

Proposed Natural Resources Plan for the Wellington Region

**Supplementary Right of Reply
Schedule E6 summaries and GIS Maps
For Hearing Stream 6
Report date: 8 August 2018**

Topic: Significant Historic Heritage

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On behalf of Greater Wellington Regional Council**

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Table 1: List of abbreviations

List of Abbreviations	
Coastal Marine Area	CMA
Commercial Port Area	CPA
Lambton Harbour Area	LHA
Mean High Water Springs	MHWS
New Zealand Coastal Policy Statement 2014	NZCPS
Operative Regional Coastal Plan for the Wellington Region	RCP
Proposed Natural Resources Plan	proposed Plan
Regional Policy Statement	RPS
Resource Management Act	RMA

1. Introduction

1. My name is Yvonne Legarth. I prepared the RMA section 42A Officer's Report and the Right of Reply: Significant Historic Heritage for Hearing Stream 6. My qualifications and experience are set out in the RMA section 42A report: Natural Form and Function.
2. Michael Kelly and Chris Cochran prepared the appended summaries for the items recommended to be included in the proposed Plan as Schedule E6. The qualifications of Mr Kelly and Mr Cochran are set out in their technical evidence dated 4 May 2018¹.
3. Dr Iain Dawe prepared the appended maps of Lambton Harbour Heritage. Dr Dawe has appeared to give technical evidence on other matters before the Panel, including a Right of Reply dealing with defining Mean High Water Springs in HS6 and is experienced in preparing GIS maps.
4. Dr Dawe's statement of qualifications and experience is as follows:
 - 4.1 My name is Iain Dawe and I am a Senior Policy Advisor in natural hazards and coasts for the Wellington Regional Council. I have been employed at the Council since 2006.
 - 4.2 I hold a BSc in geography/geology, an MSc with 1st class Honours in environmental sciences with a thesis specialising in coastal geomorphology and a PhD specialising in coastal processes, sediment transport and process geomorphology of mixed sand and gravel beaches, from the University of Canterbury.
 - 4.3 I have been a member of the New Zealand Coastal Society for 18 years, an affiliated group of the Institute of Professional Engineers of New Zealand (IPENZ), and for which I was the Wellington Regional Coordinator for 10 years from 2007-2017.

¹ <http://pnrp.gw.govt.nz/assets/Uploads/HS6-Technical-evidence-Heritage-inventory-Chris-Cochran-and-Michael-Kelly2.pdf>

5. This supplementary Right of Reply responds to the Hearing Panel's request during the Hearing Stream 6 Right of Reply for GIS maps and summaries for the Schedule E6 items.

2. Code of conduct

6. We confirm that we have read the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note and that we have complied with it.
7. We are authorised to give this evidence on the Council's behalf.

3. Supplementary evidence sought by the Hearing Panel

8. The Panel asked for:
 - a summary of the heritage values of the features included in E6.
 - a map showing the recommended Schedule E6 (with labels), a legend or key to include the "*" on historic heritage located in Lambton Harbour that have related values.

3.1 Summary of the heritage values of the features included in Schedule E6

9. Appendix A1 of this supplementary Right of Reply contains a revised red /blue line version of the recommended changes to the proposed Plan that includes a summary of the heritage values of each of the items in Schedule E6.
10. Individual summaries for each item in Schedule E6 have been prepared by Mr Kelly and Mr Cochran and are set out in Appendix A1 attached.

3.2 GIS Maps with labels and a legend

11. Attached is an aerial showing the 'wharves and wharf edges' and 'reclamation edges' as identified in the operative RCP Planning Map 4D in Appendix 7, and another aerial updated to show the current location of MHWS.

12. There are also appended maps that show the wharves in Lambton Harbour. The Historic Heritage Lambton Harbour map identifies the wharves with a name reference and number where the wharves are known by a particular name. The Historic Heritage Lambton Harbour map does not include every item identified individually in Schedule E1 and E2, however these are identified in the GIS planning maps for Schedule E of the proposed Plan.
13. The items recommended for inclusion in Schedule E6 are referenced in the index below and shown in **Bold**.

