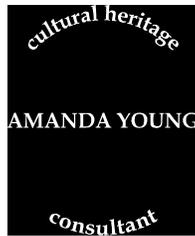


Appendix K: Heritage Assessment



**Nelson Arterial Traffic Study
Stage 3:**

**Assessment of Impacts of Four Preferred Options on
Heritage Values**

Report Prepared for Nelson City Council

Revised 4 November 2010

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1.0 Introduction

The principal objective of the Nelson Arterial Traffic Study is to determine the best transport system configuration between Annesbrook and the QEII / Haven Rd roundabouts that will improve the City as a whole. This includes an assessment not just of transport related impacts but also of other economic, social, environmental and cultural impacts.¹ Environmental impacts include the impacts on historic sites.

Stage 2 of the Nelson Arterial Traffic Study reduced a long list of arterial route options to four potential options. These are

- Option A: Part time clearways (plus PT² and TDM³)
- Option B: Southern Arterial (plus PT and TDM) including consideration of a flyover or an underpass at Toi Toi Street
- Option H: Rocks Road Four Laning (plus PT and TDM)
- Option I: Waimea Rd / Rutherford St Four Laning (plus PT and TDM)

A report assessing the potential impact of the four preferred options on historic sites such as archaeological sites, buildings and structures was produced in July 2010. Since then the four options have had some redesigning. There have also been two stakeholder meetings. There have been some points raised by stakeholders with specific regard to cultural heritage. This report has been reviewed and amended in light of these changes and comments. Further information on historic buildings and places has also been gathered for a separate study for Nelson City Council. Some of this information is now able to be incorporated into the study.

The report does not consider the impacts on historic trees. This is outside this author's expertise. However, trees listed on the Nelson Resource Management Plan near the four options are listed within the text for information purposes. No assessment of impacts on the trees has been carried out. This is best done by a specialist.

¹ MWH 2010a: pg 3

² Public Transport

³ Travel Demand Management

The report does not consider places of significance to Maori besides archaeological sites and in that case does not consider the cultural and spiritual significance of archaeological sites to Maori. This is the province of Maori. Consultation with Maori regarding cultural places and values is recommended.

2.0 Methodology

Plans of the four preferred options were provided by MWH. Revised versions were provided in August 2010. These are concept plans rather than precise drawings. They consist of aerial photographs with the extent of the carriageway, footpath and parking zones marked. These were used in conjunction with broad descriptions of the options, the same information that was made publicly available. This information is enough to make general statements about the preferred options and the potential effects. However, precise details of the potential affects are not possible at this stage of the project.

Background information was gathered from published and unpublished sources. The New Zealand Archaeological Association Site Recording Scheme, which holds data on all recorded archaeological sites, was accessed via the website ArchSite. The New Zealand Historic Places Trust Register of historic buildings, places and archaeological sites was examined as were the appendices attached to the Nelson Resource Management Plan.

Consultation occurred with knowledgeable individuals and stakeholders (the Nelson Heritage Advisory Group, the New Zealand Historic Places Trust Branch Committee and Nelson Historical Society). This consultation was brief but useful. A meeting of Tiakina Resource Management Group, representing four of the six iwi with mana whenua in the Nelson region, was attended. However, iwi were not yet at the stage of being able to discuss details of the options. Two community stakeholder meetings were held in August 2010 as part of Stage 2 of the project. These were not attended by this author but feedback on the meetings was provided.

Site visits were made to visit historic sites along the routes of the preferred options and to assess the impacts of the proposals.

3.0 Preferred Options

3.1 Option A: Part time clearways

3.1.1 Description of the option.

In brief, “Option A would provide for arterial traffic by providing an additional peak-hour clearway lane on the existing road corridors between the Haven Road roundabout and the Annesbrook Drive roundabout. A clearway lane would be provided northbound on SH6 (Annesbrook Drive, Tahunanui Drive, Rocks Road and Wakefield Quay) and southbound on Rutherford Street and Waimea Road (these clearway locations simplify traffic management at the key intersections at each end of the corridors). The clearway lanes would become available for parking during off-peak hours. Along the waterfront, the footpath on the seaward side would be widened (with piles or by cantilevered construction) to incorporate a 4m-wide footway and cycleway. This would enable the current on-road cycleway to be removed and three lanes to be provided on the existing carriageway... Further development work is required into the appropriate form of intersection treatments along the length of the routes.”⁴

3.1.2 Historic sites along the route

Annesbrook to Tahunanui

Prior to the late 1800s the eastern mouth of the Waimea River lay alongside the Tahunanui Cliffs with a large sand bank to the west and sand dunes bordering swampy ground to the south east⁵. The channel would have been used by Maori and the early settlers to move people and goods through to Richmond and the Waimeas. By the 1870s the channel was shallowing as the Waimea River cut itself another channel near Mapua, and in 1881 the mouth was dry at ordinary spring tides. The sand gradually kept accumulating until the beach was formed.

