

APPENDIX B – Track Change Version of Plan Provisions

Hearing Stream 6 Right of Reply : Significant Historic Heritage

Red line / blue line

Objective O34: Significant historic heritage values (no change)

Policy P46: Managing adverse effects on sites with significant historic heritage value
(no change)

Policy P46A: Managing adverse effects on historic heritage values in Lambton Harbour Heritage Area

To recognise the historic heritage values that are located within the CMA of Lambton Harbour, and to manage the effects of the use and development on the historic heritage values of the items identified in Schedule E6: Lambton Harbour Heritage Area, so that:

a. the location and form of the reclamation edges, finger wharves and wharf edges is maintained; and

b. the scale and design of any structures proposed to be built or located on the wharves recognises the historic heritage character, development and associations of the area; and

c. any demolition and replacement maintains the heritage values and character of the heritage area, and any unique or special materials and/or craftsmanship are retained in situ, or stored for re-use if practicable; and

d. interconnections and linkages between sites are not significantly altered or lost; and

e. any adjacent significant historic heritage values are unlikely to be adversely affected; and

f. has a complimentary relationship with the historic heritage identified in Lambton Harbour and surrounds, and

g. particular regard is given to the maritime use of the wharves, including historic use of the wharves and access to, from and along the coastal marine area.

Amend Policy P47: Appropriate demolition and partial demolition

Policy P47: Appropriate demolition

Demolition, [partial demolition](#) or removal of a structure with significant historic heritage value identified in Schedule E1 (heritage structures), Schedule E2 (wharves and boatsheds), Schedule E3 (navigation aids), or Schedule E5 (freshwater heritage) is inappropriate except where the structure:

- (a) is substantially damaged by fire or natural hazard, and/or
- (b) poses a significant risk to human safety, and
- (c) it is not reasonably practicable to repair it.

Note: Applications for demolition should consider any relevant matters of Policy P46.

Rule R165: Additions or alterations to existing seawalls – controlled activity

The addition or alteration to an existing seawall and the associated use of the addition in the coastal marine area, including any associated:

- (a) occupation of space in the common marine and coastal area, and
- (b) disturbance of the foreshore or seabed, and
- (c) deposition in, on or under the foreshore or seabed, and
- (d) discharge of contaminants, and
- (e) diversion of open coastal water is a controlled activity, provided the following conditions are met:
 - (f) any addition shall add no more than 5m in horizontal projection and 1m in vertical projection to the structure as it existed on the date of public notification of the Proposed Natural Resources Plan (31.07.2015), [and](#)
 - (g) the addition shall not extend any further seaward than the existing seawall, and
 - (h) the activity shall comply with the coastal management general conditions specified above in Section 5.7.2, [and](#)

(i) the structure is not identified in Schedule E1 (heritage structures), Schedule E2 (wharves and boatsheds) or Schedule E3 (navigation aids)¹.

Matters of control

1. Effects on public access
2. Design and construction
3. Effects on coastal natural processes including effects on shoreline stability in the vicinity and adjacent areas
4. Effects on a site or habitat identified in Schedule C (mana whenua), Schedule F4 (coastal sites), Schedule F5 (coastal habitats), Schedule J (geological features) or Schedule K (surf breaks)

~~5. Effects on the heritage values of structures identified in Schedule E1 (heritage structures), Schedule E2 (wharves and boatsheds) or Schedule E3 (navigation aids)~~

Option 1 (recommended option): Include a new Rule R168A: Repair and Maintenance of heritage structures

Rule R168A: Maintenance or repair of structures in Schedule E1, E2 and E3 – permitted activity

The maintenance or repair of a structure in the coastal marine area, including any associated:

(a) occupation of space in the common marine and coastal area, and

(b) disturbance of the foreshore or seabed, and

(c) deposition in, on or under the foreshore or seabed, and

(d) discharge of contaminants, and

(e) diversion of open coastal water

is a permitted activity, provided the following conditions are met:

(f) for structures identified in Schedule E1 (heritage structures), Schedule E2 (wharves and boatsheds) and Schedule E3 (navigation aids), the materials used for maintenance and repair of the structure shall use the same materials or match the existing structures in texture, form profile, design and appearance, and does not involve any other alteration of, addition to, or demolition of any structural element and

¹ Seawalls identified in Schedule E1 are structures managed by Rule R171 Additions or alterations to structures and R172 Removal, demolition or replacement of structures or parts of structures

(g) the activity shall comply with the coastal management general conditions specified above in Section 5.7.2.

