

Laura Kellaway

From: Peter Wells <Peter.Wells@gw.govt.nz>
Sent: Friday, 18 June 2021 1:09 pm
To: Laura Kellaway
Subject: RE: Snapper Pilot - Johnsonville Line

Thanks Laura

From: Laura Kellaway <LKellaway@heritage.org.nz>
Sent: Friday, 18 June 2021 11:55 am
To: Peter Wells <Peter.Wells@gw.govt.nz>
Subject: Re: Snapper Pilot - Johnsonville Line

Hi Peter

I am just partially back at work today.
I will look at this on Monday and respond.

Kind regards
Laura

Laura Kellaway | Conservation Architect | Kaihoahoa Penapena | Central Region | Heritage New Zealand Pouhere
Taonga | P O Box 2629 | Level 1, 79 Boulcott St | Wellington 6140 | |

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From: Peter Wells <Peter.Wells@gw.govt.nz>
Sent: Friday, 18 June 2021 10:05 AM
To: Laura Kellaway <LKellaway@heritage.org.nz>
Cc: Mitchell Davis <Mitchell.Davis@gw.govt.nz>; Matthew Chote <Matthew.Chote@gw.govt.nz>; Polly Larkman <Polly.Larkman@kiwirail.co.nz>; Alison Dangerfield <adangerfield@heritage.org.nz>
Subject: RE: Snapper Pilot - Johnsonville Line

Good day Laura

Just confirming that we are looking to make our council outline plan waiver applications before the end of the month if possible. Ideally we'd like to include any advice that you may have when making that submission. As such,

are you able to confirm that you've received the Heritage Impact Assessment prepared by Ian Bowman and provide an indication of when you would be able to provide any feedback.

Many thanks

Peter Wells

Project Manager

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From: Peter Wells

Sent: Tuesday, 15 June 2021 1:19 PM

To: Laura Kellaway <LKellaway@heritage.org.nz>

Cc: 'Mitchell.Davis@gw.govt.nz' <Mitchell.Davis@gw.govt.nz>; Matthew Chote (Matthew.Chote@gw.govt.nz) <Matthew.Chote@gw.govt.nz>; Polly Larkman <Polly.Larkman@kiwirail.co.nz>

Subject: RE: Snapper Pilot - Johnsonville Line

TO: HERITAGE NEW ZEALAND POUHERE TAONGA – LAURA KELLAWAY

CC: KIWIRAIL – POLLY LARKMAN

FM: GREATER WELLINGTON REGIONAL COUNCIL - METLINK

Good day Laura

Please find attached Ian Bowman's Heritage Impact Assessment for the proposed Snapper Validators to be installed at Wellington Railway Station.

This should be read in conjunction with the draft consent drawing pack (attached here) and the images (previously shared via WeTransfer).

As per our previous discussions, we are providing this to you, ahead of our formal consent applications to Wellington City Council, for your review and comment.

We note your previous preliminary advice in respect of the proposal, discussed a conditional approval for this Pilot project.

We are able to re-confirm that this Pilot is for a temporary installation of the six (6) validator posts. 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. In respect of the time frame, we note that the transition to the permanent National Ticketing Solution is planned to occur by December 2022, with full transition completed by March 2023. As such, we would like to request an extension to the proposed end date of December 2022, up to March 2023.

There remains some time pressure on the project, so we would appreciate if you would be able to review these documents and confirm your final position as soon as is practical.

Kind Regards

Peter Wells

Project Manager

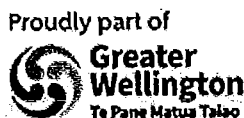
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From: Laura Kellaway <LKellaway@heritage.org.nz>

Sent: Thursday, 3 June 2021 5:06 PM

To: Peter Wells <Peter.Wells@gw.govt.nz>

Subject: RE: Snapper Pilot - Johnsonville Line

Hi Peter

I have downloaded the four images- thank you for these.

I am away next week- back on the 15th.

