

24. ARCHAEOLOGY & BUILT HERITAGE

Overview

There are no known archaeological or built heritage sites within or adjacent to the Project designation boundaries.

There is a history of both Māori and European land use around the Project area. Therefore, there is the potential for unidentified archaeological sites to be exposed during earthworks for the new State highway. Accordingly, appropriate protocols will be used, in the event of the accidental discovery of potential archaeological material. As a precaution, an archaeological authority to destroy, damage or modify an archaeological site will be sought from the NZHPT prior to earthworks commencing.

24.1. Introduction

Detailed investigations have been undertaken to profile the existing environment in relation to archaeology and built heritage. These investigations are discussed in Technical Report 12 - Assessment of Archaeological Effects, appended within Volume 3 of this application.

Technical Report 12 presents an archaeological assessment of the Project and includes sites of Māori origin. It does not constitute an assessment of Māori cultural values, as there can potentially be sites of significance to Māori for their spiritual and traditional values that have no physical remains and therefore cannot be assessed in terms of archaeological value. Information relating to potential sites of cultural value has been obtained through a Cultural Impact Assessment. This information is contained in the associated Cultural Impact Report (Technical Report 15, Volume 3) and discussed in Chapter 23 of this AEE.

This chapter summarises the existing archaeological and built heritage environment and establishes the historical context of the Project area. It provides an assessment of the actual and potential effects on archaeology and built heritage and outlines measures to avoid, minimise or mitigate any such effects.

24.2. Historical background

24.2.1. Maori occupation

Māori are known to have used this general area when they carried their waka between the headwaters of the Heathcote and Halswell Rivers (roughly in the area of Owaka Road), as they journeyed between the settlements around Christchurch and Banks Peninsula / Lake Ellesmere. The Assessment of Archaeological Effects identifies the presence of two mahinga kai near Rolleston, but the exact location of these is not known. The waterholes at Templeton are marked on an early European map as Ruapuna, indicating that Māori knew of the existence of these, and no doubt used them.

24.2.2. European occupation

The first European use or occupation of the land between Prebbleton and Templeton came with the take up of runs in the early 1850s. The available information makes it difficult to determine exactly which runs covered the area in question. The Coringa run appears to have done so, and Prebbles run may also have covered part of the area, as presented in Figure 53.

Figure 53: The runs taken up in the immediate vicinity of Christchurch



Runs 27 and 102 made up Coringa and were taken up by Charles Church Haslewood in May 1852 and August 1853 respectively. Coringa was notable for being the site of the first known public sheep dip in Canterbury.

Run 10, which was known as Prebbles run, was taken up by William James Prebble. The Prebble's undertook some work on their land, building a one mile long sod wall on the northern boundary. A track from this boundary led to the city and was initially known as "Prebble's". After it was extended towards The Springs run it became known as "Springs Track".

The proximity of Coringa and Prebble's run to the burgeoning settlement of Christchurch was the reason for the rapid freeholding of the land, as new settlers sought to establish small farms of their own. The increasing density of settlement in the area led to the development of roads, with Springs Road and what would eventually become the current State highway 1 surveyed by 1866. Closer settlement also led to the construction of a railway line from the city to Rolleston. This line was completed in 1866.

Within a decade, another railway line had been built through the area. This was the Southbridge branch, which ran from Hornby to Southbridge. The line was built to service the increasing number of crop farms in the district, enabling farmers to get their product to market efficiently. The line opened on 13 July 1875 and carried passengers until 12 April 1951. The stations along the line were at Southbridge, Doyleston, Ellesmere and Prebbleton. By December 1967, only a small section of line was operational, between Hornby and Prebbleton. This is still used and is known as the Hornby Industrial Line.

Templeton, named for Edward Templer, developed around an area known as Waterholes, on account of the springs in the area. This reliable water supply meant that bullock wagon trains often camped here for the night. The first freehold purchase (a block of 50 acres) in this area was by Arthur Charles Knight and included the waterholes. The waterholes lay to the south of the Great South Road. In 1863 Templer donated two acres for a school, which opened by the end of 1863. Around this school, the settlement of Templeton grew, although town sections were not surveyed off until 1877.

