, 4/2/1893: 4).

Reserve 1759 was owned by the Selwyn County Council and was used as a plantation reserve during the 1880s and 1890s (*Lyttelton Times*, 13/8/1886: 1; *Press*, 6/1/1893: 8). No information could be found to indicate that the land was occupied or developed prior to being used as a plantation reserve. The Selwyn County Council invited tenders to lease Reserve 1759 for a term of seven years in December 1896 (*Press*, 9/12/1896: 2). The lease specified that the land was to be used for sheep grazing purposes only. It is unclear who leased the reserve in 1896. A valuation of Reserve 1759 recorded in March 1906 indicates that the reserve was fenced but contained no building developments (Archives New Zealand, 1906: 161). This further suggests that the land remained undeveloped during the 19th century.

In 1926 Mary and David Bates obtained a certificate of title for the area of Reserve 302 and Reserve 1759 through which Parcel 22 of the project area extends (LINZ, 1926). A water race is known to have been present on the western side of the Bates property by 1925 (LINZ, 1925). While it is possible this water race was formed during the 19th century, no works associated with the current project will be located within this part of the project area and will therefore not affect the water race, and as such, the history of the development of this water race is not included in this assessment. The Bates continued to own these areas of Reserve 302 and 1759 until 1944 (LINZ, 1926). Aerial imagery from 1942 did not record any building developments on the

property, which suggests the Bates did not occupy or develop the land for domestic purposes during their ownership. It is likely that the land was used for pastoral or forestry purposes.

In 1944, the Crown purchased the Bates-owned areas of Reserve 302 and 1759 (LINZ, 1926). Aerial imagery of the property during the second half of the 20th and early 21st centuries indicates that the land, along with the adjoining portion of Reserve 309 west of Dunns Crossing Road, was used by the Crown for forestry purposes during this period (see Section 4.8.3 for information regarding the earlier development of this portion of Reserve 309 west of Dunns Crossing Road; Canterbury Maps, 2024).

The land was converted from forestry to pastoral use during the first decade of the 20th century (Canterbury Maps, 2024). The boundaries of Parcel 22 of the project area (Section 2 SO 480906) were formed from parts of Rural Section 32956 and Reserves 302, 309, and 1759 in 2014 (Figure 4-47). The land has continued to be utilised for pastoral purposes since this time (Google Earth, 2024).

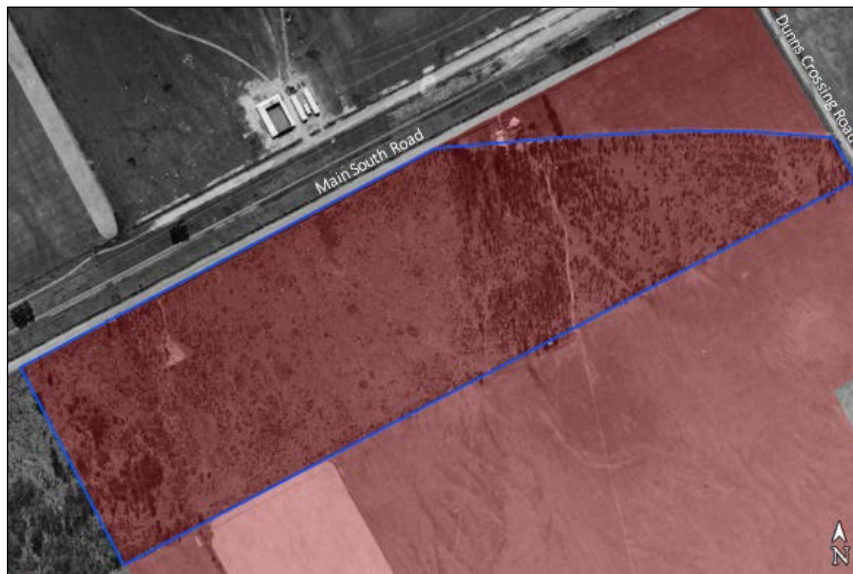


Figure 4-46. Aerial imagery from 1942, showing no building developments present within the Bates property formed from part of Reserve 302 and 1759 (outlined in blue). Part of Parcel 22 of the project area is indicated in red. Image: LINZ, 1942.

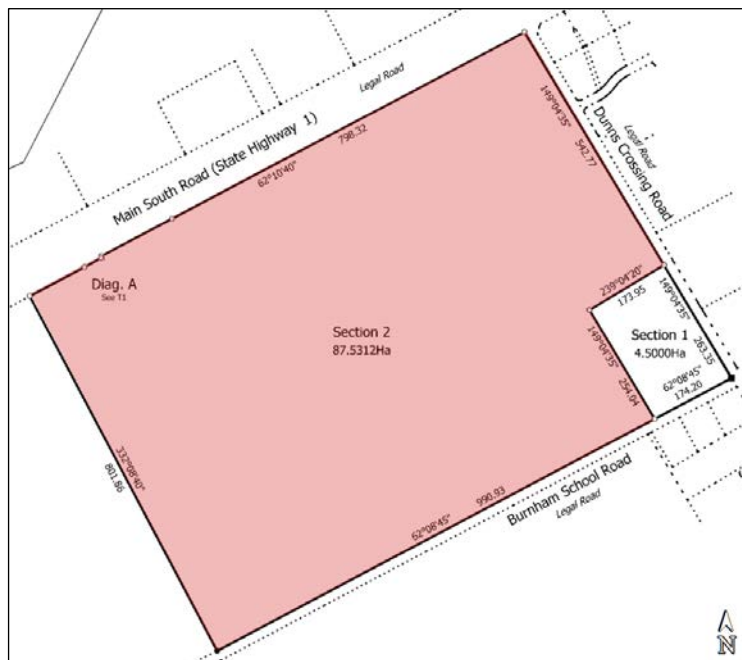


Figure 4-47. Detail from Deposited Plan 480906 showing the formation of the boundaries of Parcel 22 of the project area (coloured red) in 2014. Image: LINZ, 2014.

4.8.3 Reserve 309

Reserve 309 comprised just over 87 acres of land fronting Main South Road. The land appears to have been initially set aside as a railway reserve, but no information could be found to indicate that it was ever developed or occupied in association with the railway (*Lyttelton Times*, 3/5/1870: 2). The reserve was subdivided into three allotments in 1888 (LINZ, 1888). Parcels 18, 19, 20, 21, 25 and part of Parcel 22 of the project area was surveyed at this time as part of Lot 1 Reserve 309 (Figure 4-48).

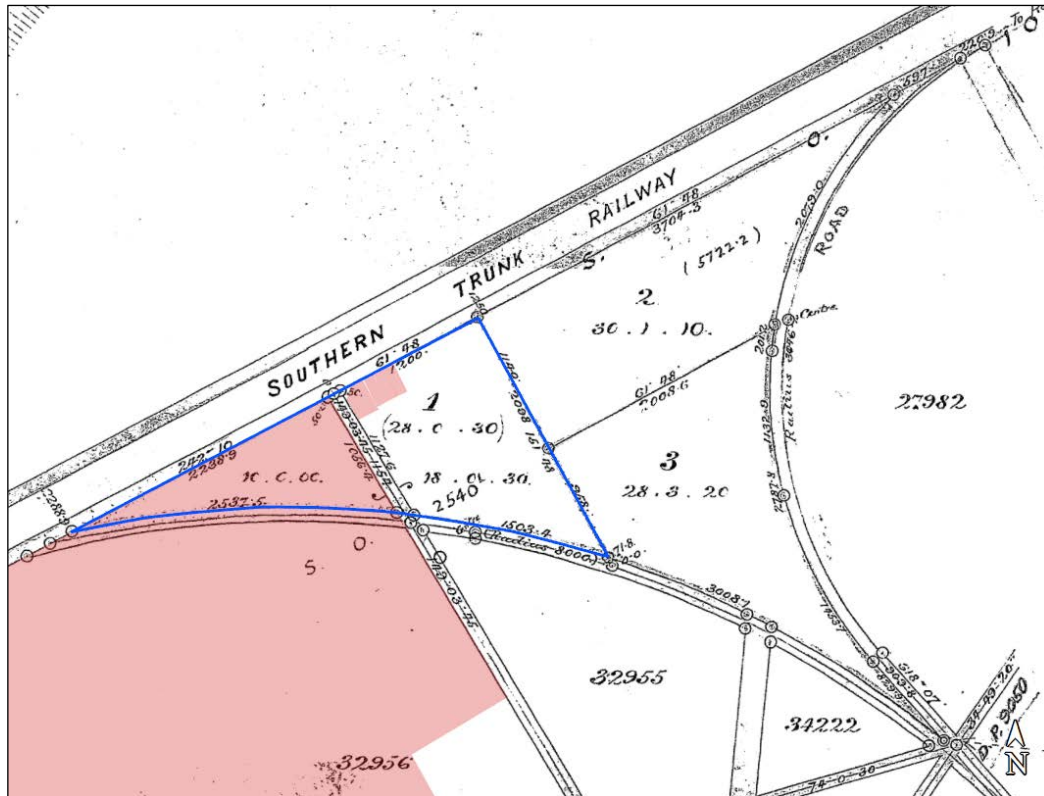


Figure 4-48. Detail from Survey Plan 1255, showing the subdivision of Reserve 309 in 1888. Parcels 18, 19, 20, 21, 25, and part of Parcel 22 of the project area (coloured red) are surveyed as part of Lot 1 Reserve 309 (outlined in blue). Image: LINZ, 1888.