Note

Repainting is permitted by this rule and this rule applies to structures listed in Schedule E1 (heritage structures), Schedule E2 (wharves and boatsheds) and Schedule E3 (navigation aids)

Option 2: Repair and Maintenance of heritage structures: Amend Rule R149(g) to apply to Schedule E1 to E3

Rule R149: Maintenance or repair of structures – permitted activity

The maintenance or repair of a structure in the coastal marine area, including any associated:

- (a) occupation of space in the **common marine and coastal area**, and
- (b) disturbance of the foreshore or seabed, and
- (c) deposition in, on or under the foreshore or seabed, and
- (d) discharge of contaminants, and
- (e) diversion of open coastal water

is a permitted activity, provided the following conditions are met:

- (f) the maintenance and repair of the structure is contained within the form of the existing structure and there is no increase in length, width, or height of the existing structure (except for increases for the purposes of replacement, removal and alterations of existing utility services, electric or² aerial telecommunications cables/conductors/pipelines³ where these activities will not result in increases in design voltage and the new or altered cables/conductors/pipelines⁴ will not be lower in height above the foreshore or seabed), and
- (g) for structures identified in Schedule E1 (heritage structures), Schedule E2 (Historic heritage wharves and boatsheds), Schedule E3 (heritage navigation aids)⁵ the materials used for maintenance and repair of the structure shall use the same materials or match the existing structures in texture⁶, form profile,

² HS6 Right of Reply: Coastal Management prepared by Mr Denton

³ HS6 Right of Reply: Coastal Management prepared by Mr Denton

⁴ HS6 Right of Reply: Coastal Management prepared by Mr Denton

⁵ HS6 Right of Reply: Significant historic heritage prepared by Ms Legarth: Option 2 (alternative option to adding new permitted activity rule R168A in the heritage structures Coastal Management section 5.7.7

⁶ HS6 Right of Reply: Significant historic heritage prepared by Ms Legarth: Option 2 (alternative option to adding new permitted activity rule R168A in the heritage structures Coastal Management section 5.7.7

design⁷ and appearance, and does not involve any other alteration of, addition to, or demolition of any structural element⁸ and

- (h) the activity shall comply with the coastal management general conditions specified above in Section 5.7.2.

Note

Repainting is permitted by this rule ~~and this rule applies to structures listed in Schedule E1 (heritage structures), Schedule E2 (wharves and boatsheds) and Schedule E3 (navigation aids) and structures in the Commercial Port Area.~~

Rule R169: Additions or alterations to structures identified in Schedule E1 or Schedule E2 – restricted discretionary activity

The addition or alteration to a structure identified in Schedule E1 (heritage structures) or Schedule E2 (wharves and boatsheds) and the associated use of the addition in the coastal marine area, including any associated:

- (a) occupation of space in the common marine and coastal area, and
- (b) disturbance of the foreshore or seabed, and
- (c) deposition in, on or under the foreshore or seabed, and
- (d) discharge of contaminants

that is not permitted by Rule R168, is a restricted discretionary activity,

provided the following conditions are met:

- (e) the structure is not a seawall, and
- (f) the activity shall comply with the coastal management general conditions specified above in Section 5.7.2.

Matters for discretion

1. Use of the structure
2. Effects on public access
3. Effects on public open space and visual amenity
4. Effects of disturbance, deposition and discharge associated with construction

⁷ HS6 Right of Reply: Significant historic heritage prepared by Ms Legarth: Option 2 (alternative option to adding new permitted activity rule R168A in the heritage structures Coastal Management section 5.7.7

⁸ HS6 Right of Reply: Significant historic heritage prepared by Ms Legarth: Option 2 (alternative option to adding new permitted activity rule R168A in the heritage structures Coastal Management section 5.7.7

5. Effects on the historic heritage values of structures identified in Schedule E1 (heritage structures) or Schedule E2 (wharves and boatsheds)

6. Lighting and noise

7. Effects on coastal natural processes including effects on shoreline stability in the vicinity and adjacent areas

8. Effects on the ecology and habitats in the CMA.

Note

Additions or alterations to seawalls are either a controlled activity under Rule R165, a discretionary activity under Rule R166 or Rule R171, or a non-complying activity under Rule R167.

