

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

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, 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 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

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)

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, E3 and E6 – 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
- (fa) for structures identified in Schedule E6 (Lambton Harbour Heritage) shall match the existing structures in form and profile, and

(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.

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

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

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

- (ga) for structures identified in Schedule E6 (Lambton Harbour Heritage) shall match the existing structures in form and profile, 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

Rule R168: Alteration of structures identified in Schedule E2, Schedule E3, or Schedule E6 – permitted activity

The alteration of a structure identified in Schedule E2 (wharves and boatsheds), and Schedule E3 (navigation aids), and Schedule E6 (Lambton Harbour Heritage)⁹ 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

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

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

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

⁹ Revised recommendation Right of Reply: Partial accept of Wellington Civic Trust and Heritage NZ submission points

- (f) for structures identified in Schedule E1 (heritage structures), Schedule E2 (Historic heritage wharves and boatsheds), Schedule E3 (heritage navigation aids)¹⁰ the alteration is contained within the form of the existing structure and there is no increase in the length, width, or height of the existing structure, and the altered components should be of original or similar material, texture, form and design as the original it replaces, and
- (fa) for structures identified in Schedule E6:Lambton Harbour Heritage shall match the existing structures in form and profile, and¹¹
- (g) the number of components altered should be substantially less than existing number of components, and
- (h) the alteration does not include the partial or total demolition of any structure, and
- (i) the activity shall comply with the coastal management general conditions specified above in Section 5.7.2.

Rule R169: Additions or alterations to structures identified in Schedule E1, Schedule E2 or Schedule E6 – restricted discretionary activity

The addition or alteration to a structure identified in Schedule E1 (heritage structures), Schedule E2 (wharves and boatsheds), or Schedule E6 (Lambton Harbour Heritage)¹² 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

¹⁰ HS6 Revised Right of Reply: Significant historic heritage prepared by Ms Legarth

¹¹ HS6 revised Right of Reply: Significant historic heritage prepared by Ms Legarth:

¹² Revised recommendation Right of Reply: Partial accept of Wellington Civic Trust and Heritage NZ submission points

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

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, Schedule E3 or Schedule E6 – discretionary activity

The addition or alteration to a structure identified in Schedule E1 (heritage structures), Schedule E2 (wharves and boatsheds), Schedule E3 (navigation aids) or Schedule E6 (Lambton Harbour Heritage) 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, Schedule E3 or Schedule E6 – discretionary activity

The removal, demolition or replacement of a structure or part of a structure identified in Schedule E1 (heritage structures), Schedule E2 (wharves and boatsheds) Schedule E3 (navigation aids) or Schedule E6 (Lambton Harbour Heritage) and the associated use 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

that is not permitted by R165, Rule R168, R149/R168A, or Rule R170 or R173, or controlled under Rule R157 or Rule R165, or restricted discretionary¹³ under Rule R153, R169, or R173 is¹⁴ a discretionary activity.

¹³ RMA Schedule 1 Clause 16 amendment

¹⁴ Default rule where heritage Schedules E1, E2, E3 and E6 apply: Revised recommendation supplementary Right of Reply: consequential amendment

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),
- (ga) the structure is not identified in Schedule E1 (heritage structures), ~~or~~ Schedule E3 (navigation aids), or Schedule E6 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.

<p>Schedule E1: Historic heritage structures 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</p>		
Name	Location	Summary of Significant Values
Clyde Quay Boat Harbour ¹⁵ *	Oriental Bay	The Clyde Quay Boat Harbour is one of the most significant places in Wellington’s recreational and maritime history. There has been the same continuous use of this part of the harbour, for sailing and recreation, since 1904. It is regionally important to Wellington and nationally to New Zealand for its historic, social, aesthetic and technical values.
Eastbourne Ferry Terminal* ¹⁶	Lambton Harbour	The Eastbourne Ferry Terminal building is a unique structure in the Wellington Region. Together with the associated wharf, it has strong historic values for the part it has played in the development and enjoyment of one of Wellington’s most popular beaches and residential areas at Eastbourne. The building has architectural value, and has been little altered over time, giving it a high level of authenticity.

<p>Schedule E2: Historic heritage wharves and boatsheds 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</p>

¹⁵ Clyde Quay Boat Harbour is shown as the whole area on proposed Plan Map 8A (insert)

¹⁶ Schedule E1 contains the Eastbourne Ferry Terminal building and Schedule E2 contains the associated Harbour Ferry Wharf

Name	Location	Summary of Significant Values
Harbour Ferry Wharf ^{*17}	Lambton Harbour	Together with the associated Eastbourne Ferry Terminal building, Ferry Wharf has strong historic values for the part it has played in the development and enjoyment of one of Wellington's most popular beaches and residential areas at Eastbourne.
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.
Queens Wharf *	Lambton Harbour	Queens Wharf is one of the oldest structures in Wellington, and is a place of high heritage value both locally and in a national context. It is particularly important for its long history at the centre of waterfront development and activity, and by extension, the growth and development of the city. It has technological significance for its early use of heavy timber in its construction. The area is a prominent landmark on the waterfront, surrounded by important and interesting old buildings that relate directly to the wharf and its use.
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

¹⁷ Schedule E1 contains the associated Eastbourne Ferry Terminal building and Schedule E2 contains the Harbour Ferry Wharf

		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.
Taranaki Street Wharf *	Lambton Harbour	Taranaki Street Wharf is a structure of some significance to Wellington, having been used continuously for wharfage since its construction in 1906. Although altered and incorporated into larger landscaping changes in more recent times, it retains much of its original fabric, various parts of which are on public display. It is today one of the most visited of Wellington's wharves due to its central position in the most popular area of the waterfront.
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.

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)

		<p>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. 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.
Pakuratahi Bridge	Western approach to the Rimutaka Incline, Rimutaka Rail Trail	The Pakuratahi Bridge has high historic values and is a good example of the engineering excellence of the Public Works 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.

Schedule E6: Lambton harbour heritage

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

Name	Location	Summary of Heritage Values (individual summaries for each item in Schedule E6 will be provided to the Panel on Wednesday 8 August 2018)
Kings Wharf*	Commercial Port Area	
Tug Wharf*	Lambton Harbour	
Reclamation edges * as shown on Map xx	Lagoon to Tug Wharf vicinity	
Wharves and Wharf edges* as shown on Map xx and not identified in Schedule E1 E2 and E3	Tug Wharf to Clyde Quay Wharf	
Link Span (also called Customs Post Building)*	Lambton Harbour	
Clyde Quay Wharf (Overseas Passenger terminal wharf)* ¹⁸	Lambton Harbour	

¹⁸ 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"