Most of the land around Templeton and Prebbleton has been rural since the arrival of Europeans, although more recent years have seen the development of commercial areas. One interesting industry in the area during the 19th century was Trent's chicory farm. This was located in the southern part of the study area. This farm was established in 1866 and by the early 1870s there was a substantial complex at the farm, reflecting the success of William Trent's business.

24.3. Existing environment – archaeology and built heritage

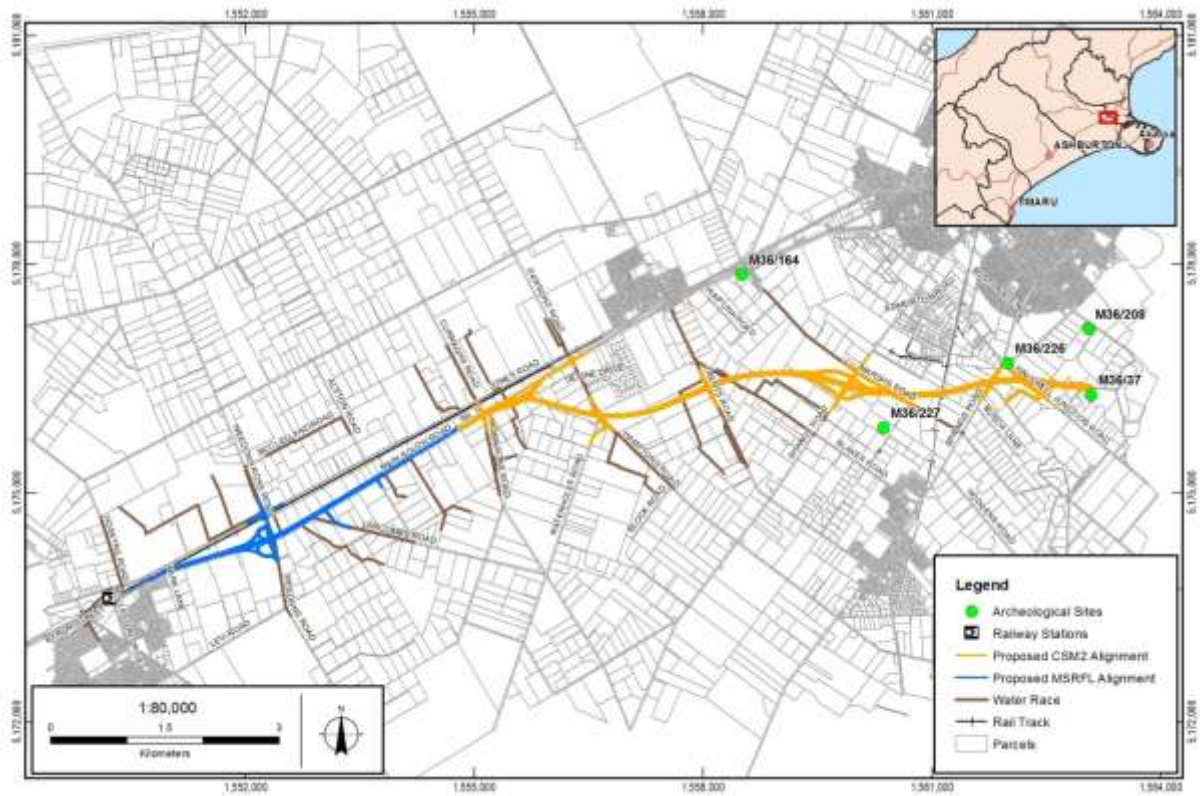
Within the wider Project area, seven recorded archaeological sites and one built heritage structure have been identified. However, none of the identified archaeological sites are located within the proposed designation footprint. In addition, the land required for the Project and its construction is not in close proximity to the listed heritage building.