Rule R170: Additions to structures identified in Schedule E3 – permitted activity (no change)

Rule R171: Additions or alterations to structures identified in Schedule E1, Schedule E2 or Schedule E3 – discretionary activity

The addition or alteration to a structure identified in Schedule E1 (heritage structures), Schedule E2 (wharves and boatsheds) or Schedule E3 (navigation aids) and the associated use of the addition in the coastal marine area, including any associated:

- (a) occupation of space in the common marine and coastal area, and
- (b) disturbance of the foreshore or seabed, and
- (c) deposition in, on or under the foreshore or seabed, and
- (d) discharge of contaminants

that is not permitted by Rule R168, R168A or Rule R170 or controlled by Rule R165, or restricted discretionary under Rule R169 is a discretionary activity.

Rule R172: Removal, demolition or replacement of structures or parts of structures identified in Schedule E1, Schedule E2 or Schedule E3 – discretionary activity (no change)

Rule R173: Additions or alterations to structures inside a Commercial Port Area – permitted activity

The addition or alteration to a structure inside a Commercial Port Area shown on Map 32, Map 33 and Map 34 and the associated use of the addition in the coastal marine area, including any associated:

- (a) occupation of space in the common marine and coastal area, and
- (b) disturbance of the foreshore or seabed, and
- (c) deposition in, on or under the foreshore or seabed, and
- (d) discharge of contaminants, and
- (e) diversion of open coastal water

is a permitted activity, provided the following conditions are met:

- (f) the structure is not inside a site or habitat identified in Schedule C (mana whenua), Schedule F4 (coastal sites) or Schedule F5 (coastal habitats), and
- (g) the addition and alteration shall add no more than 30m horizontal projection and 10m vertical projection to the structure, as it existed on the date of public notification of the Proposed Natural Resources Plan

(31.07.2015), ~~and~~

(ga) the structure is not identified in Schedule E1 (heritage structures) or Schedule E3 (navigation aids), and

- (h) the activity shall comply with the coastal management general conditions specified above in Section 5.7.2.

Method M23: Archaeological discovery protocols (no change)

Method M23A: Archaeological Authority requirements under the Heritage New Zealand Pouhere Taonga Act 2014

When applications are received for ground disturbance activities near recorded archaeological sites, the Wellington Regional Council will advise consent holders that there are also separate consent requirements for the modification or destruction of an

archaeological site under the Heritage New Zealand Pouhere Taonga Act 2014. This may be by including an Advice Note in conditions in resource consents.

Schedule E – only those items that are amended are shown below.

Schedule E1: Historic heritage structures		
Name	Location	Summary of Significant Values

Schedule E2: Historic heritage wharves and boatsheds		
Name	Location	Summary of Significant Values
Glasgow Wharf*	Lambton Harbour	Glasgow Wharf, completed in 1901 with two stores and hydraulic cranes, has had a long and varied history of use and change. It was the main export meat loading wharf for a lengthy period. New cranes and a new deck were installed in 1929 and in 1964 the stores were demolished and a new concrete deck laid, along with six railway tracks and electric cranes. The last of these cranes (Stohtert and Pitt) was later put on display on Queens Wharf, where it remains today. From 1992, it was used by two roll-on, roll-off vessels, and since 2003 it has been the home of the Bluebridge Ferry Service. Despite the many alterations, Glasgow Wharf has been an integral part of the shipping and cargo handling facilities of Wellington's working port since its construction, and today it retains its on-going usefulness. The wharf has high technical value as a major wharf structure built in heavy timber; it has survived for almost 120 years, retaining some integrity in its original sub-deck framing and piles.
Railway (Interisland) Wharf*	Lambton Harbour	Railway Wharf is a structure of considerable heritage significance, being only the second deep-water wharf built in Wellington and the second oldest remaining in Lambton Harbour (1880). It

		has had a long and varied history, being a trading ship berthage, a coal wharf and later an inter-island ferry terminal (until 1975). It remains in active use in the 'working wharves' area of the inner harbour. The wharf has had several structures on its deck (since removed), several additions and periodic repairs but it retains a reasonable level of integrity and technological interest, particularly in its foundations and structure.
Waterloo Quay Wharf*	Lambton Harbour	Waterloo Quay Wharf is significant as a maritime structure of some age (1883) with a history incorporating several changes of use. It was first built for the movement of wool, a hugely important element in the port's (and Wellington's) prosperity. It also has significance for its time as a terminal for the inter-island steamers. More latterly it has had a variety of commercial uses. It retains moderate integrity, mostly in its foundations and structure, as there have been considerable changes to the deck, including the buildings built upon it.
Queens Wharf *		