An important early Maori habitation site (O27/21 and O27/112⁶) is recorded at Tahunanui near what would have been at the mouth of the Waimea River. Occupation

⁴ MWH 2010a:pg 31

⁵ Dickinson 1991:pg 223-225; Warren 2009: pg 117

⁶ New Zealand Archaeological Association Site Record number

layers and large quantities of early period artefacts have been found either side of Bisley Avenue in the 1960s and 2005⁷. Material found included archaic midden (containing the bones of fish, moa, fur seal, Polynesian dog, wood pigeon, spotted shag and other birds) and artefacts including adzes, flakes, chisels, drill points and fish hooks and lures. The evidence suggested that the site may have been occupied seasonally. No archaeological evidence was found under State Highway 6 when upgrading of the intersection occurred in 2007.

Tahunanui and Annesbrook were part of the New Zealand Company's suburban or accommodation sections. The main road (known as the Port Road) was one of the earliest roads in Tahunanui. It is shown on the 1842 Map of Suburban South and was probably built by New Zealand Company directed road gangs in the 1840s⁸. The road from the beach to Stoke was graveled from the 1860s.

Much of the land either side of the road between Tahunanui and Annesbrook was originally part of large family estates such as the Thompson family property which extended from Rocks Road to Tamaki Street. Edward Green's estate "The Sands" formed a triangle between Waimea River, SH6 and Parkers Road. It was a mixture of sandhills, raupo swamp and pasture. Part of the land was leased as a golf club in 1895 until the land was sold for subdivision in 1903. Early photographs show some turn of the century houses along the road, for example, at the corner of Muritai Street and SH6⁹. The historically significant 1913 Tahunanui Town Hall is at 63 Tahunanui Drive¹⁰.

After the Waimea River channel silted up the Nelson City Council brought the ensuing sand flats from the Green family in 1899 (although purchase was not completed until 1909¹¹). Although the beach had been popular prior to the building of Rocks Road it was this ease of access that really encouraged visitors and motivated the council to buy the land and develop the reserve. One of the earliest structures along the road was a tearoom

⁷ Miller 1971; Young 2006

⁸ Dickinson 1991:pg 49

⁹ Nelson Provincial Museum Photograph collection.

¹⁰ Bowman et al 2010

¹¹ Dickinson 1991:160)

established in 1914. Most of the development at Tahunanui occurred post-1920s when land was subdivided along Rocks Road and SH6, and the Tahunanui Town Board was formed¹². The 1922 Fell Memorial lies adjacent to library. Although relocated in 2007 this is locally significant¹³. The Nellie Nightingale Library (1978) is locally and architecturally significant¹⁴.

Heritage, landscape or locally significant trees recognized by the Nelson Resource Management Plan in this area are a *Phoenix canariensis* (Canary Island Palm) at the corner of Tahunanui Drive and Beach Road; 16 more *Phoenix canariensis* around the Nellie Nightingale Library; and a Rata (*Metrosideros robusta*) at 44 Tahunanui Drive.

Rocks Road, Wakefield Quay and Haven Road

Nelson's waterfront, particularly the section between Tahunanui and Auckland Point, has been the focus of occupation and settlement for hundreds of years. The pa and settlement area of Matangi Awhio (O27/49, O27/58) at Auckland Point is traditionally associated with the chief Pohea who arrived in the district from the North Island in the fifteenth century¹⁵. The site was later used by other iwi as a fishing camp and settlement place. The site remained important through to the early historic period when it was used as a trading place and habitation site for Maori coming in to Nelson from around the district. Another temporary habitation site for Maori visiting Nelson town was at the foot of Russell Street¹⁶. The Mitchells call this area Poiwhai. Te Punawai (O21/70) is a habitation and fishing camp at the base of Richardson Street traditionally associated with Ngati Koata. Remains of this site were archaeologically recorded in 1996 along lower Richardson Street and adjacent to Rocks Road by the substation¹⁷. Material recovered included moa bone, shell midden and a range of worked stone. Early historic artefacts were also found in the vicinity.

¹² Young 2006.

¹³ Bowman et al 2010

¹⁴ Bowman et al 2010

¹⁵ Mitchell 2004; pg 70-71, 302-303

¹⁶ Mitchell 2004; pg 304

¹⁷ NZAA Site Record Form; Nichol n.d.

Within the first few years of the New Zealand Company settlement at Nelson there were houses, buildings, industry, wharfs and various other structures along Haven Road and Wakefield Quay. It was one of early Nelson's centers of activity. Arthur Wakefield even had his house in the vicinity of 403 Wakefield Quay¹⁸. Haven Road and Wakefield Quay ran along the edge of the old shore. Haven Road was the main road between the city and the port. The Dun Mountain Railway was extended to the wharves at Wakefield Quay in 1861 / 1862 and the Nelson Railway similarly extended in 1880¹⁹. Both railways ran along Haven Road. The railways were protected by a wooden seawall in the 1860s and a stone one in ca.1878.

Wharves, jetties, slipways, buildings and boathouses were built along the waterfront from the 1840s²⁰. Small boats tied up along Haven Road and the larger ones came into the wharves at Wakefield Quay. To name a few of the wharves, these included the New Zealand Company wharf at Green Point, Queen's Wharf (alias Customhouse Wharf) built by 1854, and a government wharf at Green Point built 1859-1860. Historic photographs show successive structures along the waterfront including boat houses, slip ways, the pilot station and the saltwater baths at Wakefield Quay. These were gradually replaced, removed or eroded. The opening of the Cut in 1906 contributed to the demise of structures along Wakefield Quay as the consequent surge undermined foundations and made mooring boats difficult²¹.