Map references: Name	Map reference
Kings Wharf * (Schedule E6)	1
Glasgow Wharf *	2
Railway (Interisland) Wharf *	3
Waterloo Wharf *	4
Eastbourne Ferry terminal *	13
Harbour Ferry Wharf *	5
Tug Wharf * (Schedule E6)	6
Wharf and wharf edges* as shown on Map xx (Sub-set of Schedule E6)	
Reclamation edges * as shown on Map xx (Subset of Schedule E6)	
Queens wharf *	7
Shed 3*	15
Shed 5 *	14
Taranaki Street Wharf *	8
1965-66 Wharves² * (Schedule E6)	10
Link Span (also called Customs Post Building)* (Schedule E6)	9
Clyde Quay Wharf (Overseas Passenger terminal Wharf)* (Schedule E6)	11
Clyde Quay Boat Harbour *	12

² These wharves were actually constructed 1966 to 1969 and are included in “Wharf and wharf edges” in RCP planning map 4D and in proposed Plan Schedule E6

Appendix A1: Red / Blue line track version of recommended changes to Schedule E6 with summaries

Topic: Significant Historic heritage

Recommendations made in the RMA section 42A report are shown in red or red ~~strike out~~. Recommendations in my Right of Reply are shown in blue or blue ~~strike out~~, and recommendations in this supplementary Right of Reply are shown in blue and have been highlighted.

<u>Schedule E6: Lambton harbour heritage area</u>		
<u>Note: The items identified with an * are part of a collection of related heritage items that together form the historic heart of Wellington's inner-city waterfront, and contribute to the historic character of Lambton Harbour</u>		
<u>Name</u>	<u>Location</u>	<u>Summary of Significant Heritage Values</u>
<u>Kings Wharf* (map no.1)</u>	<u>Commercial Port Area</u>	<u>Built of Australian hardwood and named after King Edward VII, King's Wharf was designed in 1906 and completed in 1909. The contractors were C. F. Pulley and Co. and the contract price was £79,440. Sheds were built on the wharf soon after, mainly for the storage of wool. Kings Wharf has had over a century of near continuous use for port activities, most recently as part of Bluebridge ferry operations. The wharf, some 263 metres long, is a notable structure for its size and the use of heavy timber construction. However, it has been much changed, with its original sheds removed in the early 2000s and the replacement and strengthening of much of its sub-structure in 2008-09. It has also lost its distinctive finger form to reclamation for the container port along its eastern edge. The wharf was also significantly damaged in the Kaikoura Earthquake of 14 November 2016. However, it does retain some heritage value for the remaining fabric in its foundations and it is still discernible overall form.</u>
<u>Harbour Ferry Wharf *</u>		
<u>Tug Wharf* (map no.6)</u>	<u>Lambton Harbour</u>	<u>This wharf began life as Ferry Wharf No. 2, built of Australian hardwood in 1914 to relieve congestion at the neighbouring</u>

		<p>Ferry Wharf (Harbour Ferry Wharf³). The wharf was built by Donald McLean & Co. Although it was built for ferries, the wharf was used by tugs and other craft from the outset and by the 1930s it was generally known as the Tug Wharf. In 1969 work began on a reclamation that eventually filled in the sea close to the western side of the wharf. By 1974, a walkway was built from the tip of the wharf to Queens Wharf. A portion of this walkway was later replaced by a pedestrian bridge, built in 2008 as part of the retail and public space re-development of Kumutoto Precinct. The creation of a park to the west of the bridge in 2018 included the incorporation of the wharf into that space. Tug Wharf is the smallest of a row of finger wharves on the north side of Lambton Harbour and has some historic significance for its age and a century or more of use, and its heavy timber construction. It is somewhat compromised now by the changes to its form and setting, particularly its incorporation into the waterfront walkway, although this has added another layer to its history.</p>
<p>Reclamation edges * as shown on Map xx</p>	<p>Lagoon to Tug Wharf vicinity</p>	<p>The reclamation edges are mostly, but not entirely, covered in rip-rap, large rocks placed on the angled seaward edge of the reclamation to protect against the incursions of the sea. This method, a form of revetment, was used on the last reclamation in Lambton Harbour, which ran from Taranaki Street Wharf to the Tug Wharf through Queens Wharf. The work took place between 1969 and 1974. Not all of this rip-rap is visible as it was later covered over by wharf extensions or new buildings. It is most prominent alongside the promenade that abuts Frank Kitts Park. It has modest heritage value for its role in marking the outside edge of the final reclamation by the Wellington Harbour Board.</p>
<p>Wharves and Wharf edges* as shown on Map xx, and not identified in Schedule E1 E2 and E3</p>	<p>Tug Wharf to Clyde Quay Wharf-Overseas Passenger Terminal</p>	<p>Wharves, wharf extensions and wharf edges have been built at various locations and at different times along the Lambton Harbour waterfront. The area covered by this listing extends from the Clyde Quay Wharf to Harbour Ferry Wharf. It incorporates historic wharves viz. Taranaki Street Wharf (completed in 1906), Taranaki Street Wharf extension</p>

