



HERITAGE NEW ZEALAND
POUHERE TAONGA

Tairangahia a tua whakarere;
Tatakihia ngā reanga ō āmuri ake nei
Honouring the past; Inspiring the future

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Wellington Railway Station. Aerial view. Image courtesy of www.pro-photography.co.
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Dear Polly

Wellington Railway Station – Proposed installation of Trial Snapper System on Platforms Covenant Platforms feedback – pre consent

I write on behalf of Heritage New Zealand Pouhere Taonga to comment on the proposed installation of Snapper units on the Wellington Railway station main platform as a trial by Metlink.

This place is a Category 1 Historic Place List and recognised for its high heritage value externally and internally.

The guiding document for any proposals is the Conservation Plan. While the current Conservation Plan is outdated it is under review, and the specific spaces and elements has been looked at by Conservation Architect Ian Bowman.

Consultation

Greater Wellington along with KiwiRail and Wellington City Council have been engaged in discussion over the pilot project, with KiwiRail Conservation Architect Ian Bowman providing assistance on appropriate location and design. The final design has not yet been approved.

Both KiwiRail and Heritage New Zealand [subject to the Heritage Assessment] initially have agreed in principle that the trial is important, and can assist in a better solution for the final system.

Documentation:

The following documentation has been shared in preparation for consent including:

- 20210521 WRS Validators.pdf
- AEE WRS validators.pdf
- images of the units in locations on the platforms
- example of current Snapper unit
- Wellington RS Platform HA.pdf
- Wellington Station Capacity Assessment v06(draft).pdf
- Wgtn station ticket columns -archaeology.pdf
- SR 485292 Pre-application meeting record e-ticketing Wellington Station v2.pdf
- NZHPT letter – Pilot Installation Request (24.06.21)

Proposed trial of six validators

A National Ticketing system is proposed deploying electronic ticketing and payment systems.

The Metlink Pilot is for a temporary installation of the six (6) validator posts on the main platform. Greater Wellington have advised that any subsequent permanent installation of validator posts would be subject to consultation with HNZPT with respect to size, design, colour, location, numbers and scale and would require new applications to be made to WCC and HNZPT. The outcomes of the Pilot project, and the upcoming appointment of a preferred provider for National Ticketing Solution, will be available to inform this consultation on the future arrangements.

The proposed time frame to the permanent National Ticketing Solution is planned to occur by December 2022, with full transition completed by March 2023. Metlink have requested an extension to the proposed end date of March 2023.

Resource consent advice has been sought from Wellington City Council by MetLink and consent may be required for this work. Approval is required by KiwiRail and Heritage New Zealand under the covenant.

Preliminary advice Heritage New Zealand

The following advice was given subject to the Heritage Assessment and final design:

- The installation of the selected six [as per drawing AG03 April 2021] validators are considered intrusive elements within a historic space.
- In-ground work is supported as the platform ground materials at these locations are of limited heritage fabric and the in-ground work can be removed and is reversible.
- No changes are proposed to the building walls or historic elements.
- The six validator units selected are the only option given for the GWR trial. Alternative types are recommended that are smaller in scale and more in keeping with a historic station.
- The proposed locations of six units is based on GWR trial requirements and are not considered in heritage terms to be appropriate in terms of the original design and layout.
- The proposed colour schemes are GWR colours. The heritage recommendation is that any new elements, especially intrusive elements, are in the railway station historic colours and recede in prominence i.e. dark brown, black but with some additional colours.
- It is expected that the Pilot will continue until end of 2022 and that it is a trial, and that at this time, the Snapper equipment will be replaced with the new vendors equipment and new approvals from Heritage New Zealand and consents will be required to support this.
- Existing validators can be fully removed at the end of the Pilot period and platform area restored with minimal effort.

Heritage Consultant recommendations

The assessment of the heritage values of the platforms is supported as a review of this portion of the station until the Conservation plan is revised. Conservation Plan.

The assessment of the impact on Heritage Values of the proposed works is supported.

Summary

Heritage NZ is generally supportive in principle of a trial process that is contained within the historic platform area, however the units are intrusive and impact negatively in terms of heritage values on the historic platform. As such intrusive elements are not recommended on a place of high heritage value.

The review of the Conservation Plan by KiwiRail is a significant step in helping identify and update heritage values and guidance for all parties.

While there is no revised Conservation Plan Ian Bowman's report confirms that the heritage values of the platform area, spaces and elements is of high value and has a high degree of rarity in line with the Category 1 heritage status of the Railway Station.

Cumulative change has not been addressed on the platforms to retain integrity and authenticity. This project contributes to intrusive elements. The platform area designed in the 1930s have overtime been constrained by more recent additions and closing off of the main gates and has a number of intrusive elements. There has been no rationalisation or consideration given to the platforms with proposed increased numbers.

There is a concern that long term any introduction of new intrusive elements does not hold or enhance existing heritage values.

It is noted that there is no master plan or development plan for the future of this area that co-ordinates and takes a heritage based approach that supports heritage, modernisation and future uses. There is a strong indication, signalled by the proposed validator project, that there will be increasing numbers of passengers and possible impacts on the station and its platform area, but there is no assessment or planning for the potential impact of any rapid transport system as part of the central city. A co-ordinated approach and long term plan, along with the revised Conservation Plan is considered important with any future plans, and should be considered prior to the implementation of the final units or system.

Heritage New Zealand would assume that the final installation of a validator system at the Wellington Railway Station would include a full re-address of the current design, including location, along with consideration of the increased passenger predictions and the overall site design, which is supported by Greater Wellington.

The installation of the six units, as a trial, fall outside of good heritage practice on a number of criteria. Re-movability and reversibility at the end of the trial is acknowledged along with the limitation of the installation to March 2023 as a maximum.

However the advice stands that:

- in the interim options should be found that are less intrusive in scale, design and colour, and with a more appropriate location that considers the wider platform and ongoing use through the station.
- that a co-ordinated approach and development plan be begun between parties that looks to the most appropriate balance of long term uses [including long term predictions] and retaining heritage values in line with the Conservation Plan.

Heritage New Zealand supports in principle the proposal however agrees with the recommendations of the Heritage consultant that:

- the current design be modified in design and scale
- modification of the colour scheme [noting Metlink have agreed to a reduced scheme of dark blue/green colour], and
- Align the validators with the wall of the railway station rather than diagonal;

and in addition

- A Heritage Construction Management Methodology Plan be developed for installation, and demounting at the end of the trial, with conservation architect supervision in both the plan and construction project; and
- A Development Plan for the ongoing uses of the platform area is undertaken which looks at heritage values and user requirements into the future in preparation for the next stage

Based on the ongoing discussions Heritage New Zealand would like to see some movement on the colour scheme and the alignment.



Yours sincerely

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