Kind regards

Laura

Laura Kellaway | Conservation Architect | Kaihoahoa Penapena | Central Region | Heritage New Zealand Pouhere Taonga / Te Takiwā o Te Pūtahi a Māui | P O Box 2629 | Level 1, 79 Boulcott St | Wellington 6140 | Ph: (64 4) 471 4895 | Mobile 027 445 3599

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From: Peter Wells <Peter.Wells@gw.govt.nz>

Sent: Thursday, 3 June 2021 11:05 am

To: Laura Kellaway <LKellaway@heritage.org.nz>

Cc: Mitchell Davis <Mitchell.Davis@gw.govt.nz>; Matthew Chote <Matthew.Chote@gw.govt.nz>; Ian Bowman Architect and Conservator <ian@ianbowman.co.nz>

Subject: RE: Snapper Pilot - Johnsonville Line

Good day Laura

Confirming that I have forwarded updated imaging for the six (6) validators at Wellington Railway Station and proposed colour scheme, via WeTransfer. If you could confirm that you've been able to download and view these please. If not, then I will find an alternative way to forward to you.

Kind Regards

Peter Wells

Project Manager

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From: Laura Kellaway <LKellaway@heritage.org.nz>

Sent: Tuesday, 1 June 2021 2:27 PM

To: Peter Wells <Peter.Wells@gw.govt.nz>

Cc: Mitchell Davis <Mitchell.Davis@gw.govt.nz>; Matthew Chote <Matthew.Chote@gw.govt.nz>; Ian Bowman Architect and Conservator <ian@ianbowman.co.nz>

Subject: Re: Snapper Pilot - Johnsonville Line

Hi Peter

Thank you for the opportunity to view the ample validator.

As we await the 3d image showing the six validators and also Ian Bowman's heritage assessment the following is the preliminary view of Heritage New Zealand to KiwiRail:

Heritage NZ is generally supportive in principle of a trial process that is contained within the historic platform area.

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.

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. The platform area designed in the 1930s has overtime been constrained by more recent additions and closing off of the main gates etc and has a number of intrusive elements. Cumulative change has not been addressed.

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

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. The potential impact of any rapid transport system has it seems to date excluded the central city railway station. A co-ordinated approach and long term plan, along with the revised Conservation Plan is considered important with any future plans.

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

Proposed trial of six validators

- The installation of the selected six [as per drawing AG03 April 2021] validators are considered intrusive elements within a historic space.
- Inground work is supported as the platform ground materials at these locations are of limited heritage fabric and the inground 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 ie dark brown, black.
- It is expected that the Pilot will continue until end of 2022 and that it is a trial, and that at this time or earlier , 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 area restored with minimal effort.

Preliminary advice is that support for the current set of six validator trial units ,which fall outside of good heritage practice on a number of criteria, would be dependent on:

- removability and reversibility at the end of the trial
- a time limit of December 2022

- in the interim look at options 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 use [based on current predictions] and retaining heritage values in line with the Conservation Plan.

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.

If it is possible to reduce the degree of bold colour on the Snapper units this would be appreciated

Kind regards
Laura

Laura Kellaway | Conservation Architect | Kaihoahoa Penapena | Central Region | Heritage New Zealand Pouhere Taonga | P O Box 2629 | Level 1, 79 Boulcott St | Wellington 6140 |

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From: Peter Wells <Peter.Wells@gw.govt.nz>

Sent: Tuesday, 25 May 2021 4:12 PM

To: Laura Kellaway <LKellaway@heritage.org.nz>

Cc: Mitchell Davis <Mitchell.Davis@gw.govt.nz>; Matthew Chote <Matthew.Chote@gw.govt.nz>; Ian Bowman Architect and Conservator <ian@ianbowman.co.nz>

Subject: Snapper Pilot - Johnsonville Line

Good day Laura

Thank you for taking the time to visit Snappers office today and see the early prototype validator posts.