³ Named “Ferry Wharf” in the notified version of the proposed Plan; labelled “Harbour Ferry Wharf” in Map Book 2 tabled at HS6 on 31 July 2018; and in the HS6 supplementary Right of Reply prepared by Ms Legarh dated 6 August 2018

		(breastwork to reclamation, completed 1969), Queens Wharf (1862, 1886), and Tug Wharf (1914). Eastbourne Ferry Wharf/Harbour Ferry Wharf (1896) is identified in Schedule E2. The latter also incorporates the Eastbourne Ferry Terminal (1912) identified in Schedule E1. The listing also includes the walkway built from the end of the Tug Wharf to Queens Wharf in the early 1970s and the Lagoon Bridge between the end of Taranaki Street Wharf and Frank Kitts Park (2001).
Link Span (also called Customs Post Building)* (map no.9)	Lambton Harbour	The Link Span Building, constructed alongside what was the site of the roll-on, roll-off ramp built at Taranaki Street Wharf. ⁴ The building was designed by architect Roger Walker (then of Calder, Fowler, Styles and Morton) for the Wellington Harbour Board and completed in 1969. It was originally built to house customs staff. It had a customs search room on the first floor and a toilet, changing room and electrical substation on the ground floor. It was part of a group of three buildings constructed to manage trans-Tasman freight operations on Taranaki Wharf for the Union Steamship Company. This is the only building to survive. The building exhibits what later became hallmarks of Roger Walker's design style. After commercial activity at the Taranaki Street Wharf closed in the late 1980s, the building was unused. Since 2008 the building has been the standby base for the Wellington Free Ambulance. Renovations for that use were designed by Roger Walker. A bridge built over the cut out on the eastern edge of Taranaki Street Wharf mimics the form of the ramp used by the roll-on-roll-off ships. Today, the Link Span Building can be considered to have architectural value for its quirky design and as an early example of Roger Walker's work and historic value for its connection with the Union Steamship Company's trans-Tasman freight service.
Clyde Quay Wharf (Overseas Passenger terminal Wharf)*⁵ (map no. 11)	Lambton Harbour	The Clyde Quay Wharf / Overseas Passenger Terminal Wharf was completed in 1910, the first of the harbour's wharves with reinforced concrete foundations. Complete with a wharf shed, it operated as a traditional wharf until the decision was

⁴ Taranaki Street Wharf is identified in Schedule E2 of the notified version of the proposed Plan

⁵ The Overseas Passenger Terminal Wharf is in the operative Regional Coastal Plan Appendix 4 under the entry: 'Wharves and wharf edges as shown on Planning Map 4D ... and is shown in Map Book 2 (tabled at HS6 on 31 July 2018) as "Harbour Ferry Wharf"

		<p><u>made in 1962 by the Wellington Harbour Board to convert it into a passenger terminal. Architects Calder Fowler Styles and Morton designed a new building to sit on the wharf, which was significantly upgraded and widened with the use of Australian hardwood foundations. Known as the Overseas Passenger Terminal (OPT), its initial use was short-lived because of the rise of air travel; the building had a variety of subsequent uses until it was demolished in 2011. It was replaced by the Clyde Quay Apartments, which opened in 2014. The wharf and the apartments have vestigial heritage value derived from the survival of some of the original reinforced concrete piles and the timber piles and other fabric from the extension to the wharf undertaken in the early 1960s. There are also mosaics (1964) on display on the ground floor.</u></p>
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Appendix A2: Sub-set of Schedule E6 Map XX: Map showing the Wharf and Wharf Edges, and Reclamation Edges (updated RCP Map 4D)



Appendix A3: Operative Regional Coastal Planning Map 4D: Protected wharf, wharf edges and reclamation edges (RCP Map 4D edge type: Aerial photo 1996)



Appendix A4: Maps: Lambton Harbour historic heritage



Appendix A5: Maps: Historic Wharves and Heritage Lambton Harbour and Map 4D RCP



Appendix A6: Maps: RCP Map 4D (Aerial Photo 2017)