The historic importance of the waterfront along Haven Road, Wakefield Quay and later Rocks Road is reflected in the large number of buildings and structures that are registered under the Historic Places Act 1993 or listed in the Nelson Resource Management Plan. The Nelson Resource Management Plan currently lists along Haven Road five houses, a memorial plaque, the Customhouse Hotel and the church at 235 Haven Road. Along Wakefield Quay are listed fourteen houses, the Boat Shed, the Power House, the former Anchor Shipping Company office, the Boat House (formerly the Iron Duke Sea Scouts

¹⁸ Bowman et al 2010

¹⁹ Johnston 1996

²⁰ Johnston 1996; Parr 1971; Westrupp 2007

²¹ Warren 2009:pg 177

Building), and the granite wall between the Powerhouse and the sea rescue launch ramp. The buildings date from 1843 to 1940. Archaeological sites listed by the council along the waterfront are the gas works site at Haven Road, Te Punawai, the Tahunanui kainga (village), Matangi Awhio and the Cliffs Gun Emplacement. Further buildings, objects and sites are being considered for listing.

On the Historic Places Trust register are houses at 81, 89, 229, 231 and 233 Haven Road; Edwards and Company Building at 1 Haven Road, The Custom House Hotel 252 Haven Road and The Iron Duke Sea Scouts Building (326 Wakefield Quay). The Historic Places Trust also recognizes as nationally significant (Category 1) the chains and stanchions of the seawall and as Category 2 the part of the seawall between the old Power House and the sea rescue launch ramp. This part of the seawall was registered in the 1982 as it was believed to be the only entirely unmodified section of the original seawall²². Both these items are also listed on the Nelson Resource Management Plan.

Work began on the Rocks Road seawall and road in early 1892²³. The need for a road around the rocky shore between Wakefield Quay and Tahunanui was first raised in the mid 1870s. There was a partial path along the shore between the two areas but this was narrow, tidal and reverted to the rocks below The Cliffs. The wall was carefully designed by the notable engineer Samuel Jickell. The wall was constructed of concrete blocks along the more exposed western section and perhaps square granite blocks along the more sheltered eastern part. The concrete blocks were large, rectangular, sometimes rebated, pre-cast concrete blocks joined together by mortar. The western section of the wall was more sloping than the eastern section to counteract the larger seas at that end. Steps down to the sea were built into the design. An artificially-made ground for the road was filled in behind the wall. The road was initially dirt, then gravel (by late 1897) and much later sealed. The wall was finished in 1899.

²² T. Hunter, Nelson Historical Society, personal comment.

²³ Anderson 2002

The iron stanchions with a linking chain were designed by Jickell to protect pedestrians from the wild seas that over-flowed the wall. They were installed in two stages. The first section was gifted by John Tinline and his English friend James Tytler and installed by early 1898 along the more exposed west section of the wall. Thomas Cawthron gifted the remaining section to the east in 1913 after several vehicle accidents. The positioning of the stanchions at 3.2 m (10ft) intervals influenced the design of later walls in that every new concrete rib was centered on a wall-top stanchion above²⁴.

Later modifications to the wall included applying a cement plaster coating to the outer surface of the concrete blockwork to prevent heavy seas washing away the mortar and the fill behind the wall. The road was also raised along the section of wall around Magazine Point to counteract the heavy seas²⁵. The footpath was left at the original level. Further improvements were made to the seawall and road in 1958 / 1959 and 1962 / 1963²⁶. These were to cater for the greater loads and increased traffic and to improve the ability of the wall to absorb and withstand heavy seas particularly at the western end. Both lots of work were designed by the Nelson City Engineer's office to take into account prevailing wind direction, wave action and location including the relationship to the rock formations, Haulashore Island, The Cut and Tahunanui Beach²⁷. The last major modifications occurred in 2003 / 2004 in an attempt to solve erosion at Tahunanui Beach²⁸. With each modification the stanchions were relocated onto the edge of the new wall.

There are a number of other important historic places along the waterfront. These include Basin Reserve on Rocks Road. This was formed as part of the construction process of Rocks Road. It was initially a small indent in the cliffs at Magazine Point. This was filled in with the help of small boats including the *Sudden Jerk*²⁹. It became a pleasant small park with Norfolk Pines (which are still standing) and the 1897 Record Reign Fountain in

²⁴ Anderson 2009 Part 3: pg 1

²⁵ Anderson 2002: pg 13

²⁶ Anderson 2009 Part 1:pg 11; Anderson 2002: pg 11-13

²⁷ Anderson 2009 Part 1:pg 8

²⁸ Anderson 2009 Part 1:pg 12

²⁹ Westrupp 2007:pg 111

the middle³⁰. The opening ceremony for Rocks Road was held in the reserve. Basin Reserve contains woodland listed on the Nelson Resource Management Plan. A *Phoenix canariensis* (Canary Island Palm) and *Araucaria heterophylla* (Norfolk Island Palm) are also within the reserve. These are recognized respectively for their landscape and local significance.