As discussed briefly, it would be useful for us to have your points of concern provided as initial feedback to us. Noting that these will not necessarily be the final formal comments of Heritage New Zealand.

Thanks

Peter Wells

Project Manager

Metlink

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Laura Kellaway

From: Peter Wells <Peter.Wells@gw.govt.nz>
Sent: Tuesday, 15 June 2021 1:19 pm
To: Laura Kellaway
Cc: Mitchell Davis; Matthew Chote; Polly Larkman
Subject: RE: Snapper Pilot - Johnsonville Line
Attachments: 20210521_WRS Validators.pdf; AEE WRS validators.pdf

TO: HERITAGE NEW ZEALAND POUHERE TAONGA – LAURA KELLAWAY
CC: KIWIRAIL – POLLY LARKMAN
FM: GREATER WELLINGTON REGIONAL COUNCIL - METLINK

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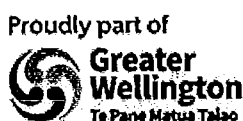
Kind Regards

Peter Wells
Project Manager
Metlink
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Laura Kellaway

From: Peter Wells <Peter.Wells@gw.govt.nz>
Sent: Wednesday, 2 June 2021 2:15 pm
To: Laura Kellaway
Cc: Mitchell Davis; Matthew Chote; Ian Bowman Architect and Conservator
Subject: RE: Snapper Pilot - Johnsonville Line

Good day Laura

Many thanks for your note. While we note that your commentary is preliminary, I'm grateful for your guidance in providing it to us.

I do now have updated imaging for the validators at the station, but have requested one minor change (deletion of a red Snapper logo), and once I have this I will forward these images to you for your information.

In the meantime I'm in contact with Ian about finalising his advice, so that we can be in a position to make our formal submission to WCC (through KiwiRail).

Many thanks

Peter Wells

Project Manager

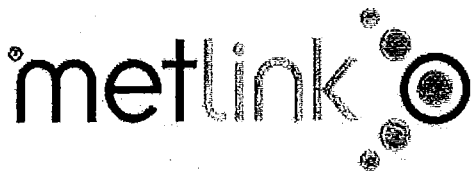
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From: Laura Kellaway <LKellaway@heritage.org.nz>

Sent: Tuesday, 1 June 2021 2:27 PM

To: Peter Wells <Peter.Wells@gw.govt.nz>

Cc: Mitchell Davis <Mitchell.Davis@gw.govt.nz>; Matthew Chote <Matthew.Chote@gw.govt.nz>; Ian Bowman Architect and Conservator <ian@ianbowman.co.nz>

Subject: Re: Snapper Pilot - Johnsonville Line

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Laura Kellaway | Conservation Architect | Kaihoahoa Penapena | Central Region | Heritage New Zealand Pouhere Taonga | P O Box 2629 | Level 1, 79 Boulcott St | Wellington 6140 | |

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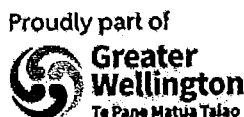
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Thanks

Peter Wells

Project Manager

Metlink

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Laura Kellaway

From: Laura Kellaway
Sent: Tuesday, 1 June 2021 12:15 pm
To: Mitchell Davis
Subject: Re: Meeting Minutes - Wellington Station E-Ticketing Validators - 18/5/2021

Categories: Green Category

Hi Mitchell

Thanks for advising on the GWR signage project.
It does seem KiwiRail were also working on a similar project.

I was just looking through the correspondence on the Snapper project- I thought I had read some preliminary feedback from Wellington City Council- mentioned also in the last minutes. Would you mind resending this please?