Philip John Andrew purchased Lots 1 and 2 Reserve 309 in 1890 and continued to own the property until 1914 (LINZ, 1890). Andrew was a farmer in Springston, well known for the quality of his Leicester rams (*Press*, 23/2/1898: 8, 24/4/1912: 16). Andrew owned a number of properties around the Springston and Rolleston areas, and it appears he made improvements to his land on part of Reserve 309 (New Zealand Electoral Roll [Selwyn] 1894: 2, 1899: 2, 1900: 2).

In March 1906 a property valuation recorded that Andrew's Rolleston property (which included Reserve 309) contained one dwelling (Archives New Zealand, 1906: 145). Although the valuation record did not provide a date of construction, the condition of the dwelling was described as "medium", rather than "good". This indicates the dwelling had been present on the property for some time and was likely built in the 19th century. Aerial imagery from 1942 captured one building within Andrew's former property, which is likely the dwelling recorded in the 1906 property valuation. The dwelling was located within present-day Parcel 22 of the project area, although no earthworks are proposed to occur within this particular area (Figure 4-49). The 1942 aerial showed the remainder of the property to be pastoral land. It continued to be utilised for pastoral purposes for the remainder of the 20th century (Canterbury Maps, 2024).

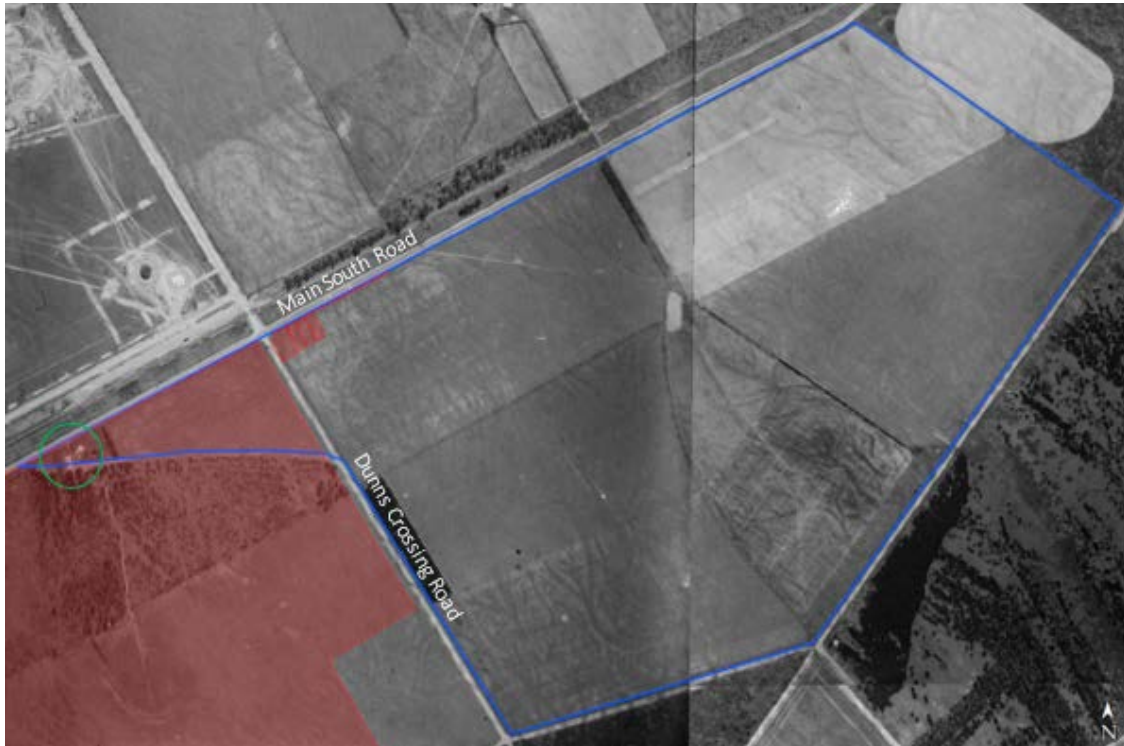


Figure 4-49. Aerial imagery from 1942, showing buildings (green circle) present within Andrew's former (outlined in blue). Parcels 18, 19, 20, 21, 25 and Part of Parcel 22 of the project area are indicated in red. Image: LINZ, 1942.

The portion of Reserve 309 west of Dunns Crossing Road was used for forestry purposes during the second half of the 20th and early 21st centuries (see Section 4.8.2 for further information regarding the subsequent development of this parcel of land; Canterbury Maps, 2024).

The portion of Reserve 309 east of Dunns Crossing Road was subdivided into four-hectare blocks in 1997 (Figure 4-50). The boundaries of Parcel 25 of the project area (part Section 1 Reserve 309) were formed at this time, and the land incorporated into Main South Road. The northeastern corner of Dunns Crossing Road and Main South Road (Lot 24 DP 71316) was also formed at this time to allow for the widening and curving of the street corner. Parcels 18, 19, 20, and 21 of the project area was subdivided as part of Lot 1 DP 71316 at this time. Despite being subdivided in 1997, Lot 1 DP 71316 was not developed during the late 20th or early 21st centuries (Canterbury Maps, 2024).

Lot 1 DP 71316 was subdivided into residential sections in 2016. The boundaries of Parcels 18, 19, 20, and 21 of the project area (Parcels 38, 51-53 DP 487276) were formed at this time (Figure 4-51). Parcels 19 and 20 of the project area were developed for residential occupation in 2022, while Parcels 18 and 21 remain vacant (Google Earth, 2024).

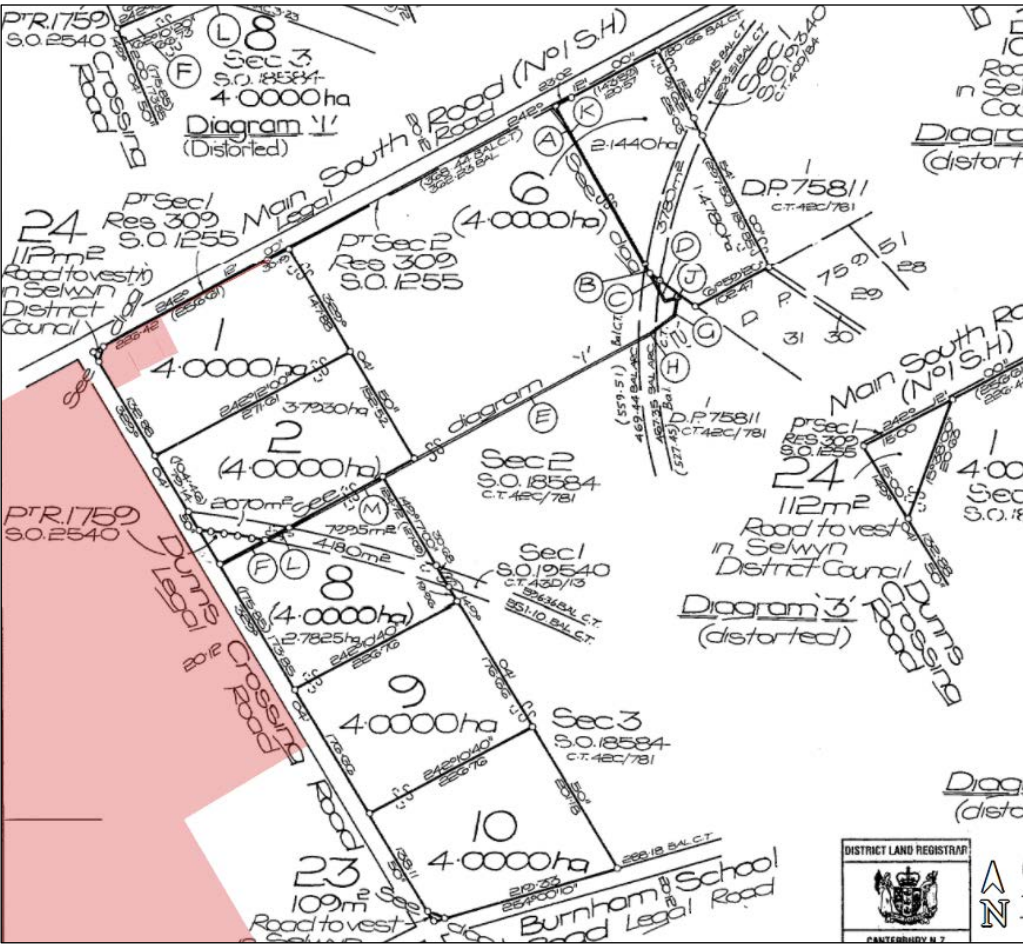


Figure 4-50. Detail from Deposited Plan 13136 showing the subdivision of part of Reserve 309 east of Dunns Crossing Road subdivided in 1997. Parcels 18, 19, 20, 21, 25 and Part of Parcel 22 of the project area are indicated in red. Image: LINZ, 1997.