Further heritage, landscape or locally significant trees recognized by the Nelson Resource Management Plan are at 595 Rocks Road (two *Araucaria heterophylla* and two *Metrosideros excelsa* (Pohutakawa)); seven trees and a woodland at the reserve at the corner of Richardson Avenue and Rocks Road; a *Metrosideros excelsa* at 365 Wakefield Quay; a *Cedrus deodara* (Deodar) at 403 Wakefield Quay; a woodland around the Moller Fountain; a woodland along the Haven Road median strip; a *Rhopalostylis sapida* (Nikau palm) and a *Phoenix canariensis* at Auckland Point School;

Successive episodes of reclamation have obscured the line of the old shore along Haven Road, covered the mudflats and changed the river mouths of the Maitai and Saltwater Creek. The expansion of Port Nelson has also replaced or covered old wharves and structures. However, there may be pre-1900 remains (including structures, wharf remains and reclamations) under later developments along Haven Road and Wakefield Quay. There is also likely to be other archaeological remains along Wakefield Quay. Known archaeological evidence along the foreshore includes remains of the slip on the northern side of the Power House and the site of the 1878 Saltwater baths next to and under the Nelson Yacht club. There is also likely to be further remains of wharves, slipways and other maritime heritage remnants.

Although outside this author's expertise there are nationally significant geological features to Rocks Road.

³⁰ G. Anderson email to A.Young 28 June 2010

Rutherford Street and Waimea Road

Settlement occurred along these roads from the earliest days of the New Zealand Company town. Rutherford Street (originally part of Waimea Road) and Waimea Road were one of the main routes south from Nelson to Stoke and beyond. At the northern end from the 1840s there was a mixture of commercial buildings and domestic houses. Further away from town the buildings were mostly domestic. There were a number of notable Nelson institutions along Rutherford Street / Waimea Road including the Theatre Royal, large commercial places such as Baigents Timber Yard, Nelson College, Nelson Girls, the hospital and Bishopdale, the home of the Anglican Bishop.

Anzac Park is at the northern end of Rutherford Street. This is an area of reclaimed mudflat called Miltons Acre. It was purchased by the Council in 1897 and called Miltons Acre Reserve³¹. Following World War 1 the park was dedicated to the Australian and New Zealand war dead and renamed Anzac Park. It contains war memorials, including the 1958 Anzac memorial which was relocated here in 1988, and formal plantings.

A number of buildings on both roads are listed on the Nelson Resource Management Plan. These include the nationally important Theatre Royal at 78 Rutherford Street. Other listed heritage buildings on Rutherford Street are the 1859³² Brown House at 52 Rutherford, a 1920 commercial building at 109 Rutherford (Kelvin's Cycles), the 1900 Baigent House at 114 Rutherford (the Palace), the Quaker Cemetery between 134 and 136 Rutherford Street, the 1930 building at 136 Rutherford, and six 1887 cottages at 216, 218, 220, 222, 224 and 226 Rutherford Street. Pomeroy's (80 Hardy Street) on the corner of Hardy and Rutherford Street is also listed. On Waimea Road is the 1915 Nelson Public Hospital Central Store at 98 Waimea Road and the Chapel of the Holy Evangelists at Bishopdale (223 Waimea Road). Other buildings along Rutherford Street and Waimea Road are being considered for listing³³.

³¹ Bowman et al 2010

³² Date revised by Bowman et al 2010.

³³ Bowman et al 2010

The Historic Places Trust also registers the Baigent House and the row of 1887 cottages on Rutherford Street, Bishopdale Historic Area and the chapel, the Nelson Public Hospital Central Store and a house at 139 Waimea Road. The Historic Places Trust has previously identified the Theatre Royal for registration as a Category II historic place but it hasn't yet been formally registered.

The Bishopdale Pottery is also on Waimea Road, just south of Bishopdale. Other buildings of note along Rutherford Street are 2-6 Bridge Street (on the corner of Rutherford Street, a 1954 architecturally significant building; the Church of Christ at 173 Rutherford Street, locally significant and part of a continuum of churches on the same site since ca.1880; and the church at Rutherford Street of architectural interest.³⁴ The historically significant Nelson Boys College is adjacent to Waimea Road with the 1948 architecturally significant main block close to the road.

Heritage, landscape or locally significant trees recognized by the Nelson Resource Management Plan in this area are at 248 Rutherford Street (*Fagus sylvatica* 'purpurea' (Copper beech); a woodland, 20 *Phoenix canariensis* and a *Ulmus americana* (white elm) at Anzac Park; a *Fagus sylvatica* 'purpurea' at Rutherford Park (opposite Anzac Park); a *Cordyline australis* (Cabbage tree) in the reserve road outside 403 Waimea Road; a *Phoenix canariensis* at 538 Waimea Road; a *Sequoia sempervirens* (Californian redwood) at 243 Waimea Road; and an *Eucalyptus ficifolia* (red flowering gum) at 589a Waimea Road. Numerous significant trees are listed at Bishopdale and Nelson College.