Kind Regards
Laura

Laura Kellaway | Conservation Architect | Kaihoahoa Penapena | Central Region | Heritage New Zealand Pouhere Taonga | P O Box 2629 | Level 1, 79 Boulcott St | Wellington 6140 | |

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From: Mitchell Davis <Mitchell.Davis@gw.govt.nz>
Sent: Friday, 21 May 2021 2:49 PM
To: Ian Bowman Architect and Conservator <ian@ianbowman.co.nz>; Dave Donohue <d.donohue@interactarchitects.co.nz>; Shayna.Curle@wcc.govt.nz <Shayna.Curle@wcc.govt.nz>; Peter Wells <Peter.Wells@gw.govt.nz>; Matthew Chote <Matthew.Chote@gw.govt.nz>; Polly Larkman <Polly.Larkman@kiwirail.co.nz>; Andrew Gibbs <Andrew.Gibbs@kiwirail.co.nz>; Laura Kellaway <LKellaway@heritage.org.nz>; Reuben Daubé <Reuben.Daube@wcc.govt.nz>; Reuben Daube3 <Reuben.Daube3@wcc.govt.nz>; Simone Hadley <Simone.Hadley@kiwirail.co.nz>; Peter Wells <Peterw@41s.co.nz>
Subject: Meeting Minutes - Wellington Station E-Ticketing Validators - 18/5/2021

Hi all,

Please see minutes attached from the meeting on Wednesday.
Any changes or clarifications required please let me know.

Kind Regards,

Mitchell Davis

Kaitohutohu | Fixed Asset Advisor – Rail Assets

Metlink

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Laura Kellaway

From: Peter Wells <Peter.Wells@gw.govt.nz>
Sent: Tuesday, 25 May 2021 4:19 pm
To: Ian Bowman Architect and Conservator
Cc: Mitchell Davis; Matthew Chote; Laura Kellaway
Subject: RE: Call opportunity

Good day Ian

We're working on getting the imaging updated for you. At this stage it is looking like the second half of next week when these are available.

In the meantime, I have included below some background regarding our proposal to use Metlink branding for the validator posts (and copied Laura in here as well).

Usability: Tagging both on and off services are essential requirements for digital ticketing payment. Visual consistency of validators across all stations is an important usability requirement to ensure compliance is maximised. Non-compliance incurs extra cost to Metlink and it's customers.

Brand attribution: Our payment channels are one of Metlink's key customer touchpoints. Metlink is working toward providing a fully integrated public transport network. Electronic ticketing will be a key enabler of this. Metlink branding on validators signals this integration, as well as assuring customers of where they can receive support.

Metlink wayfinding and information signage (including digital signage) sets a precedent for this for similar reasons of usability and brand attribution. Anything relating to specific Metlink services and support (rather than the Railway station building) should be consistently Metlink branded. We assume this same rule is applied to other occupants of the building, such as New World.

In sympathy with Heritage NZ's desire for Metlink to use colours that do not clash with the surrounding heritage features, the dark blue/green colour from the Metlink brand palette has been chosen. This was Metlink's second preference and in doing this we have already compromised the visibility of the validators, which would have been achieved if the lighter Metlink green was used.

Look forward to catching up next week to discuss a way forward.

Regards

Peter Wells

Project Manager

Metlink

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Sent from my iPhone

> On 24/05/2021, at 4:39 PM, Peter Wells <Peter.Wells@gw.govt.nz> wrote:

>

> Hi Ian

>

> Can you confirm when you could be available for a quick call about the validators please.

>

> Thanks

> Peter Wells

> Project Manager

> Metlink

> 027 223 2271

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> Wellington 6142 Follow us online:

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> [cid:image001.png@01D70C33.CE23D840]

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Laura Kellaway

From: Peter Wells <Peter.Wells@gw.govt.nz>
Sent: Tuesday, 25 May 2021 4:12 pm
To: Laura Kellaway
Cc: Mitchell Davis; Matthew Chote; Ian Bowman Architect and Conservator
Subject: Snapper Pilot - Johnsonville Line

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Good day Laura

Thank you for taking the time to visit Snappers office today and see the early prototype validator posts.

As discussed briefly, it would be useful for us to have your points of concern provided as initial feedback to us. Noting that these will not necessarily be the final formal comments of Heritage New Zealand.