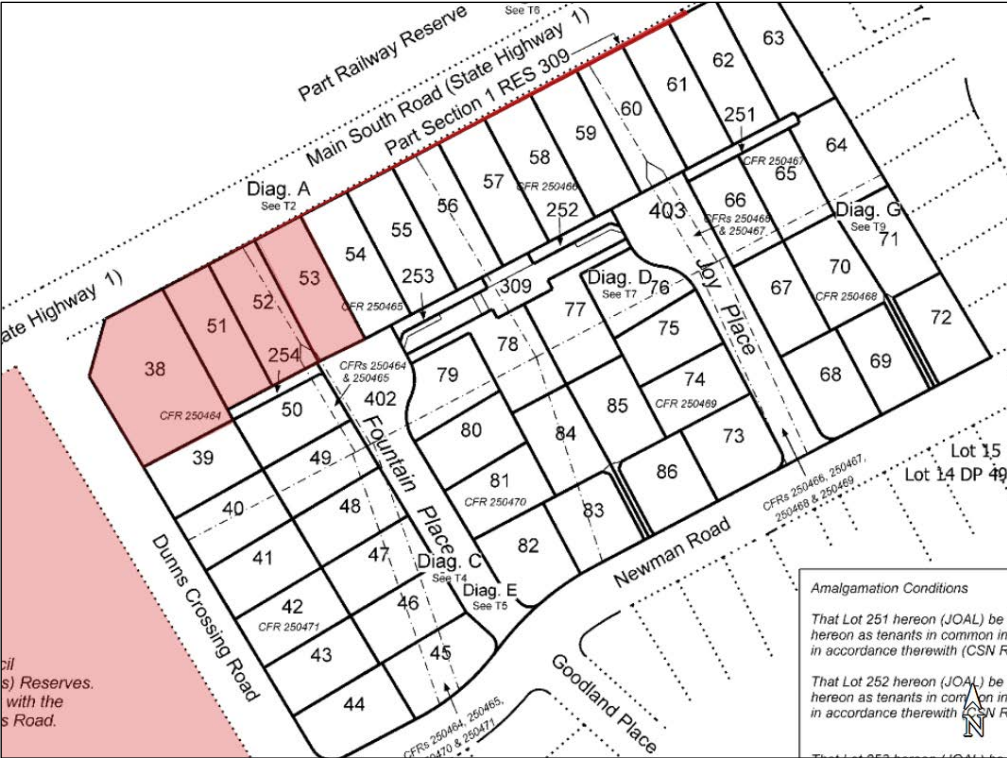


Figure 4-51. Detail from Deposited Plan 487276 showing the subdivision of Lot 1 DP 71316 in 2016. Parcels 18, 19, 20, 21, 25 and Part of Parcel 22 of the project area are indicated in red. Image: LINZ, 2016.

4.9 Dunn's Crossing Road (Parcel 24)

Parcel 24 of the project area were originally surveyed as part of the Dunns Crossing Road corridor, but no information could be found to suggest that the road was formed during the 19th century (Figure 4-52). The road was named after John Dunn who resided on land to the west of the road (fronting on Walkers Road) from 1880 (Palmer, 2002: 23). Dunn was granted permission to install a crossing (gates in the fence) over the railway at the junction of the road in the 1880s or 1890s, thus giving the road the name of 'Dunn's Crossing' (*Press*, 2/6/1899: 6). The Springs County Council granted Mr. J. Cross permission to plough Dunn's Crossing in 1914, which suggests that the road had not been formed by this date (*Press*, 29/5/1914: 9). The road was likely formed by 1930 when the Council employed men to shingle Dunn's Crossing (*Ellesmere Guardian*, 1/8/1930: 3). Shingle repairs were regularly required on the road indicating it had become a transportation route (*Ellesmere Guardian*, 31/7/1931: 5). Aerial imagery from 1942 also recorded Dunn's Crossing Road formed and shingled (Figure 4-53). The road has continued to be improved and maintained since this date (Canterbury Maps, 2024).



Figure 4-52. Detail from Black Map 63, showing Parcel 24 of the project area (coloured red) surveyed as part of Dunns Crossing Road. Image: LINZ, 1865.



Figure 4-53. Aerial imagery from 1942, showing Parcel 24 of the project area (coloured red) extending over Dunns Crossing Road. Image: LINZ, 1942.

4.10 Reserve 1636 (Parcel 23)

Parcel 23 of the project area was originally surveyed as part of Reserve 1636, a 788-acre section fronting on Two Chain Road, Walkers Road, Runners Road, and Aylesbury Road (Figure 4-54).

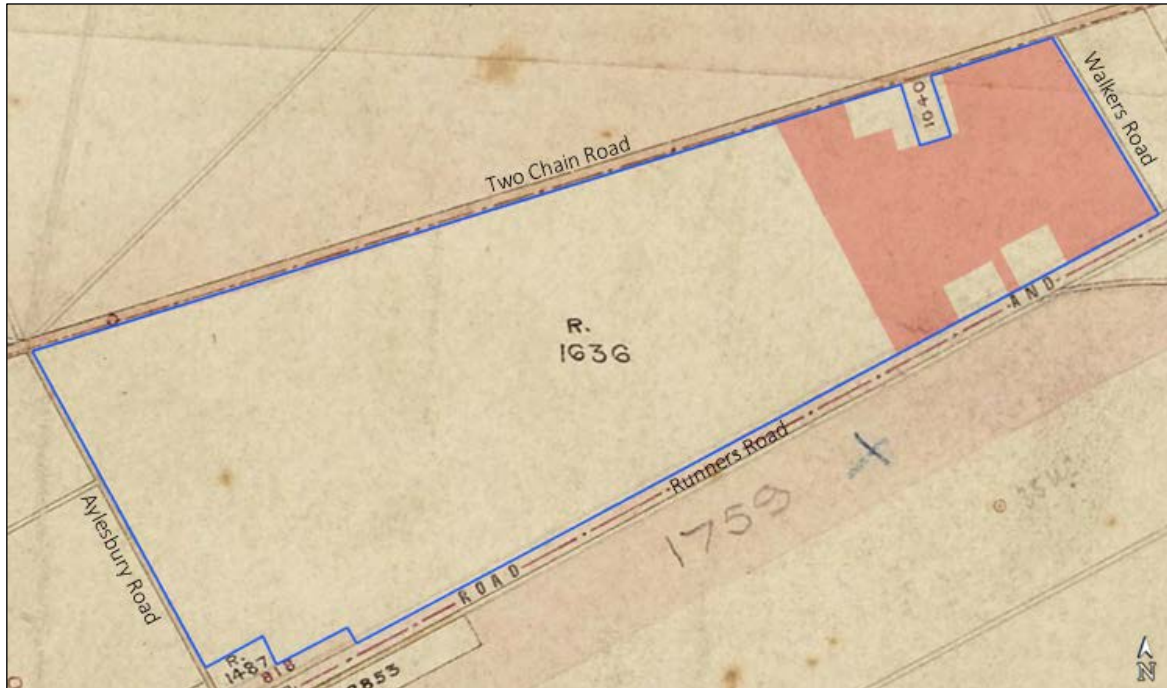


Figure 4-54. Detail from Black Map 63, showing Parcel 23 of the project area (coloured red) surveyed as part of Reserve 1636 (outlined in blue). Image: LINZ, 1865.

Reserve 1636 was set aside as part of the Burnham Industrial School property in 1874 (*Lyttelton Times*, 14/1/1874: 3). The industrial school premises were established on the adjoining Reserve 1160 (outside of the project area) in 1873, while Reserve 1636 was intended to be utilised as farmland to provide both food and employment for the inmates of the industrial school (*Star*, 28/10/1874: 3). The *Canterbury Times* captured views of the garden, farm yard and poultry farm in 1902, which were likely located on Reserve 1636 (Figure 4-55, Figure 4-56 and Figure 4-57).

These features were typical of New Zealand's industrial schools, which were usually established in outer suburbs in large grounds. Not only did the gardens and farmyards help provision these charity institutions but also met a central tenement of the system, teaching practical skills and trades to the indigent children. Boys were put to work in the workshops, farmyard and gardens while girls were taught domestic skills (Williams, 2011). This was true not only of Burnham: both the Caversham Industrial School in Dunedin and the Stoke Industrial School in Nelson had large grounds and gardens. Stoke also ran sheep and cattle, as well as a fully stocked orchard (AJHR, 1900 I, E-03c; Williams 2011).

Reserve 1636 remained part of the Burnham Industrial School's farmland throughout the remainder of the 19th century and into the early 20th century, until the closure of the school in June 1918 (AJHR, 1918: E1).



Figure 4-55. A view of the Burnham Industrial School gardens in 1902. Image: *Canterbury Times*, 5/2/1902: 34.



Figure 4-56. A view of the Burnham Industrial School poultry farm in 1902. Image: *Canterbury Times*, 5/2/1902: 34.



Figure 4-57. A view of the Burnham Industrial School farmyard and plant 1902. Image: *Canterbury Times*, 5/2/1902: 34.

During World War I part of the Burnham Industrial School property was used for military training purposes. In March 1919 the Defence Department formally obtained a lease for the industrial school premises, including Reserve 1636, and in September 1920 they formally took ownership. An act was passed in 1923 formally acknowledging the Defence Department's ownership of the site (Kelly and Murray, 2013). During World War II an army detention camp was established at the Burnham Military Camp (Palmer, 2002: 72).

Aerial imagery from 1942 shows a number of developments present within Parcel 23 of the project area, including a water tower at the corner of Walkers Road and Runners Road (Figure 4-58). No construction date for the water tower could be found. The tower could have been built to provision the gardens or the School but could equally have been erected in association with the military camp.



Figure 4-58. Aerial imagery from 1942, showing the developments present within Parcel 23 of the project area (coloured red). Image: LINZ, 1942.

In 1958 the Justice Department took over the part of Reserve 1636 for use as a prison site (Office of the Inspectorate, 2019: 4). A survey plan of part of the Reserve in 1976 recorded the boundaries of the prison

property (Figure 4-59). Aerial imagery also recorded the extent of the prison in 1984, which appeared to be largely unchanged (Figure 4-60). The prison underwent extensive renovations to increase capacity in 1987, and in 1989 the 60-bed Kia Marama Unit opened. The prison was further expanded in 1992 (Office of the Inspectorate, 2019: 4). A formal survey of the Rolleston Prison property was undertaken in 1993, at which time the boundaries of Parcel 23 of the project area were formed (Figure 4-61). The water tower was removed from the property in the 1990s (Canterbury Maps, 2024). A 60-cell accommodation unit was constructed in 2018 (Office of the Inspectorate, 2019: 4). Aerial imagery recorded the extent developments at the prison by 2024 (Figure 4-62).