3.1.3 Impacts of the option on historic sites

Option A involves the construction of an additional peak-hour clearway lane along Annesbrook Drive, Tahunanui Drive, Rocks Road and Wakefield Quay. A further lane would be provided on Rutherford and Waimea Roads for southbound traffic.

The additional lane along Annesbrook Drive, Tahunanui Drive, Haven Road, Rutherford Road and Waimea Road will be constructed within the existing carriageway. The effects

³⁴ Bowman et al 2010

of the option on historic sites in these areas are minor, if any. There may be some minor effects on pre-1900 road surfaces or structures if any excavation occurs. However, this could be mitigated by information retrieval.

Any excavation below the existing road surface in the vicinity of the Bisley Avenue / Tahunanui Drive intersection or to the east of the existing carriageway has the potential to impact on the important Maori village site recorded in this area (O27/21). However, the plans indicate that such excavation would not occur.

The additional lane along Rocks Road and Wakefield Quay will have far more ramifications. In order to provide for an extra lane along this narrow stretch of road it is proposed to widen the footpath on the seaward side of the road to incorporate a four-meter wide footpath and cycleway. The new path will need to extend out beyond the seawall on piles or be cantilevered. This would allow the present cycleway to be removed and three lanes to be provided on the existing carriageway.

The new footpath and cycleway structure will have serious effects on the physical structure, historic integrity and aesthetic values of the Rocks Road seawall, stanchions and chains. Rocks Road Seawall has high significance for its historical, architectural, technological and landscape values. It also has archaeological significance and the appreciation and esteem of the community. It is proposed for listing in the Nelson Resource Management Plan. Part of the seawall³⁵ is also registered by the NZ Historic Places Trust as a Category 2 structure and is already on the Nelson Resource Management Plan. It is believed by this author that all parts of the seawall, including the twentieth century additions, are important and have heritage value. The Rocks Road Chain Fence, an integral part of the seawall, has already been recognised by the NZ Historic Places Trust as having national significance (Category 1) and is recognised by Nelson City Council as a Category A³⁶ structure on the NRMP. The proposal for the new

³⁵ There is very little information available on the listing. The date of this portion of the seawall is not known.

³⁶ Group A buildings, objects and structures are considered to be of major significance to the district, and their protection is considered to be essential (except in exceptional circumstances) (NRMP Appendix 1).

structure will involve relocating the chains and removing their relationship with the seawall. It will also remove the seawall from view. The relationship of the seawall to the road will be compromised. It is highly likely that construction of the new footpath and cycleway will result in damage to the physical fabric of the wall.

The historic road may also be affected. The road was made by informally filling behind the seawall. This loose fill still exists beneath the present carriageway. The old fill is unlikely to be able to cope with extra weight of increased traffic and will probably need to be removed or altered. Option A may therefore see the removal of the archaeological evidence of Rocks Road. It should also be remembered that the original 1890s wall is likely to be intact along the whole distance of Rocks Road, buried behind the newer walls. Any modification to the road fill may also affect the 1890s wall.

It is understood that the historic 1900 -1940 Boat Shed and the 1880 Boat House will be avoided by the proposals by narrowing the cross section at this location and not providing the pedestrian boardwalk.

The new footpath / cycleway will be immediately adjacent to the Powerhouse and Customhouse but is unlikely to compromise these buildings.

Basin Reserve appears not to be affected by Option A nor the historic buildings along the eastern side of Rocks Road and Wakefield Quay.

It is not known at this time how the new footpath and cycleway will be constructed. There is known archaeological evidence along the coastal margin including remains of the saltwater baths and a slipway. There is possibly other evidence, for example, of boat houses, wharves and slipways. This archaeological evidence may be damaged by the construction of the new footpath and cycleway.

Any pre-1900 historic evidence falls under the blanket protection provided to archeological sites by the *Historic Places Act 1993*. This includes remains of old road surfaces, the original seawall and the Boat House.

3.2 Option B: Southern Arterial

3.2.1 Description of the option.

“Option B would involve the construction of a new Southern Arterial along Beatson Road, the Railway Reserve and up St Vincent Street. This would be a two-lane two-way local road with at-grade intersections. A separate 3m wide footpath/cycleway will also be provided along the Railway Reserve. In the base option, traffic signals would be installed at the St Vincent Street / Toi Toi Street intersection. However, alternatives of a short underpass and an overbridge will also be considered early in Stage 3 to determine the benefits and costs of such a treatment. A new roundabout would be constructed at the southern end of the route adjacent to the existing Waimea Road / Beatson Road roundabout. Other intersection treatments will be determined early in Stage 3. During the investigation of this option, and further to the light rail discussion earlier in this report, consideration will also be given to the impacts of running the route as a public transport only corridor.”³⁷

3.2.2 Historic sites along the route

The then called Southern Link route was assessed for archaeological sites by archaeologist Reg Nichol in 1999. Nichol recorded the Nelson Railway between Beatson Road and St Vincent Street (recorded as O27/72), four sites along Beatson Road and the Globe Hotel (O27/71) on the corner of Halifax and St Vincent Streets.

