

## **Crown Pastoral Land Tenure Review**

**Lease name : KELVIN GROVE**

**Lease number : PO 280**

### **Conservation Resources Report - Part 2**

As part of the process of Tenure Review, advice on significant inherent values within the pastoral lease is provided by Department of Conservation officials in the form of a Conservation Resources Report. This report is the result of outdoor survey and inspection. It is a key piece of information for the development of a preliminary consultation document.

Note: Plans which form part of the Conservation Resources Report are published separately.

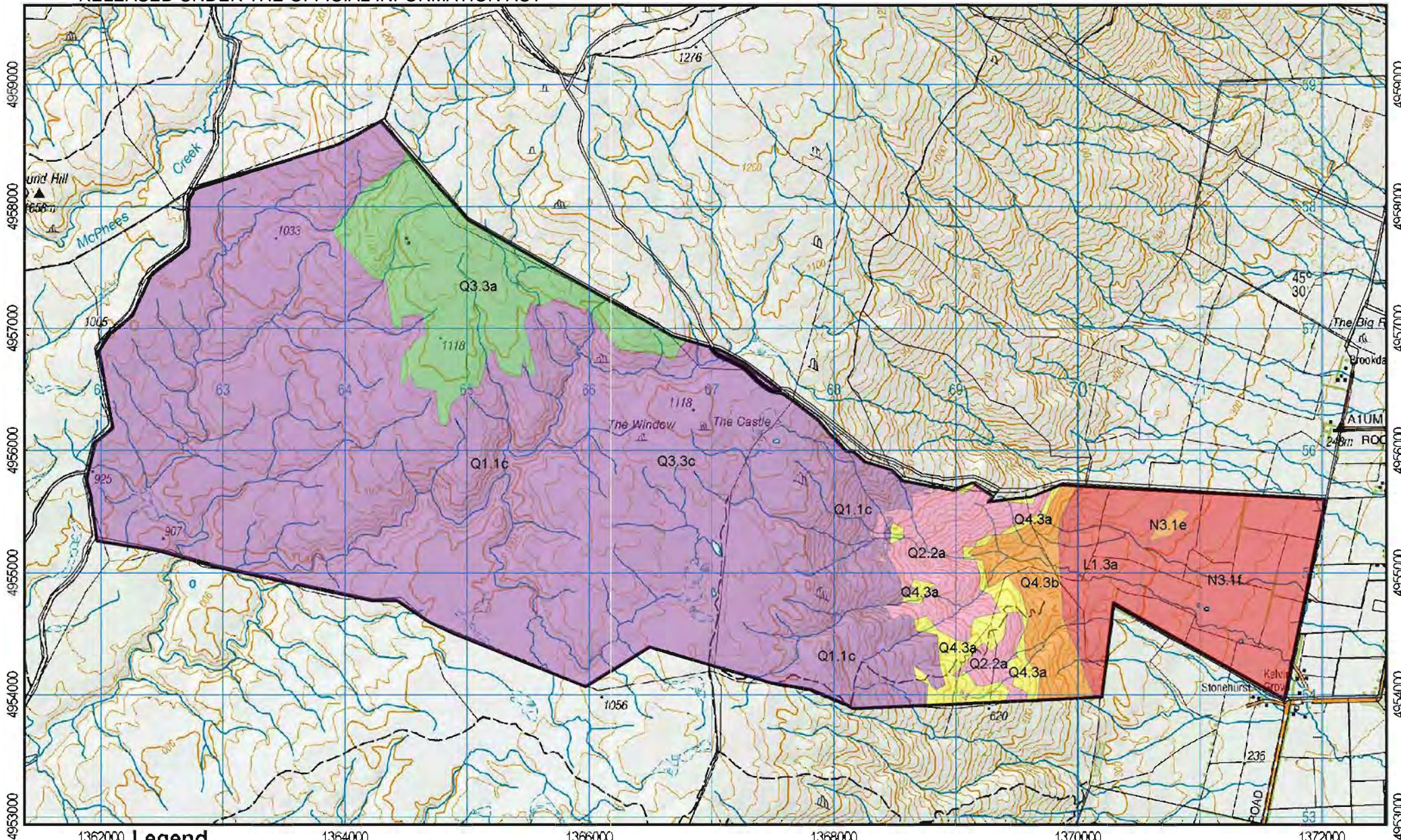
These documents are all released under the Official information Act 1982.