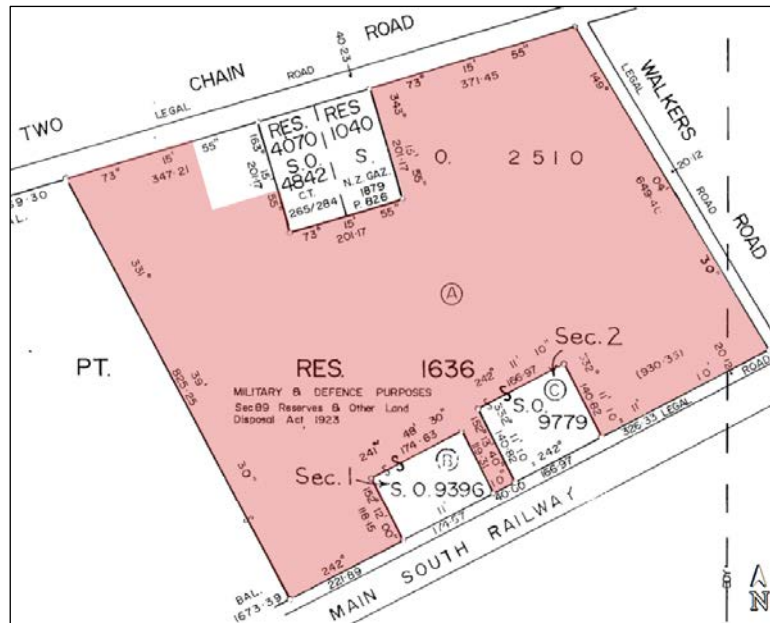


Figure 4-59. Detail from Survey Plan 14371, showing Parcel 23 of the project area (coloured red) surveyed as part of Section A SO 14371. Image: LINZ, 1976.



Figure 4-60. Aerial imagery from 1984, showing the developments present within Parcel 23 of the project area (coloured red). Image: LINZ, 1984.

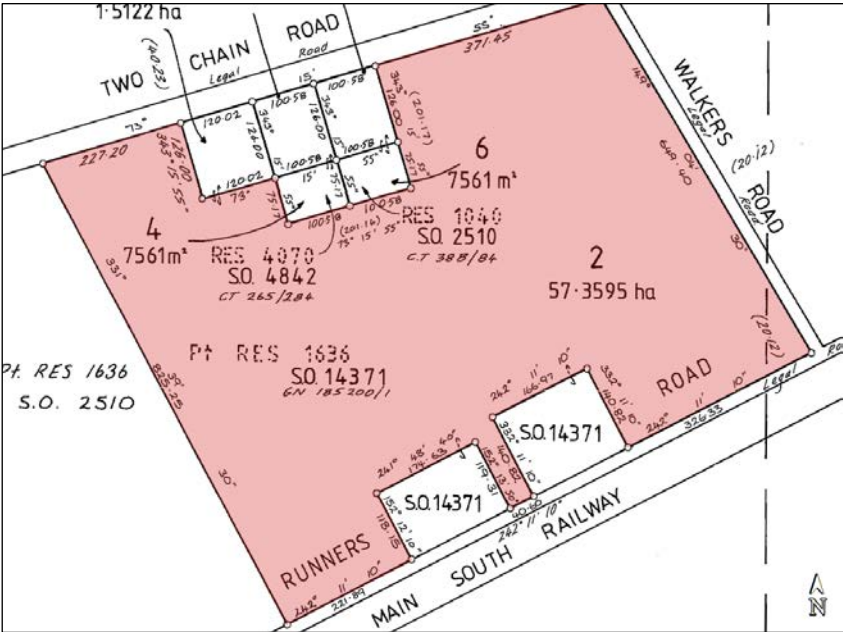


Figure 4-61. Detail from Deposited Plan 67195, showing the formation of the boundaries of Parcel 23 of the project area (coloured red). Image: LINZ, 1993b.



Figure 4-62. Aerial imagery from 2024, showing the developments present within Parcel 23 of the project area (coloured red). Image: Google Earth, 2024.

5 Previous Work Identifying Heritage Values

Previously identified heritage sites and places near the project area can provide valuable information for assessing the heritage values and impacts to the wider heritage landscape. This section seeks to understand the findings of any previous archaeological investigations and heritage assessments undertaken both within the project area and in the wider context of Rolleston. The information is sourced from the NZAA Site Recording Scheme Archsite, HNZPT’s Digital Library, HNZPT’s List/Rārangī Kōrero and the Selwyn District Council’s schedule of heritage items.

5.1 Previous research and investigations within the project area

No previous archaeological investigations are known to have been undertaken within the project area or within its immediate surrounding context.

5.2 The wider archaeological context

There are no previously recorded archaeological sites within the project area, and very few recorded archaeological sites in the Rolleston area generally (Figure 5-1). The closest archaeological sites, all of which are over 2.5 km from the project area are: M36/273 a sod cottage with an unknown current condition; M36/270, the former Burnham Industrial School offices at Burnham Military Camp; M36/408, All Saints Church, a relocated church of 19th century construction, also at Burnham Military Camp; and M36/412 the site of the Burham Military Camp itself. None of these will be affected by the proposed works.

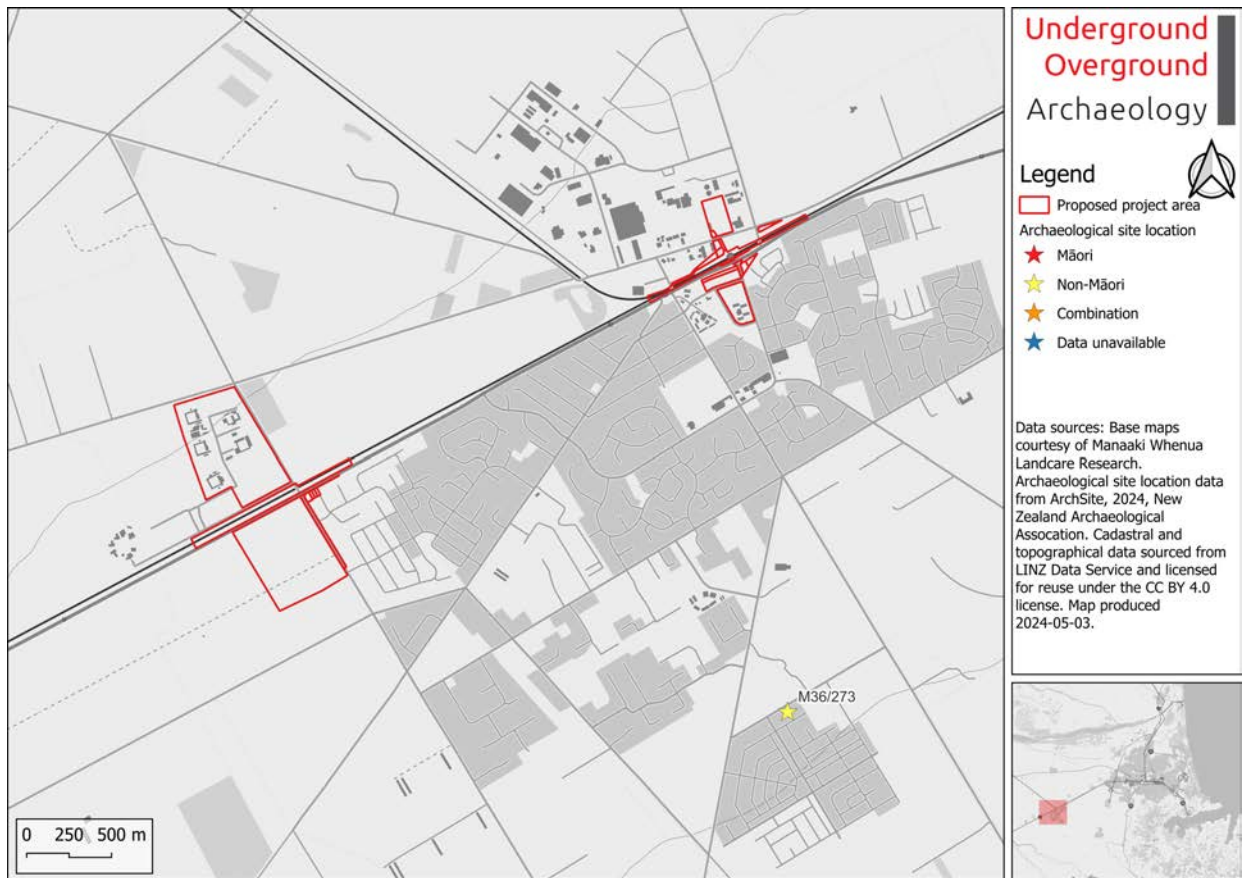


Figure 5-1. Previously recorded archaeological sites within the vicinity of project area.

The only archaeological report for the Rolleston area available in Heritage New Zealand Pouhere Taonga’s digital report library relates to the development of a subdivision in the south of Rolleston, at the former location of 614 Selwyn Road (Healey et al. 2022). UOA recorded the 19th century farm cottage on the section, and recorded a number of archaeological features, including rubbish pits and postholes.

5.3 Existing recognition of heritage values

There are no heritage places scheduled on the Selwyn District Plan or included on HNZPT's List/Rārangi Kōrero within the project area, nor within the general area of Rolleston. The closest List entry is the Burnham Grange Sod Cottage at 1777 Grange Road, Burnham (List no. 7710).