The Globe Hotel “...was built on section 72 in 1872 and licensed by George Naylor in June 1873. Timothy Devine presided from 1887 until 1902. In May 1904 J W Jacobs advertised that the Globe had been lately rebuilt and newly furnished.”³⁸ Although the surrounds of the hotel have been greatly reduced and modified over the years, however, the building structure appears to be substantially unmodified.

³⁷ MWH 2010a: pg 31-32

³⁸ Smith 1988: pg 19

Nichol recorded along Beatson Road a ca.1860s house at 92 Beatson Road (O27/74). He stated that the house appeared to have been highly modified although there may be nineteenth century remains in the garden. He also recorded evidence of an old slaughterhouse adjacent to Jenkins Creek (O27/75) and the Cundy's or Slaughterhouse Bridge over Jenkins Creek at or near the site of the present bridge (O27/76). Nichol also recorded the 1860s Cundy House at 128 Beatson Road (O27/77). The Cundy House is also listed on the Nelson Resource Management Plan.

Option B follows the Railway Reserve between Beatson Road and St Vincent Street. This was the route of the 1870s town section of the Nelson Railway. The Nelson Railway was seen as crucial to the development of Nelson Province in the nineteenth century. It was intended to open up new areas for settlement as well as providing access to resources such as timber and minerals. It was also envisaged that the railway would end the isolation of the province by linking Nelson to the West Coast and Canterbury. After disagreements about the route, work began on the town section of the railway in 1874. The line began in a paddock which was situated at the half –tide mark near St Vincent Street at Hardy Street, went up Toi Toi Valley, over Jenkins Hill (now known as Bishopdale Hill) and on to Stoke. Work was occurring at the same time on the section from Stoke to Foxhill. The railway opened on 29 January 1876 although only as far as Wai-iti rather than the promised Foxhill. The railway eventually went almost as far as Murchison before work was stopped by the government. It was finally closed amidst dissension in 1955, the tracks pulled up and the railway infrastructure removed or demolished.

Nelson Railway Station was situated where The Warehouse, Countdown and the Fire Station are today. From the station the railway followed St Vincent Street south. It ran between the road and Jenkins Creek with seven street level crossings and various driveways. Near Totara Street the railway started to wind its way round the side of Bishopdale Hill up to the top at about 65 m above sea level. The grade started near Nelson Station at 1:61 and steepened to 1:38. The steepest part of the section was 1:35 which the locomotives really struggled on. This eased to 1:49 closer to Bishopdale. Going

up the hill two locomotives were needed and sometimes a third was used. Gravel was also sometimes sprinkled on the rails to help the locomotives up the hill. (O'Donnell 2005; Voller 1991)

The section of railway from just south of Totara Street to north of Beatson Road is visible as the walking and cycling track running along the side of the hill. The railway bench is well preserved although it has been recently sealed. This part of the line was examined by Nichol in 1999. He stated in the New Zealand Archaeological Association site record form that the formation was a combination of cuttings and embankments. Nichol found eight or nine culverts to drain water seeping down from the hill. These were in two main designs, flat or buttressed. They were made of bricks and cement with wide but rather short glazed pipes. At the southern end of the section a culvert had been extended by using old sleepers. Some recent modifications had occurred to the culverts. Nichol found various artefacts along the line including a possible fish plate, railway spikes and a possible end of a stay rod. There is no reference to where these were deposited or whether they were in-situ. When the formation was re-visited by Young in 2009 and 2010 some of these culverts were still visible. More work had occurred to some. Other culverts were hidden in long grass.

The Bishopdale station was at the top of the hill, near Beatson Road and opposite Bishopdale. The station was well used by Nelson College boys who were usually let on and off at that stop. An eight wagon loop sliding was built at the station in 1879. There are no visible remains of the station and the loop. The station building was removed prior to 1954, perhaps when the “school bugs” were transferred to buses. The area is grassed with a side track leading off from the main walking track. There may be sub-surface remains.

Heritage, landscape or locally significant trees recognized by the Nelson Resource Management Plan in this area are woodland at Beatson Road Reserve and five Lawson cypresses (*Chamaecyparis lawsoniana*) at the corner of Beatson Road and Waimea Road.

3.2.3 Impacts of the option on historic sites

Option B lies within the existing carriageway from Annesbrook Roundabout to just before the Beatson Road roundabout. It then follows the toe of the hill to the north of Beatson Road. It avoids the Cundy House, the Slaughterhouse site and the bridge. The new road is immediately adjacent to 92 Beatson Road. It may require the removal of the house. In that case there will be disturbance to pre-1900 sub-surface evidence of the house such as the house foundations. If not, there is the minor possibility the road may impact on sub-surface historic evidence relating to the house. There may also be other sub-surface historic remains in this area relating to nineteenth century occupation and the Nelson Railway. 92 Beatson Road is reasonably old in terms of Nelson settlement but there are other houses of a similar age. The destruction of the archaeological values in this area could be mitigated by information retrieval.