Thanks

Peter Wells

Project Manager

Metlink

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Laura Kellaway

From: Peter Wells <Peter.Wells@gw.govt.nz>
Sent: Monday, 24 May 2021 2:33 pm
To: Polly Larkman; Simone Hadley (Simone.Hadley@kiwirail.co.nz); Laura Kellaway; Reuben Daubé; Shayna Curle
Cc: Mitchell Davis; Matthew Chote; Ian Bowman
Subject: Snapper on Rail - Documents
Attachments: 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 validators - Wellington Station v2.pdf; 20210521_WRS Validators.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

TO: HERITAGE NZ
TO: KIWIRAIL
TO: WELLINGTON CITY COUNCIL

CC: IAN BOWMAN

Dear all

As per the outcomes from Tuesdays meeting.

Please find attached the following documents

- Images of validators at Wellington Station (these are for 4 validators and are in the process of being updated).
- Archaeological report
- Preliminary heritage assessment of platform areas
- Stantec report on validator options for Johnsonville Line
- Record of the Pre-Application meeting with Wellington City Council
- Drawings for proposed installation of six (6) validators at Wellington Station.

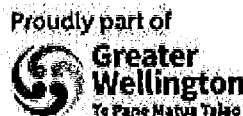
Regards

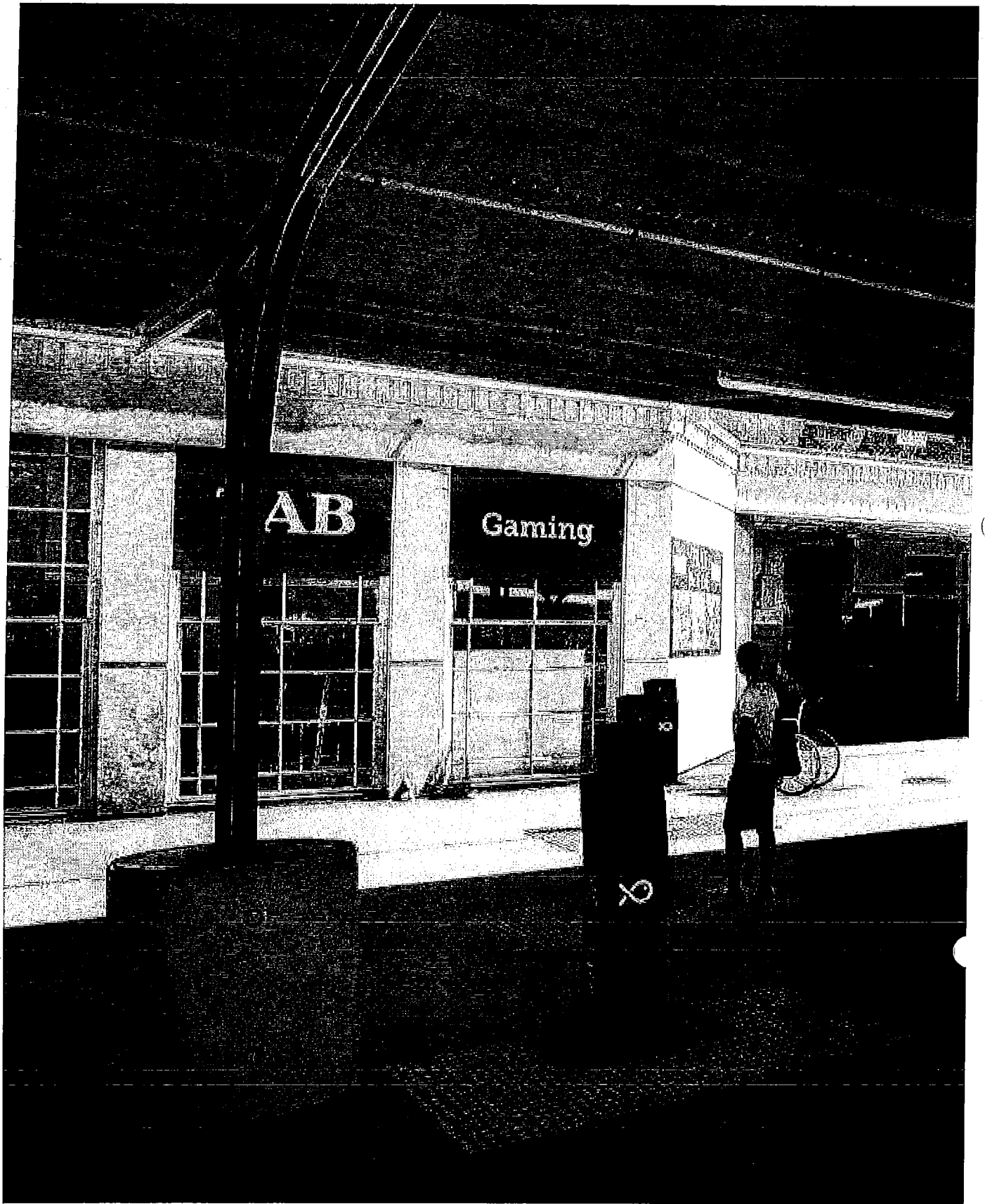
 Peter Wells
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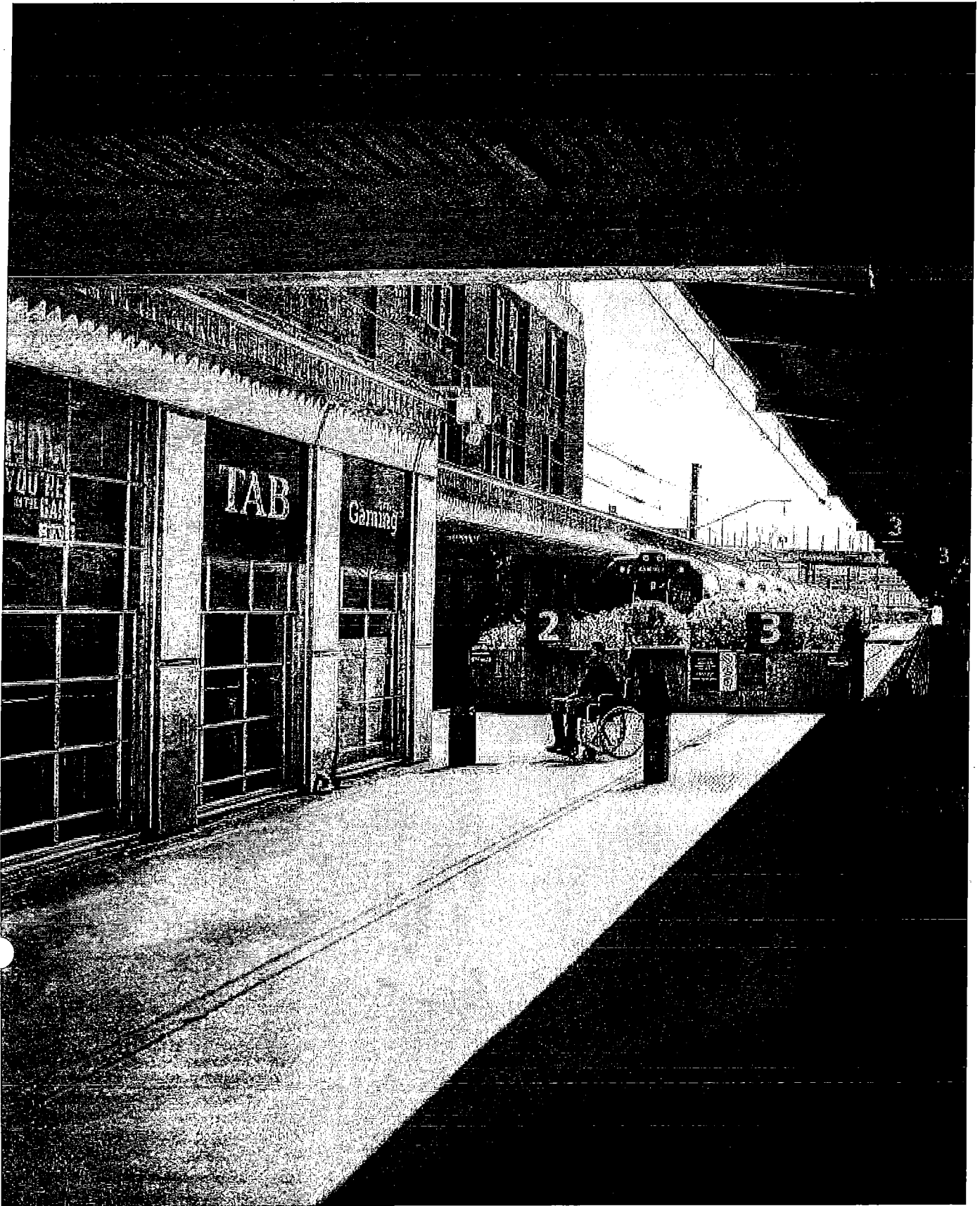
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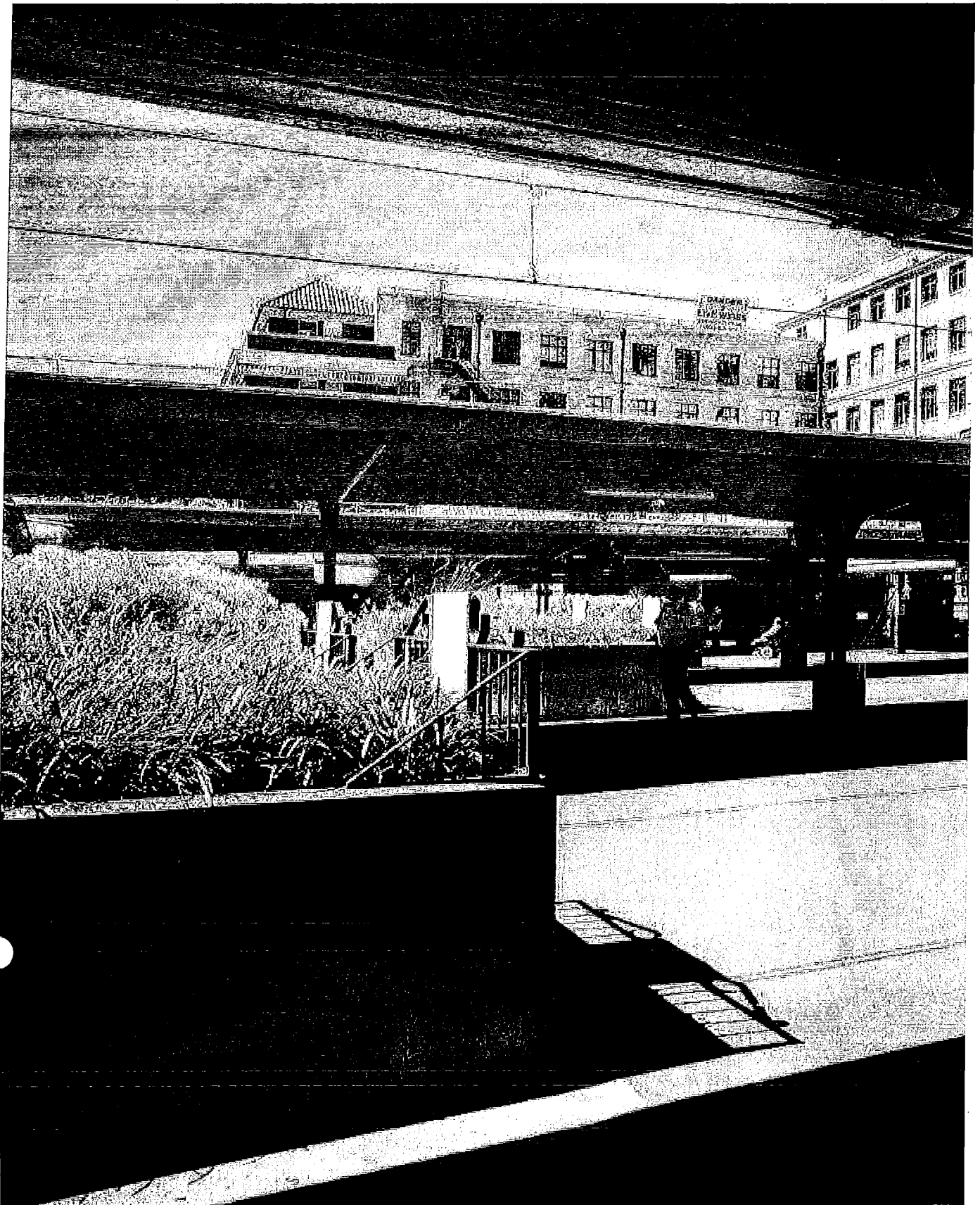
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- GWRC shared Stantec summary presentation of validator performance at Wellington Railway Station
- KiwiRail and Ian Bowman discussed status of conservation plan and confirmed the update is to proceed.
- KiwiRail and Heritage NZ discussion about development plans for station has occurred.