**December**

**10**

**APPENDIX 2**

**LENZ Map and LENZ Units for Kelvin Grove PL**



1362000 Legend

1364000

1366000

1368000

1370000

1372000

4953000

4954000

4955000

4956000

4957000

4958000

4959000

- Acutely Threatened
- At Risk
- Chronically Threatened
- Critically Underprotected
- No Threat Category
- Underprotected

docDM-544067 - Kelvin Grove Addendum to CRR 20102

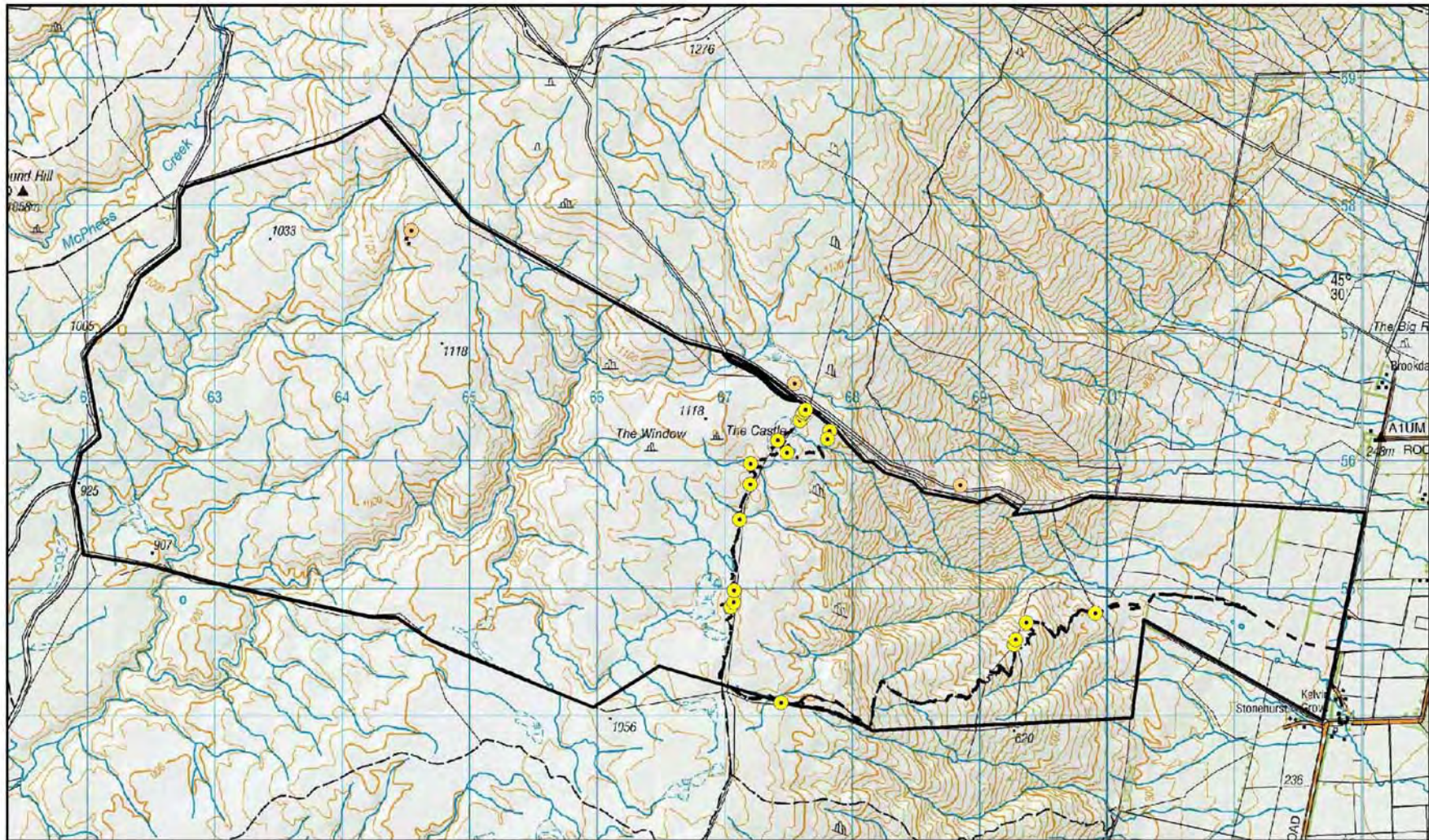
# LENZ

## Kelvin Grove Pastoral Lease



## **APPENDIX 3**

### **Historic Map and Run Plan**



**Legend**

-  Historic points
-  Tracks
-  Historic-NZAA

**Figure 1**

**Historic Resources on Kelvin Grove**



Department of Conservation  
Te Papa Ataturu