Schedule E3: Historic heritage navigation aids		
Name	Location	Summary of Significant Values

Schedule E4: Archaeological sites		
Name	Location	Summary of Significant Values
Rangitatau Pa	Wellington South Coast, Te Motu Kairangi Peninsula	New Zealand Heritage List / Rārangī Kōrero - Wāhi Tapu Area Rangitatau (List no. 9648) Rangitatau takes its name from the pā which once occupied the headland on the western side of Tarakena Bay. The site of Rangitatau pā can be seen above Tarakena Bay, on the pinnacle of the bluff west of Te Poito Stream. Poito is another pā located below Rangitatau up the valley on a low spur, above the Poito stream of the reserve.

		<p>Across from the reserve is Tarakena Bay which was once a traditional place of harvest (mahinga kai) and anchorage site (taunga waka). Poito means float of a net and the name is indicative of the rituals and traditions around net fishing. Tuteremoana, a prominent chief of Ngāi Tara, is said to have lived there, the principal house being named Raukawa. R</p> <p>http://pnrp.gw.govt.nz/assets/Uploads/S94-Rangitatau-Registration-Report-Hearing-Evidence.pdf</p>
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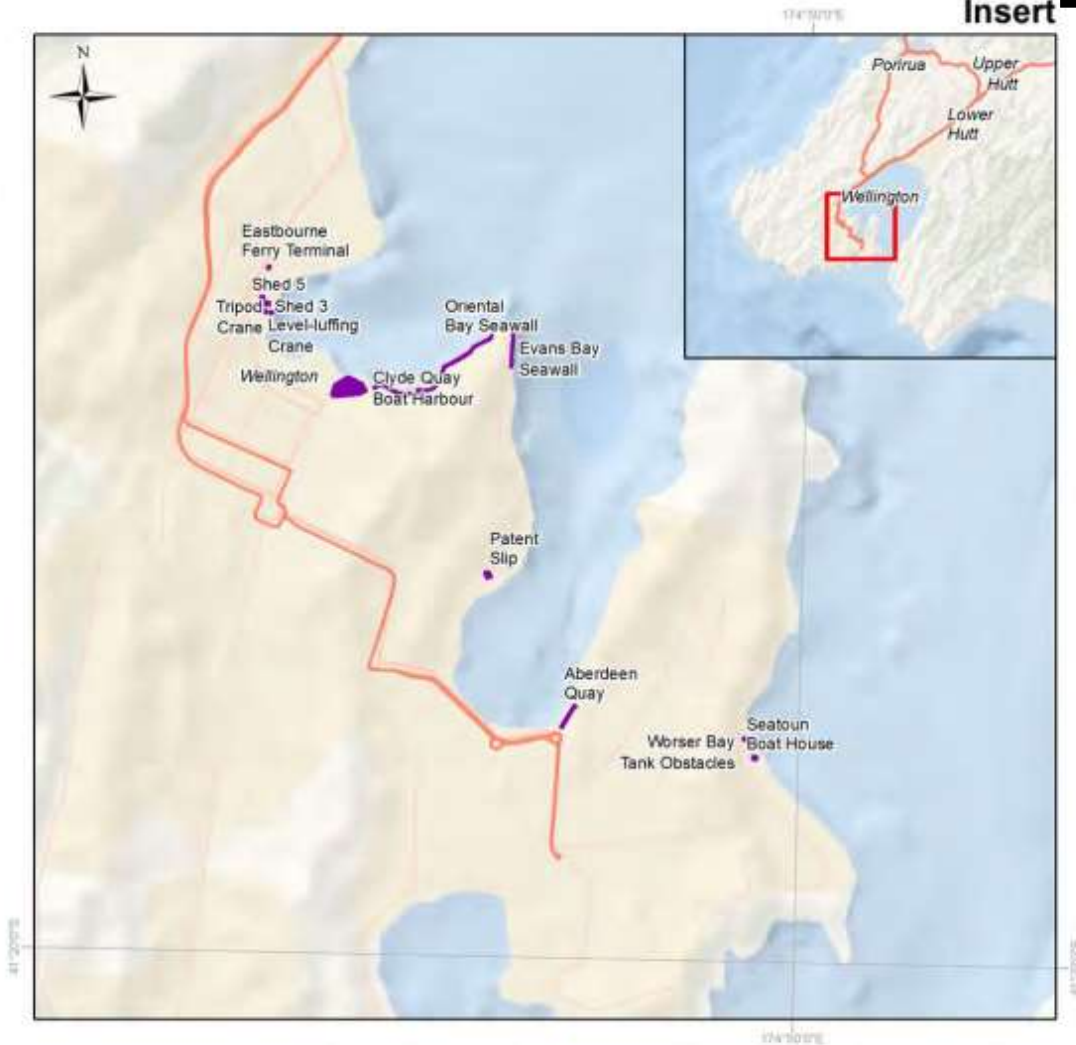
Schedule E5: Historic heritage freshwater sites		
Name	Location	Summary of Significant Values
Ladle Bend Bridge	Western approach to the Rimutaka Incline, Rimutaka Rail Trail	The Ladle Bend Bridge has very strong regional and national historical value in that it was part of the first rail link between Wellington and the Wairarapa. It has high value for its formal design qualities and is an unusual design because of the materials used. It is a very early structure not just for rail in Wellington, but also nationally. It is a rare rail bridge, for its age and design. Archaeological values in the stream bed itself are reasonably high. Discarded artefacts such as metal items as well as other material such as bottle glass are likely to be buried in the streambed gravels and can provide information about various aspects of the use of the railway over time.
Ngatiawa Bridge	Mangaone South Road, Reikorangi	The Ngatiawa Bridge is an important example of the Howe truss type and has strong local historical value. It has high value for its design qualities. It is a rare timber truss bridge and has the longest span of any known timber truss road bridge in New Zealand. The aesthetic value of the bridge is extremely high.
Pakuratahi Bridge	Western approach to the Rimutaka Incline,	The Pakuratahi Bridge has high historic values and is a good example of the engineering excellence of the Public Works