The only heritage item scheduled in the Proposed Selwyn District Plan relating to Rolleston is the Rolleston Hotel, 2 Brookside Road (H210). The Rolleston Memorial Clock Tower (H36) is scheduled in the Operative Selwyn District Plan.

These places of recognised heritage value are outside of the project area and will not be affected by the proposed works.

6 Understanding the place: physical

Jamie-Lee Hearfield undertook site visits to the proposed project areas on 2 October 2024 to examine the extent and condition of visible archaeological and historical remains (Figure 6-1). Each area has been described below, noting the results of the site visit, and documenting the site setting and condition of any visible heritage fabric or items.

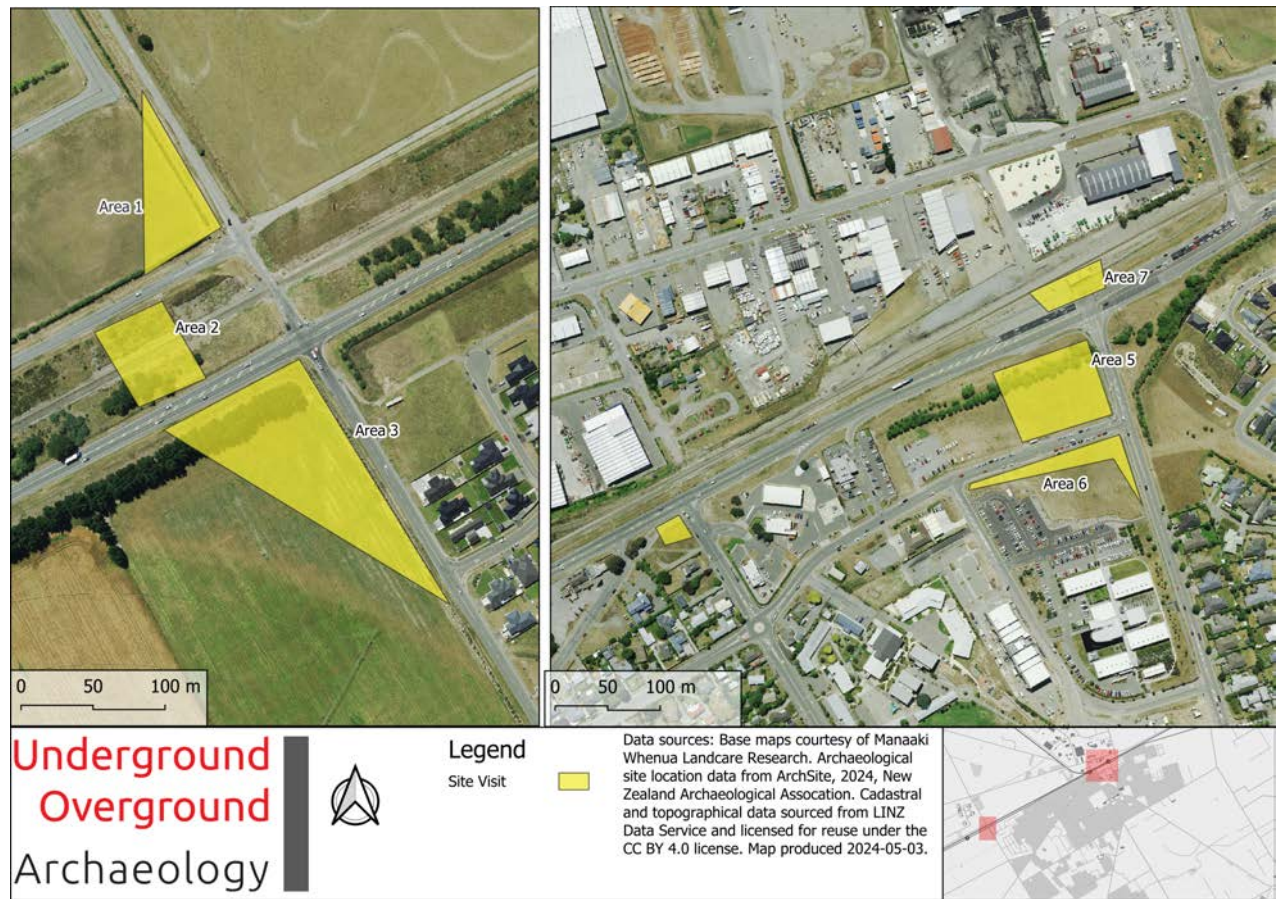


Figure 6-1. Recent aerial imagery showing the project areas within Rolleston.

6.1 Area 1

Area 1 was examined from Runners Road and Walkers Road (Figure 6-2 and Figure 6-3). The area could not be accessed as it is currently within the property boundaries of Rolleston Prison. The area is currently fenced and lined with trees. Within the proposed project area is a grass field with no visible archaeological or historical features observed during the visit.



Figure 6-2. Walkers Road, looking southwest on towards the proposed project area, shows the tree-lined fence.



Figure 6-3. Looking northwest at the proposed project area on the corner of Runners Road and Walkers Road. Shows the fence with the grass field beyond.

6.2 Area 2

Area 2 was within the rail corridor and could not be safely accessed. The site was examined from Runners Road and Walkers Road (Figure 6-4, Figure 6-5 and Figure 6-6). The area on the northwest side is surrounded by a grass verge and overgrown vegetation, with the railway line obscured. On the southeast side, vegetation has been, leaving the railway line exposed and the area surrounding it covered in grass. There were no visible archaeological or historical features observed within this area during the visit.



Figure 6-4. Looking northeast at the proposed project area within the rail corridor. Showing the grass verge and the overgrown vegetation behind it.



Figure 6-5. Looking south toward the railway line, which is obscured by the overgrown vegetation.



Figure 6-6. Looking southwest on Walkers Road, between the railway line and Main South Road. Vegetation has been cleared on this side, leaving the railway line exposed and the area surrounding it covered in grass.

6.3 Area 3

Area 3 was examined from Dunns Crossing Road and ran the length between Main South Road to Newman Road (Figure 6-7 and Figure 6-8). The proposed project area is fenced and contains active farmland with native vegetation lining Newman Road and large trees lining Main South Road. The land is relatively flat and grassed. There were no visible archaeological or historical features observed within this area during the visit.



Figure 6-7. Looking northwest on Dunns Crossing Road, toward Main South Road, across the project area, showing the native vegetation in the foreground, farmland and then the large trees lining the boundary on the northwest.



Figure 6-8. Looking northwest on Dunns Crossing Road, opposite the intersection for Newman Road, shows the grass verge, native trees and farmland in the background within the proposed project area.

6.4 Area 4

Area 4 was accessed from Brookside Road and contained an empty flat lot with asphalt and grass (Figure 6-9). The area is bordered by Main South Road, Tennyson Street and Brookside Road. There were no visible archaeological or historical features observed within this area during the visit.



Figure 6-9. Looking northeast across the proposed project area on the corner of Main South Road and Tennyson Street. Shows part of the area covered in asphalt while the rest is overgrown with grass.

6.5 Area 5

Area 5 was accessed from Kidman Street and is currently used as a car parking area. The section that is within the proposed project area is grassed with uneven ground (Figure 6-10 and Figure 6-11). The area is boarded by Main South Road, Kidman Street and Rolleston Drive. The area is partially fenced with trees lining the northwest boundary with Main South Road. A concrete water trough is on the northwest boundary, the date for this is undetermined and could be 20th century (Figure 6-12). There were no other visible archaeological or historical features observed within this area during the visit.



Figure 6-10. Looking northeast on Kidman Street, towards Rolleston Drive through the proposed project area. Showing the grass field.



Figure 6-11. Looking east across the proposed project area, towards Rolleston Drive. Showing the grass field.



Figure 6-12. The concrete water trough examined during the site visit to Area 5. Looking northwest.

6.6 Area 6

Area 6 was examined from Kidman Road and was bound by Kidman Road, Rolleston Drive and Norman Kirk Drive. The area was a flat grass field with fencing along Kidman Road and Rolleston Drive (Figure 6-13 and Figure 6-14). There were no visible archaeological or historical features observed within this area during the visit.



Figure 6-13. Looking southwest across the proposed project area, showing the area fenced and grassed.



Figure 6-14. Looking east toward Rolleston Drive across the proposed project area. Show a flat grassed field within the project area.

6.7 Area 7

Area 7 was within the railway corridor and contained the 1923 loading bank from the second railway station, platform and the 1969 station building (Figure 6-15, Figure 6-16 and Figure 6-17). On the western side fronting Main South Road is a gravel parking lot and on the eastern side a small garden, grass and pathway. Other than the loading bank, there were no archaeological or historical features observed within this area during the visit.



Figure 6-15. Looking northeast towards the 1969 railway station.



Figure 6-16. Looking northwest across the proposed project area, showing the concrete platform and gravel parking lot.



Figure 6-17. Looking northwest across the railway lines at the 1923 loading bank.

7 Research results

Sections 4 and 5 explored the historical background of the project area seeking to identify heritage values that may or may not have been previously recognised. In terms of mana whenua values, the research indicated the project area was part of a wider landscape used by Māori for seasonal mahinga kai and kā ara tawhito, but no specific information was found suggesting that the land in the project area was permanently settled by Māori or that any historic heritage places of significance to Māori would be impacted by the proposed works.

Concerning nineteenth century post-contact history, this research indicated that some parcels within the project area have **no** identifiable heritage values (see Table 7-1). Other parcels (see Table 7-2) contain **potential** value for their connection with various historic themes. While the parcels in Table 7-2 have no extant buildings, structures and/or features, “absence is a form of presence” (HNZPT, 2012) and the spaces remain as a testament to significant heritage values. The research results for these parcels and the heritage themes they embody are described below.