New Zealand Government

Run Plan 213

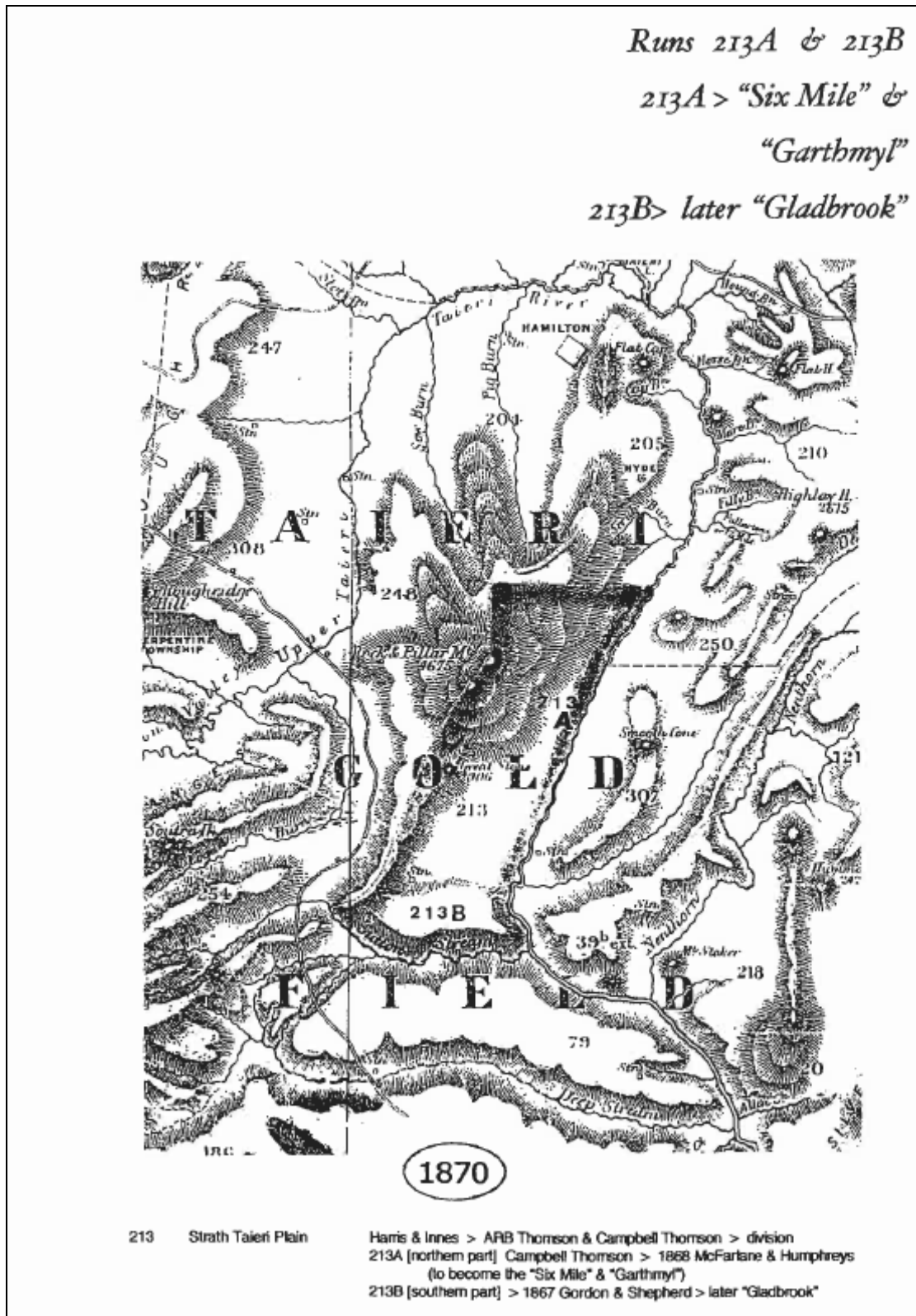


Figure 2. Strath Taieri Plain Run 213 (Sinclair 2003).

## APPENDIX 4

### Historic Photos



Plate 1. Wood post in internal fence line at GPS 034. View south west.



Plate 2. Hayes strainers on internal fence line ca.1050m contour at GPS 041.



Plate 3. Hayes strainers on lower internal fence line ca.570m contour at GPS 049.



Plate 4. Restored 19<sup>th</sup> C fence line incorporating schist uprights and flat standards at GPS 049.

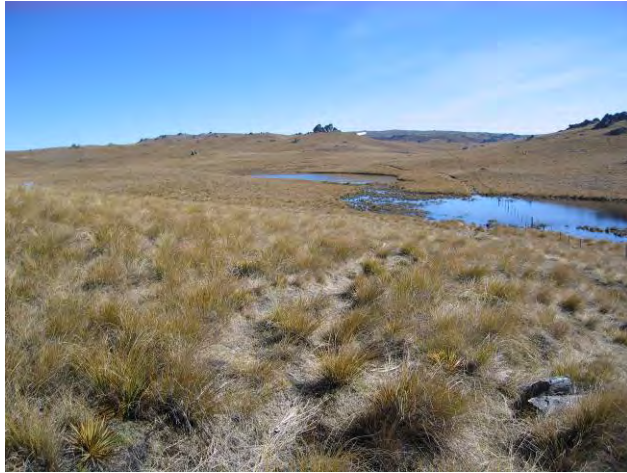


Plate 5. One of the wetland areas along the internal fenceline ca.1050m contour (between GPS 037 and 038).