24.3.1. Archaeology

The recorded archaeological sites (shown in Figure 54) noted in the broader archaeology study area have been identified as two middens / ovens (M36/34 and M36/37), three historic houses (M36/164, M36/226 and M36/227), a religious institution (M36/237) and an agricultural / pastoral site of undefined type (M36/208). The two midden / oven sites are indicative of past Māori activity in the area. One of the historic houses no longer exists (M36/226) which would have

otherwise been located adjacent to the designation. The next closest recorded site is 55 m from the proposed alignment.

Figure 54: Recorded archaeological sites with an overlay of road corridor



While it is possible that there are other archaeological sites (particularly fences) within the proposed road corridor; historical research suggests that there are no significant archaeological sites within the immediate vicinity of the Project.

None of the identified archaeological sites will be adversely affected by the proposed works.

24.3.2. Built heritage

The Selwyn District Plan identifies the Trents chicory kiln as a heritage building on Planning Map 13. This heritage item is located at Trents Road (Lot 2 DP 19955) on a property adjacent to the proposed road corridor. This building is listed as Category II by the NZ Historic Places Trust. The land required for the Project and its construction is not in close proximity to this building. Therefore it is considered that there will be no adverse effects on this heritage item.

No other built historic site noted in the Christchurch City Plan or the Selwyn District Plan has been identified in Technical Report 12 as being potentially affected by the Project.

24.4. Assessment of effects on archaeology and built heritage

No archaeological sites within the Project corridor have been identified. Accordingly there are no anticipated adverse effects on archaeology and built heritage.

However it is possible that archaeological sites not identified during the assessment may be uncovered during earthworks for the new road, such as middens, ovens, Māori occupation sites, building sites and/or rubbish dumps. Measures to manage this potential occurrence are addressed below.

24.5. Measures to avoid, remedy or mitigate adverse effects on archaeology and built heritage

The Project will not affect any known archaeological or heritage sites. They have been 'avoided,' consistent with section 17 of the RMA and accordingly, no specific mitigation measures are necessary.

24.5.1. Accidental discovery protocol

Although there are no sites of archaeological significance that have been identified within the immediate area of the proposed Project corridor, there is the possibility that such sites have not yet been discovered, or identified. As such, it is important that a precautionary approach is taken, as there may be unknown sites present and adversely impacted on, especially during construction. If an archaeological site was discovered during works, an authority from the NZ Historic Places Trust (NZHPT) would also be required under the Historic Places Act 1993.

Measures are proposed to ensure correct protocol is followed in the event of an accidental discovery of potential archaeological material. The accidental discovery protocol drawn up by Te Runanga o Ngai Tahu, Transit (now the NZTA) and the New Zealand Historic Places Trust will be put in place, and all contractors involved in earthworks will be briefed on the accidental discovery protocol and receive training in the recognition of an archaeological site. This accidental discovery protocol is contained in Appendix 1 of Technical Report 12.

As a precaution, an archaeological authority to destroy, damage or modify an archaeological site will be sought from the NZHPT prior to earthworks commencing. This is likely to contain conditions relating to on-site briefings and the preparation of a management plan which includes monitoring requirements.

If archaeological sites are exposed during the earthworks, they will need to be excavated, recorded and analysed in accordance with standard archaeological techniques.

The NZHPT is likely to require that an archaeological management plan is prepared as a condition of the authority. The exact requirements of the management plan will be determined by the NZHPT but are likely to include details about where and when monitoring and site briefings are required, procedures and protocols for any stand-down periods for archaeological work to take place, the role and level of authority of the archaeologist and procedures for dispute resolution.

24.6. Conclusion

No archaeological sites within the road corridor of MSRFL or CSM2 have been identified, although there is a history of both Māori and European use of the area. Given that it is possible that archaeological sites not identified during this assessment could be exposed during earthworks for the Project, an authority to destroy, damage or modify an archaeological site should be sought from the NZHPT prior to earthworks commencing. This will avoid any delays during construction, should an archaeological site be exposed. An accidental discovery protocol will be in place to manage the possibility of exposing a previously unrecorded archaeological site.