	Rimutaka Rail Trail	Department and the Howe truss bridge type. It has high value for its design qualities and has a very high level of authenticity. The aesthetic value of the bridge is extremely high.

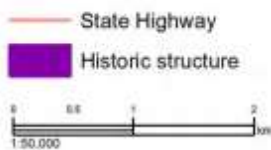
<u>Schedule E6: Lambton harbour heritage area</u>		
<u>Name</u>	<u>Location</u>	<u>Summary of historic heritage values</u>
<u>Kings Wharf*</u>	<u>Commercial Port Area</u>	<p>The proposed heritage area incorporates the oldest part of the city's working port, a place central to the region's prosperity from the second half of the 19th century onwards. It is an area rich in maritime heritage; the structures within the CMA, principally wharves, are the physical reminders of the development of the port during its heyday. These structures also tell the story of the expansion of the waterfront through reclamation and wharf extensions. There is a variety of form evident throughout the area – wharves (especially the finger form), sheds, utilitarian structures, sculptures, as well as the well-defined edge of reclamation.</p>
<u>Harbour Ferry Wharf *</u>		
<u>Tug Wharf*</u>		
<u>Reclamation edges *</u>	<u>Lagoon to Tug wharf vicinity</u>	
<u>Wharves and wharf edges*</u>	<u>Tug wharf to Overseas Passenger Terminal</u>	
<u>Link Span (also called Customs Post Building)*</u>		
<u>Overseas Passenger terminal*</u>		

Historic heritage structures (Schedule E1) Wellington Harbour

Map 8
Insert



This version of the map is not complete. The version of this map available online through the online web map viewer shows the complete, detailed information on a GIS overlay that is not shown on this hard copy. The online version is available on the Council's website at <http://mapping.gw.govt.nz/gwrc/> (select theme Proposed Natural Resources Plan 2015) and can be accessed from the Council offices or public library.



Basemap: World Oceans Base
Projection: NZTM 2000


greater WELLINGTON
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Amend Map Aberdeen Quay Seawall



Aberdeen Quay, image from Google Maps, 2012

Source: Technical report: Coastal Historic Heritage of the Wellington Region 31 October 2014 at page 61

Amend Map Rangitatau Pa



Figure 1: Rangitatau – Extent of List entry

Source: Evidence of Dr Forde for Heritage NZ at paragraph 13