Table 7-1. Parcels within the project area with no heritage values

Project parcel no.	Appellation	Historic appellation	Relevant sections
5	Lot 4 DP 461560	Part of 5 Rural Section 4604, part Rural Section 4881	Section 4.4, 4.6
12	Lot 2 DP 336463	Rural Section 5690	Section 4.7
14	Lot 1 DP 336463	Rural Section 5690	Section 4.7
16	Part Lot 1 Blk II DP 307	Rural Section 4830	Section 4.5
18	Lot 53 DP 487276	Part Rural Section 32956 and Reserves 302, 309 and 1759	Section 4.8
19	Lot 52 DP 487276	Part Rural Section 32956 and Reserves 302, 309 and 1759	Section 4.8
20	Lot 51 DP 487276	Part Rural Section 32956 and Reserves 302, 309 and 1759	Section 4.8
21	Lot 38 DP 487276	Part Rural Section 32956 and Reserves 302, 309 and 1759	Section 4.8
22	Section 2 SO 480906	Part Rural Section 32956 and Reserves 302, 309 and 1759	Section 4.8
24	Dunns Crossing Road (road reserve)	Road reserve	Section 4.9
25	Part Section 1 RES 309	Part Rural Section 32956 and Reserves 302, 309 and 1759	Section 4.8

Table 7-2. Parcels within the project area with the potential for heritage values

Project parcel no.	Appellation	Historic appellation	Relevant sections
1	Lot 2 DP 326553	Great Southern Railway and Reserve 249	Sections 4.3
2	Part Lot 1 DP 63308	Rural Section 4604	Sections 4.4
3	Part Lot 1 DP 8775	Rural Section 4604,	Sections 4.4
4	Rolleston Drive (road reserve)	Rural Section 4604,	Sections 4.4
6	Part Closed Road SO 5610	Rural Section 4604	Sections 4.4
8	Lot 3 DP 422976	Great Southern Railway and Reserve 249	Sections 4.3
9	Lot 2 DP 501225	Rural Section 4604,	Sections 4.4
10	Lot 3 DP 501225	Rural Section 4604	Sections 4.4
11	Lot 2 DP 422977	Great Southern Railway and Reserve 249	Sections 4.3
13	Lot 1 DP 407244	Great Southern Railway and Reserve 249	Sections 4.3
15	Lot 1 DP 422977	Great Southern Railway and Reserve 249	Sections 4.3
17	Part Railway Reserve	Great Southern Railway and Reserve 249	Sections 4.3
23	Lot 2 DP 67195	Reserve 1636	Section 4.10
n/a	SH1	Road reserve	Section 4.4

7.1 Railway Reserve and Reserve 249

These parcels relate to the Great Southern Railway. Historical evidence for private land use in the area is limited, and overall, the historical evidence suggests the specific sections within the project area were used solely for pastoral activities during the 19th century. The exception are those parts of the project area that were railway reserve during the 19th century (Parcels 1, 8, 11, 13, 15, and 17 of the project area). By 1867 the

railway reserve included the Rolleston Station platform, station building, privy, goods shed, livestock shed, well, and station-master's cottage (*Lyttelton Times*, 15/10/1866: 2; Palmer, 2002: 11). The original pre-1900 station was located outside the proposed area of works, and it is considered likely that the buildings associated with this original station would have been located in proximity to the station building, and similarly outside the area of works.

However, the reserve may have housed some related structures and is associated with the historic theme of the early development of railways in New Zealand, as well as significant historical figures William Moorehouse and William Rolleston. The railway reserve is also associated with the historic theme of using private contractors to undertake a grand public works scheme. The Great Southern Railway is associated with noted, internationally experienced engineers George Holmes and Edward Richardson. Richardson later became a significant historical figure as Member of Parliament for Christchurch, Minister of Public Works and member of the Legislative Council.

The Midland Line branch running northwest to the Malvern Hills was constructed in 1873-1874 (*Star*, 24/11/1874: 2). Although the Midland Branch lines have been realigned and are no longer in their original locations, remnant railway embankments for the earlier alignments are visible in aerial photographs (c.f. Figure 4-8; Google Earth, 2024). These will not be affected by the proposed works, but any future works that could affect these features should be assessed by an archaeologist.

The Rolleston Railway Station was shifted to its present location in 1923. The station building burnt down in 1969 and was replaced with the current concrete block station building. The loading bank is the only original structure remaining from the 1923 station. The extant loading bank and 1969 station building are not expected to be impacted by the proposed works.

7.2 Rural Section 4604

This section included an accommodation paddock. Research did not indicate that any buildings or structures were constructed on the land, although it was common for accommodation paddocks to be fenced, to include water troughs, and a small hut for the drovers. These accommodation paddocks help tell the story of the importance of the drover to pastoralism and the transient drover lifestyle - an occupation which no longer exists. More broadly, they relate to national historic themes including pastoralism, transportation and land use.

7.3 Rural Section 4604, Subsection 1

This section housed saleyards from the beginning of the twentieth century. Prior to this date, the section was likely employed for pastoral use and nineteenth century buildings or structures were not identified on the section. For this reason, there is unlikely to be any archaeological remains. The early twentieth century saleyards, even though they are no longer extant, relate to the historic themes of pastoralism and trade and commerce. Auction day at the saleyards was of commercial significance to farmers but also a social opportunity, where they could share news and updates with fellow farmers. It was a similar opportunity for farming families and the saleyards speak to the nature of social interaction in rural areas.

7.4 Main South Road

SH1 through Rolleston has undergone many works and upgrades over the course of its existence. It is completely physically altered. However, the route is historically associated with the development of the Main South Road and the way that major routes opened isolated areas of New Zealand providing access to commercial markets and ports. It was only in the creation of such routes that the colony could prosper. The Main South Road was the first main trunk road in the South Island, and one of the only co-ordinated efforts between the Canterbury and Otago Provincial Councils. It is also historically significant for the manner in which the visionary public works scheme was accomplished. Later works of such a grand scale would be undertaken by centralised government: the Main South Road was accomplished by the Provincial Councils awarding

contracts to a variety of private contractors who worked on disparate parts of the route. In this way the whole came together.

7.5 Reserve 1636

This part of the project area is associated with the nationally significant Burnham Industrial School. Reserve 1636 was adjacent to the site which contained the school buildings. Reserve 1636 contained the school's vegetable gardens, farm yard and poultry farm. Farm buildings and structures included sheds, fences and chicken coups. The reserve is relatively large, and Parcel 26 is at the furthest east end of the reserve from the Industrial School buildings. Research did not identify any extant buildings or structures within Parcel 26 relating to the former Industrial School.

However, the area retains historical significance relating to the manner in which industrial schools functioned. As charity institutions, the authorities minimised costs by using the gardens and farm areas to help provide food. Also relevant was the central tenant of the institution to prepare children with practical trade skills by which they might support themselves. Boys were put to work in the gardens and farm yards so they might learn these types of skills. It was the need for large areas of ground that sawn the country's industrial schools located some distance from the nearest urban centre on large reserves of ground.

8 Constraints and limitations

The implementation of Optical Character Recognition (OCR) software to convert 19th century newspapers into digitised word-searchable text by Papers Past has created some errors in translation which limits a researcher's ability to accurately identify all contemporary newspaper articles on a specific topic.

Spatial information for the 19th century railway buildings is limited, and it was not possible to definitively identify the likely locations of the pre-1900 structures within the rail reserve. This was further hampered by a lack of available historic photographs of the general area.

9 Heritage Values

In Section 4 the history of the project area was considered in order to identify buildings, structures, features and/or places within the project area that had the potential for heritage value. Section 5 considered whether any existing buildings, structures, features and/or places of archaeological and heritage significance had been previously identified. In this section UOA uses this research to evaluate whether there are heritage values represented within the project area. If there are heritage values present, UOA also considers whether the values can be considered high, moderate or low.

Assessment of heritage significance is guided by the criteria outlined in Heritage New Zealand Pouhere Taonga Act 2014, the definition of historic heritage in the Resource Management Act 1991, the *Significance Assessment Guidelines: Guidelines for Assessing Historic Places and Historic Areas for the New Zealand Heritage List/Rārangī Kōrero* from HNZPT and NZTA's *Historic heritage impact assessment guide for state highway projects* (Heritage New Zealand Pouhere Taonga et al., 2019; NZTA 2015). UOA's significance assessment of the heritage in this section the heritage values of each of these places is assessed to ascertain whether their individual significance is considered to be high, moderate or low.

On the basis of previous research in Sections 4, 5 and 7, UOA has assessed the values contained within the project area to have an overall **low-moderate** archaeological and historic value (see Table 9-1).

Table 9-1. Summary of heritage values for SH1 Rolleston Flyover and Roundabout.