At the eastern end of Beatson Road Option B follows the route of the Nelson Railway down to St Vincent Street. It will modify part of the site of the Bishopdale Station, and destroy the remaining railway formation and the culverts along this section. The Nelson Railway as a whole is a regionally significant historical site. The Nelson section of the railway shares the historical, technological, archaeological, interpretation and community values of the railway as a whole. This was part of the first section built and is pre-1900. The artificially formed bench is well preserved and is the most visible remnant of the railway along this section. There are also remnant culverts. Although small and seemingly insignificant, the culverts are an integral part of the design and can contribute information on engineering practices of that time. There are further pre-1900 remnants of the railway through Stoke.

From St Vincent Street to Haven Road the option lies within the existing carriageway and no adverse effects on historic sites are predicted. However, it appears there will be a widening of the corner of Halifax and St Vincent Streets where the Globe is situated. In this case the Globe may be destroyed. The Globe is one of the last historic structures in this part of town. It has further value as a representative of an early hotel. Other hotels are

still present in Nelson. The Globe is likely to have archaeological values. The destruction of the archaeological values could be mitigated by information retrieval.

Any pre-1900 historic evidence falls under the blanket protection provided to archeological sites by the *Historic Places Act 1993*. This includes remains of the railway, the Globe and historic occupation evidence associated, for example, with 92 Beatson Road.

3.3 Option H: Rocks Road Four Laning

3.3.1 Description of the option.

“Option H would involve widening the existing SH6 between Annesbrook roundabout and the Haven Road roundabout to provide four lanes; two in each direction. Along the Rocks Road section of the route, the requirement for additional width would require a new seawall to be constructed to the northwest of the existing one. This would be constructed to allow dedicated pedestrian and cycle facilities to be separated from the through traffic. Consideration will be given to property requirements, intersection treatments, property access and pedestrian and cycle connectivity early in the Stage 3 development of this option.”³⁹

3.3.2 Historic sites along the route

These are discussed in section 3.1 above.

3.3.3 Impacts of the option on historic sites

Option H will have very significant effects on historic heritage.

The provision of four lanes between Annesbrook Roundabout and Tahunanui involves the extension of the carriageway to the west and east of the existing road. This area is presently buildings, gardens, pavement and parking. Pre-1900 buildings were along this stretch of road – domestic and commercial. There are few of these remaining. It is expected that most the pre-1900 remains would have been removed by later development,

³⁹ MWH 2010a: pg 32

however, there may be still pre-1900 sub-surface evidence existing. The destruction of the archaeological values could be mitigated by information retrieval.

The locally significant 1913 Tahunanui Town Hall will be affected by the widening of the road.

At Tahunanui Option H would mean the extension of the carriageway to the east of the present road. This is immediately to the west of the area where evidence of the important early Maori occupation site O27/21 is recorded. It is likely that sub-surface evidence will extend into the area proposed for Option H. The archaeological values of the site are very high. The cumulative damage to the site is also high. Work on the west side of the road to the north of the library is unlikely to affect any historic sites. This was an area of sand and river gravels. The library and Fell Memorial appear to be unaffected.

Option H will extend the road out across the seawall, stanchions and chains. This will have significant adverse effects on the physical structure, historic integrity and aesthetic values of the seawall, stanchions and chains. These structures are arguably nationally significant and are partly listed as Group A objects on the Nelson Resource Management Plan. The historic road will also be affected. The road was made by informally filling behind the seawall. This loose fill still exists beneath the present carriageway. The old fill is unlikely to be able to cope with the extra weight of increased traffic and will probably need to be removed or altered. Option H is therefore likely to see the removal of the archaeological evidence of Rocks Road. It should also be remembered that the original 1890s wall is likely to be intact along the whole distance of Rocks Road, buried behind the newer walls. Any modification to the road fill may also affect the 1890s wall.

The proposed wider road will also have significant affects on other historic sites. The Boat Shed and the Boat House will be significantly damaged or destroyed. These are Group A buildings on the Nelson Resource Management Plan. The remains of historic structures along the waters edge will be disturbed, for example, the slip, the site of the marine baths and a slip under the Boat House. The former Anchor Shipping Company

office and the Custom House will be damaged or destroyed. These are Group B and A buildings on the Nelson Resource Management Plan. Other pre-1900 evidence is likely to also be disturbed, for example, maritime remains of buildings and structures. It is not known whether it would be possible to relocate the Boat Shed and the Boat House but it would not be possible to relocate the other heritage remains.

The Power House will not be affected by the realigned carriageway.

The increase in traffic and the visual intrusion of a large road will greatly detract from the maritime historic landscape and the views of the historically significant harbour, Boulder Bank, Haulashore and Fifeshire Rock. It will intrude on the amenity values and spiritual qualities of the Seafarers and Settlers memorials.

Te Punawai should not be affected by the work, nor will be the historic buildings and structures along Haven Road.

The increased traffic coming along Rocks Road and into the city from this direction may mean changes to the traffic flow at Auckland Point. It is not clear whether the school and kindergarten will require changes to their entry / exit. In this case there may be adverse effects to the significant Maori site of Matangi Awhio.

Any pre-1900 historic evidence falls under the blanket protection provided to archeological sites by the *Historic Places Act 1993*. This includes the sea wall, maritime slips, buildings and sub-surface remains of old reclamations.

Although outside this authors expertise it should be noted that geological structures along Rocks Road will be damaged, and significant trees along the route may be also disturbed.