## APPENDIX 5

### Historic records continued

#### Historic records continued:

In November 1858 the run was required to be stocked with 3,250 head of cattle. A provincial record shows Harris and Innes holding Run 213 in 1862 with 60,160 acres and 8,001 sheep although Thompson doubts whether they stocked the area themselves. Sinclair (2003:44) notes that William Hyde Harris took up the Waikakahi run in Canterbury in 1853 and went into partnership with David Innes of Pareora around 1855. The partnership was dissolved in 1864 and Harris retired to live in England.

In 1861, Campbell Thomson married Sarah Jeffreys, eldest daughter of Rev. Charles Jeffreys (Sinclair 2003:114). Andrew Robert Bruce Thomson held Rocklands Station Run 254 to the south of Kelvin Grove for a few years from 1859 (Sinclair 2003:114).

SO 7195 (dated to December 1871) shows Section 1 Block 8 Strath Taieri granted to W.P. Gordon. The run, 213B, carried 13,000 sheep in 1866 (Sinclair 2003:40). Gordon bought his widowed sister, Mrs Price and her sons Herbert and Ernest (later of the firm Donald Reid and Co.), to New Zealand (Thompson 1949:34). In the early seventies, Gordon suffered heavy losses with scab infected sheep (Thompson 1949:34).

Mr and Mrs Gordon retired to Auckland. Mrs Price moved to Dunedin and taught at North Taieri School and the Girls High School. In 1874, she married Donald Reid, the man whose legislation helped lead to the breaking up of the large pastoral runs.

Southern People (Thomson 1998:425) provides further information on John Roberts and his family. John married Louisa Jane, daughter of Charles Kettle, in 1870. John promoted various Dunedin companies where he was chairman of the Mosgiel Woollen Factory Co. 1875-1932 and the NZ Refrigerating Co 1882-1905. He was also involved with the Colonial Bank of New Zealand, Donaghy's Rope and Twine Co., Milburn Lime & Cement Co., Union Steam Ship Co., and Trustees, Executors & Agency Co.

William Renwick, brother of John Sanderson Renwick, was the first manager of run 213B. William took ill when erecting a snow fence on the mountain and died within a few days (Thompson 1949:35).

The name Gladbrook came from the gurgling stream that flows past the homestead. The first ploughing on Gladbrook was done just behind the station. Gordon held the plough while Jimmy Liddell guided the team of four bullocks. Robert Carr undertook contract ploughing on Gladbrook and the breaking in of horses. Carr's death was caused by the Hyde train disaster. The men employed on the run included Tom Potter, William Potter, James McHardy, George McHardy, John Milnes, Adam Cullen, Robert Carr (bullock driver), John Renwick, William Coun, Weir and Colman (Thompson 1949:35-36, 38, 87).

Gladbrook Station was leased by Sir John Roberts and his son James Roberts from 1919. James's son, J.E.D Roberts managed the run and in conjunction with his sister Mrs Macmillan of London, became the new owners upon the death of James in 1948 (Thompson 1949:44). SO 913 (dated to September 1918) shows some of the boundaries of Run 598 following the subdivision of 1919 (Quickmap: Land Information New Zealand).

A search of the historic land title (CT A2/1199 Otago Registry: Vol. 337/163) informs on some of the previous owners of the Kelvin Grove run. Mary Florence Louise Pitts purchased the lease 3<sup>th</sup> October 1926. Francis Mortimer Howell appears on the title from 1<sup>st</sup> March 1941. The lease was transferred to Beresford Gunn Howell and James Weir Howell on 25<sup>th</sup> October 1956. The lease was transferred to Francis Mortimer Howell the Elder on 20<sup>th</sup> November 1980. The lease was transferred to Kenneth James Howell and Colleen Judith Howell in September 1989. The land title notes the transfer to the following partnership in November 1990, Helen and Paul Stewart Barrett, David Stanley Velvin and Susan Lynette Velvin.

James Howell was noted as driving a bullock team through the Shag Valley sometimes via Macraes Flat for many years from the mid-1870s. Eight of the bullock team were killed after eating tutu at Deepdell. Thompson notes that bullock tracks from these early bullockies can still be seen on parts of Cottesbrook, Gladbrook, Barewood, and on the Strath-Taieri-Outram Road. Jim Samuels bought James Howells bullock team and kept them on the road until 1920 (Thompson 1949:84-87).