Criteria	Threshold for Inclusion	Key Findings
Aesthetic significance or value None	The place has, or includes, aesthetic qualities that are considered to be especially pleasing, particularly beautiful, or overwhelming to the senses, eliciting an emotional response. These qualities are demonstrably valued, either by an existing community or the general public, to the extent that they could be expected to experience a sense of loss if the qualities which evoke the aesthetic value were no longer there.	Although situated on the rolling plains of Canterbury, the project area does not include any landscapes, buildings or features that contains aesthetic heritage values
Archaeological significance or value Low	The place provides, or is demonstrably likely to provide, physical evidence of human activity that could be investigated using archaeological methods. Evidence obtained as a result of an archaeological investigation could be expected to be of significance in answering research questions, or as a new or important source of information about an aspect of New Zealand history.	Parcels within the project area, have been associated with 19th century uses including accommodation paddocks, saleyards, and as garden and farm land. There is a low possibility that investigations using archaeological methods could find remains of structures such as huts, sheds, fences, troughs and other structures which could provide evidence of human activity.
Architectural significance or value None	The place reflects identifiable methods of construction or architectural styles or movements. When compared with other similar examples, or in the view of experts or relevant practitioners, it has characteristics reflecting a significant development in this country's architecture. Alternatively, or in conjunction with this, the place is an important or representative example of architecture associated with a particular region or the wider New Zealand landscape.	Historical research did not identify any extant buildings or structures with heritage significance within the boundaries of the project area. The project area therefore contains no architectural values.
Cultural significance or value None	The place reflects significant aspects of an identifiable culture, and it can be demonstrated that the place is valued by the associated cultural group as an important or representative expression of that culture.	Historical research indicates that the area was used by Māori as part of a broader network of seasonal mahinga kai and kā ara tawhito. No specific information was found suggesting that the land comprising the project area was permanently settled by Māori or that any cultural remains of Māori origin would be impacted by the proposed works. Note: Tangata whenua values have not been assessed in consultation. Local iwi should be consulted about the cultural associations of this place.

Criteria	Threshold for Inclusion	Key Findings
Historical significance or value Moderate	<p>The place contributes towards the understanding of a significant aspect of New Zealand history and has characteristics making it particularly useful for enhancing understanding of this aspect of history, especially when compared to other similar places.</p>	<p>The project area is associated with several broad historical themes important in the national context.</p> <p>The railway reserve is associated with the early development of railways in New Zealand. The rail line was the first part of the "Great Southern Railway", championed by Canterbury's significant historical figures William Moorehouse and William Rolleston. Rolleston township only exists because of their vision and energy.</p> <p>The railway reserve is also associated with the theme of private rail contractors, in contrast to later government-run public works schemes. Internationally experienced Melbourne engineers George Holmes and Edward Richardson were connected with the construction and operation of Canterbury's early rail network from 1861 to c.1869. Edward Richardson is a significant historic figure as he later became Member of Parliament for Christchurch, Minister of Public Works and Member of the Legislative Council.</p> <p>Rural Section 4604 (Parcels 2, 3, 4, 6, 9, 10, and part of 5 in the project area) was an accommodation paddock. This relates to the national historic themes of land use, pastoralism in the nineteenth century, early transport routes, and the long-gone drovers. The former accommodation paddock helps tell the story of a forgotten history.</p> <p>SH1 is associated with the development of the Main South Road and the opening up of the colony. It signals the first venture from short tracks to a long trunk road linking main centres. Like the early rail network, it speaks to the work of the Otago and Canterbury Provincial Councils as they awarded piecemeal private contracts to form the road. Again, this is in contrast to the later public works schemes and speaks to the development of the early colony, early transportation routes and the opening up of isolated areas for settlement.</p> <p>Rural Section 4604, Subsection 1 housed saleyards from the beginning of the twentieth century. Saleyards relate to the historic themes of pastoralism and social connections, since auction day at the saleyards was both a commercial and social opportunity.</p> <p>Reserve 1636 (Parcel 26) is associated with Burnham Industrial School. The history of the country's industrial schools is nationally significant and not well understood, given that little remains. Indeed, it is only the former grounds of these institutions which speak to the function, purpose and experience of the Industrial Schools. Reserve 1636 was used as Burnham Industrial School's garden, farmyard and poultry farm. These areas not only helped feed the indigent children but were important as a training ground in practical skills for the boys.</p> <p>Although each of these historic values has high significance, the buildings, structures and features demonstrating the historic themes are no longer extant. Absence is a form of presence, however, and the spaces remain as a testament to significant heritage values.</p>
Scientific significance or value None	<p>The place includes, or is demonstrably likely to include, fabric expected to be of significance in answering research questions or a new or important source of information about an aspect of New Zealand's cultural or historical past through the use of specified scientific methods of enquiry.</p>	<p>The places within the project area do not have potential to provide scientific information about an aspect of New Zealand's cultural or historical past.</p>
Social significance or value	<p>The place has a clearly associated community that developed because of the place, and its special</p>	<p>While parcels within the project area have some social historic significance, the places are not associated with a</p>

Criteria	Threshold for Inclusion	Key Findings
None	characteristics. The community has demonstrated that it values the place to a significant degree because it brings its members together, and they might be expected to feel a collective sense of loss if they were no longer able to use, see, experience or interact with the place.	specific community that continues to demonstrate a sense of connection.
Spiritual significance or value None	The place is associated with a community or group who value the place for its religious, mystical or sacred meaning, association or symbolism. The community or group regard the place with reverence, veneration and respect, and they might be expected to feel a collective sense of loss if they were no longer able to use, see, experience or interact with the place.	The places within the project area do not have a faith-based association for a community organisation.
Technological significance or value None	The place includes physical evidence of a technological advance or method that was widely adopted, particularly innovative, or which made a significant contribution to New Zealand history OR The place reflects significant technical accomplishment in comparison with other similar examples, or in the view of experts or practitioners in the field, and has characteristics making the place particularly able to contribute towards our understanding of this technology.	The places within the project area do not provide evidence of technological advances, nor do they contribute towards our understanding of a technology.
Traditional significance or value None	The place reflects a tradition that has been passed down by a community or culture for a long period, usually generations and especially since before living memory, and has characteristics reflecting important or representative aspects of this tradition to a significant extent.	The places within the project area do not provide evidence of traditions that have been passed down through a community or culture.

10 Description of Proposed Work

In Section 9 the heritage values of the project were assessed and defined. In this section the proposed works are briefly described to aid in an understanding of the effect of these proposed activities on the project area. A map of the land parcels within which the project will be carried out is provided below in Figure 10-1.

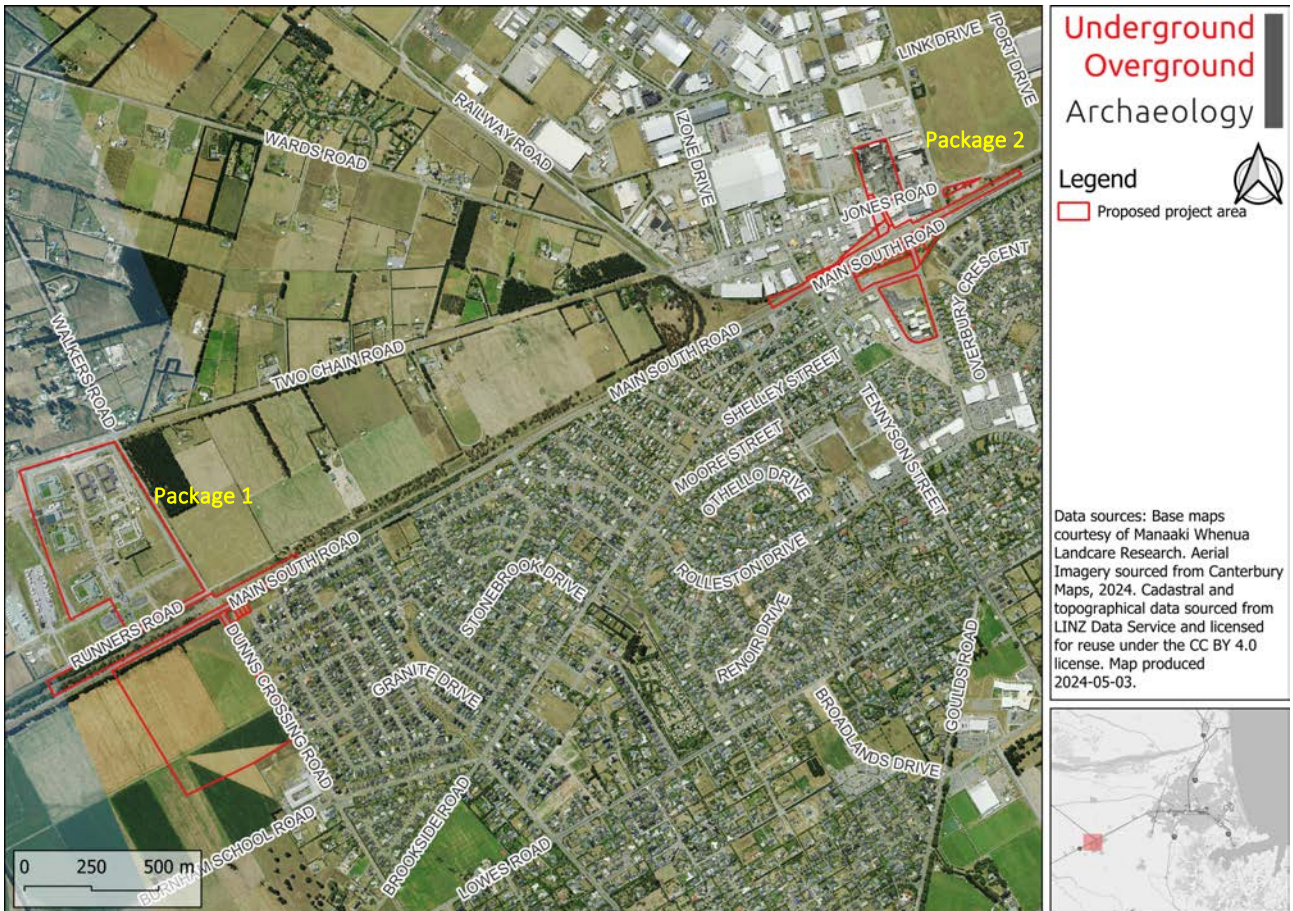


Figure 10-1. Land parcels affected by the proposed SH1 upgrades, Rolleston, outlined in red.