3.4 Option I: Waimea / Rutherford Four Laning

3.4.1 Description of the option.

“This option involves providing four lanes on the existing Waimea Road and Rutherford Street from the Annesbrook Drive roundabout to the Haven Road roundabout. Whilst four lanes will be required at the southern end of the route, the need for the additional lanes decreases towards the northern end of the route as traffic diverts to schools, the hospital, the CBD and other destinations. Accordingly, the extent of four laning required will be determined early in Stage 3 of the study along with issues such as property requirements, intersection treatments, property access and pedestrian and cycle connectivity. The possibility of providing an efficient connection from four lanes over Bishopdale Hill to St Vincent Street north of Victory Square will also be considered under this option as an alternative to four laning the entire length of Waimea Road.”⁴⁰

3.4.2 Historic sites along the route

These are discussed in sections 3.1 and 3.2 above.

3.4.3 Impacts of the option on historic sites

Option I will have considerable impacts on historic places.

Option I follows the existing carriageway from Annesbrook over Bishopdale Hill. Changes would be made at the Beatson Road roundabout. The Cundy House appears to be undamaged although this is not clear. The grounds may be affected with a consequent loss of context and surrounds for the house. The road up Bishopdale will be widened. This is expected to have no effects on historic sites.

On the Nelson side of the hill the new carriageway appears to cross a small part of the site of Bishopdale Station, part of the Nelson Railway. There may be sub-surface remains of the station. Any such remains have archaeological value for their age, association with the railway and ability to provide information on the station. The destruction of the archaeological values could be mitigated by information retrieval.

⁴⁰ MWH 2010a: pg 32

Bishopdale Pottery and Bishopdale Historic Area are not affected by Option I. The carriage way will extend to the west of the existing road from Bishopdale to Motueka Street. Houses in this area are generally relatively modern with most being approximately post-1940. It is unlikely that any pre-1900 remains will be affected by the work.

From Motueka Street the new carriageway will extend to the east of Waimea Road. This will remove some of the bank and trees edging Nelson College. It may affect historic trees in this area (although this is outside this author's expertise). The closer proximity of the increased carriageway may have some affect on the context, landscape and aesthetic values of the historic Nelson College building.

North of the college to Rutherford Street the new carriageway extends mostly to the west side of Waimea Road. There are pre-1900 buildings along this section. Pre-1900 archaeological evidence may be damaged. The destruction of the archaeological values could be mitigated by information retrieval.

The realignment of the new carriageway extends to the east side of Rutherford Street all the way to Anzac Park. The 1887 cottages on the corner of Rutherford Street and Wellington Street, the Brown House, the Baigent House, the Quaker cemetery, 136 Rutherford Street and the nationally significant Theatre Royal will all be avoided by the development. However, the development work in this section still has major implications for historic heritage. This part of Nelson contains existing and recognized historic buildings. The extended carriageway will remove the listed Kelvin's Cycle building (109 Rutherford) and Pomeroy's (corner of Hardy and Rutherford). It will also damage the architecturally significant Church of Christ at 173 Rutherford Street and 2-6 Bridge Street. There is also likely to be pre-1900 sub-surface archaeological evidence of commercial and domestic activity. Any pre-1900 historic evidence falls under the blanket protection provided to archeological sites by the *Historic Places Act 1993*.

The new carriageway will also remove a small part of the western side of Anzac Park. It is a significant heritage and spiritually significant site. Anzac Park recognizes Nelson's contributions to various wars and provides memorials to those who lost their lives. The new carriageway will not affect any structures in the park but will remove plantings. The probable increased traffic is likely to detract from the ambiance of the park.

Excavation at Anzac Park may impact on the old shore line. Anzac Park was reclaimed from mudflats at the mouth of Saltwater Creek. The fill may contain historic artefacts, and there may be further historic material along the shoreline. Although the adverse effects will be minor there are still implications under the *Historic Places Act 1993*.

Although outside this author's expertise, significant trees along the route may be disturbed.

4.0 Conclusion

The four preferred options have been assessed for adverse effects on historic sites. All the options have some negative impacts. The effects are less for Option B, followed by Option A (although the negative effects of Option A are still major). Options H and I have very significant effects on historic heritage.

It is stressed that this assessment is only for general comparison and is not exact. Further refinement will be able to be made as a result of community work shops and further consultation with groups such as iwi. Further work is also needed to make a more detailed assessment and specific recommendations once a final option has been chosen.

As discussed above, an archaeological site is defined in the *Historic Places Act 1993* as any place associated with pre-1900 human activity, including shipwrecks, where there is evidence relating to the history of New Zealand that can be investigated using archaeological methods. Archaeological sites are given blanket protection under that Act. The Trust is generally unable to comment on the likelihood of permission being given to modify an archaeological site until a concrete proposal or application is put before them.

A similar situation applies to consultation regarding historic sites registered by the Trust. However, in this authors experience it is unlikely that demolition or large scale modification of registered buildings would be looked upon favorably by the Trust. Demolition of Category A buildings and objects on the Nelson Resource Management Plan is non-complying, a discretionary activity for Category B and permitted with conditions for Category C.

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