10.1 Proposed activities

New Zealand Transport Agency Waka Kotahi (NZTA) is proposing a number of roading modifications in Rolleston. The proposed works involve two main areas of works:

1. Package 1: a roundabout and associated approaches is proposed to be formed around the intersections of SH1/Main North Road, Runners Road, Walkers Road, and Dunns Cross Road.
2. Package 2: an overpass is proposed to be formed over SH1 and the railway, from Kidman Street and Rolleston Drive to Jones Road, generally in the area of Lot 1 DP 336463.

Smaller additional works are to occur along SH1 between the two packages, including road widening near the intersection of Jones Road and Hoskyns Road. These will be limited to the road reserve. The detail of these works has yet to be finalised and are unable to be accurately assessed at this time.

11 Assessment of Effects on Heritage and Archaeological Values

Based on the background historical research in Sections 4 and 5, the research results (Section 7) identified several parcels within the project area that had potential for heritage value. In Section 9 the heritage values were assessed, and the levels of significance were rated on a scale from **none** to **moderate**. In Section 10 the proposed works were described. The following section considers this previous research in order to define any effects the proposed works may have on heritage values, using the methods outlined in Section 3.3. The assessment of effects considers the level of significance and the magnitude of the impacts against the heritage values to provide a determination of the significance of effects. The effects on heritage values may be adverse, neutral, or beneficial.

The proposed activities are then evaluated according to the district plan rules, identifying whether the actions are non-complying, discretionary, restricted discretionary, or permitted (for clarification of these activities, please refer to Section 2.1). The proposed activities are then evaluated according to NZTA’s P45 Specification (NZTA, 2024b) which gives effect to Huia Kaimanawa – Heritage Policy for Land Transport Infrastructure (NZTA, 2024a).

11.1 Assessment of Effects on Heritage Values

As identified in Section 9, UOA found the project area has overall **low-moderate** a heritage values. The values were confined to archaeological and historic significance. There was found to be no aesthetic, architectural, cultural, scientific, social, spiritual, technological or traditional values.

Archaeological Value. There is some potential for pre-1900 archaeological remains to be discovered within the project area. However, UOA’s previous assessment (Wadsworth et al, 2024) determined that an archaeological authority was not required to complete the works as the effects are considered to be low. For this reason, the effects of the proposed works are considered to have a neutral-negligible effect on archaeological values.

Historic Value. Activities have occurred within the project area that contain moderate historic values and are connected to important historical people and themes. These values are represented by the places and spaces within the project area. There are no extant buildings, structures, and/or features which speak to these historic values. For this reason, the effects of the proposed works are considered to have a neutral-negligible effect on the historic values.

11.1.1 Summary of overall assessment of effects on heritage values

The proposed activities of the SH1 Rolleston Flyover and Roundabout constitutes a **neutral-negligible** magnitude of impact on the **low-moderate** heritage values of the project area. Using the matrix in Table 11-1 below, the overall level of significance of effects on the heritage values is determined to be **neutral-slight**. On this basis, UOA does not oppose the proposed works along SH1 Rolleston.

Table 11-1. The significance of effects on heritage values within the SH1 Rolleston project area

Heritage Value	Magnitude of Impact				
	No Change	Negligible	Minor	Moderate	Major
Very High	Neutral	Slight	Moderate-Large	Large-Very Large	Very Large
High	Neutral	Slight	Moderate-Slight	Moderate-Large	Large-Very Large
Medium	Neutral	Neutral-Slight	Slight	Moderate	Moderate-Large
Low	Neutral	Neutral-Slight	Neutral-Slight	Slight	Slight-Moderate
Negligible	Neutral	Neutral	Neutral-Slight	Neutral-Slight	Slight

11.2 Assessment under the District Plan Rules

The objective of the OSDP and POSDP is to ensure the overall contribution of historic heritage to the Selwyn District’s character and identity is maintained through the protection and conservation of significant heritage. The SH1 Rolleston project area does not include “significant heritage” within its boundaries. There are no scheduled heritage items within the project area and no buildings or structures entered on HNZPT’s List. While

the spaces contain some heritage values in their connection with nationally important historic themes, research indicates there are no extant heritage buildings, structures and/or features. For this reason, the District Plan rules are not triggered, and no application for a resource consent is required from a heritage perspective.

11.3 Assessment under P45

NZTA's P45 Specification gives effect to the Huia Kaimanawa - Heritage Policy for Land Transport Infrastructure. The specification sets out the requirements for management of heritage during infrastructure projects, including heritage asset management. Part 1.4. of the Specification directs that where a heritage assessment, or heritage screening as defined by NZTA, has shown the potential for heritage to be affected is low then an Accidental Discovery Protocol (ADP) is required. This does not preclude the requirement for an archaeological authority if required, which would then supersede the ADP (NZTA, 2024).

The established matrix for assessing magnitude of impacts to heritage values (Table 3-4, Table 3-5 and Table 11-1) differs slightly from P45's terminology. However, as UOA considers there is potential for a negligible-slight effect on heritage values the project should operate under an ADP protocol.

11.4 Consultation with Stakeholders

UOA does not provide an assessment of effects on cultural values, and it is recommended that correspondence with mana whenua is maintained throughout the development.

12 Mitigative Measures

Mitigation is a useful tool to reduce or remove unnecessary adverse effects and to offset those adverse effects that cannot be otherwise avoided. There are few hard and fast rules for mitigation, as this needs to be considered on an individual basis for each project.

The SH1 Rolleston overbridge, roundabout and small additional works in the road reserve will result in an overall negligible-slight effect, and the magnitude of impact is considered to be neutral or negligible. For this reason, no mitigative measure are required to offset adverse effects. However, UOA considers that a common mitigation tool, public interpretation, could be utilised to create a beneficial outcome for the heritage values.

12.1 Public Interpretation

Given the location and visibility of works, consideration could be given to public interpretation. This could be in the form of interpretation panels erected for the duration of works and/or following the completion of works for pedestrians. The information contained in this report could be utilised to erect panels at the relevant locations drawing public attention to, for example:

- the history of the first Main South Road, and its importance in opening up trade and commerce routes and the settlement of rural areas.
- the Great Southern Railway, the contribution of William Moorehouse and William Rolleston, and the history of the Rolleston Railway Station;
- the story of accommodation paddocks and the long-gone drovers;
- saleyards, their purpose, and their commercial and social function in rural communities;
- the Burnham Industrial School garden, farm yard and poultry farm.

By drawing public attention to the early uses of these areas, NZTA has the opportunity to grow public understanding: particularly around early transportation routes and mechanisms, including roads, railways and the transient drover. These stories provide a context to the evolution of transportation up to the present day and the Rolleston works being undertaken by NZTA. By providing interpretation for all these heritage spaces, NZTA can draw public attention to the importance of heritage values in the landscape: places where absence is still a form of presence.

Interpretation should comply with the *ICOMOS Charter for the Interpretation and Presentation of Cultural Heritage Sites* (2008), which defines interpretation broadly as

...the full range of potential activities intended to heighten public awareness and enhance understanding of cultural heritage site. These can include print and electronic publications, public lectures, on-site and directly related off-site installations, educational programmes, community activities, and ongoing research, training, and evaluation of the interpretation process itself.

13 Conclusions and Recommendations

NZTA are proposing a series of access improvement works along SH1 in Rolleston, involving the formation of a roundabout and overpass, although the precise nature and extent of earthworks has yet to be finalised.

Historical research has revealed the land within the proposed project area was primarily pastoral in use well into the 20th century, with no evidence for pre-1900 occupation likely to result in archaeological remains. Railway reserve land was also a feature of the project area, but 19th century rail structures were constructed outside of the project boundaries. No evidence was found that pre-1900 archaeological remains would be encountered during works. As recommended by UOA's earlier archaeological and heritage assessment (Wadsworth et al, 2024) an archaeological authority is not required.

UOA's research determined that that project area parcels 5, 12, 14, 16, 18,19, 20, 21, 22, 24 and 25 had no potential for heritage value. However, parcels 1, 2, 3, 4,6, 8, 9, 10, 11, 13, 15, 17, 23 and road reserves had some potential for heritage value. None of these 14 parcels with potential heritage values contained extant heritage buildings, structures and/or features, but the land was historically used for purposes which connected to nationally important historic themes. These themes included the early history of transportation demonstrated by the stories of drovers who moved herds throughout the South Island, the development of the Main South Road, and the visionary Great Southern Railway. Other themes included the management of New Zealand's Benevolent Institutions and the importance of saleyards to the rural economy and way of life. As there are no extant heritage buildings, structures and/or features, the potential effects of the proposed works on historic values are considered to be neutral-negligible. UOA considers NZTA has the opportunity to have a beneficial effect on the historic values by adding public interpretation, particularly relating to the history of transportation, to relevant locations in the project area.

UOA also makes the following recommendations:

- 1) As a first principle, every practical effort should be made to avoid damage to any archaeological site discovered during any works programme.
- 2) The archaeological values have been determined to be low. In line with P45 Specification of NZTA's Huia Kaimanawa – Heritage Policy for Land Transport Infrastructure, all works should be carried out under an Accidental Discovery Protocol (outlined in NZTA P45 Specification). Any archaeological material encountered during works should be reported to Heritage New Zealand Pouhere Taonga and an archaeologist.
- 3) Despite the determination of this HIA, the client is advised to engage with mana whenua, as there may be additional cultural values impacted by the project.

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