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- The modelling of 2036 also looked at the impacts of implementing 17 double sided validator posts in a line continuing beyond the proposed arrangement for validators to be used in the Pilot period. This showed that on its own, there would be insufficient validation capacity to manage the peak periods when several trains arrive concurrently. While in the short to medium term, there would likely be no issues with this arrangement, long term strategies for deploying validators at Wellington Railway Station will need to be re-assessed in light of the learnings from this pilot period.

4. Partner Organisation Feedback

Wellington City Council

- Recommended that a pre-application meeting is held with the building consent team to ensure that there are no material issues that we should address in the application. Potentially issues such as fire evacuation assessment may be required. Dave Donohue noted that Holmes fire have completed a preliminary assessment of Fire evacuation impacts.

KiwiRail

- No issues noted.

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5. Any other Business

- Nil

6. Actions

- GWRC to share minutes from WCC pre-application meeting with Ian Bowman, Heritage NZ and KiwiRail
- GWRC to request a pre-application meeting with WCC building consents team
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- Completed plans from Interact, to be provided to Ian Bowman, and copied to KiwiRail and Heritage NZ as soon as available.
- GWRC to reshare the archaeological report, Stantec report and artists impressions.
- GWRC to share outer station validator locations

Laura Kellaway

From: Peter Wells <Peter.Wells@gw.govt.nz>
Sent: Friday, 21 May 2021 8:45 am
To: Laura Kellaway
Cc: Ian Bowman; Mitchell Davis
Subject: RE: Snapper Validator

Hi Laura

Sorry for the delayed reply, I was out of office all day yesterday. I will come back and confirm that 0930 is OK, but based on the previous Snapper response I see no issues with this. Snapper is located in the Aon Centre, 3 Hunter Street. If I recall they are on the 12th floor.

In terms of colours. We would like to see the units branded in the proposed Metlink colours in order to enable passengers to easily identify and locate the units. We believe that this will be critical to the success of the trial.

For the Mockups, yes, we can arrange to get these updated to show six instead of four units on platform. I will speak to Stantec today about this.

Thanks

Peter Wells

Project Manager

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From: Laura Kellaway <LKellaway@heritage.org.nz>
Sent: Thursday, 20 May 2021 1:26 PM
To: Peter Wells <Peter.Wells@gw.govt.nz>
Cc: Ian Bowman <ian@ianbowman.co.nz>; Mitchell Davis <Mitchell.Davis@gw.govt.nz>
Subject: RE: Snapper Validator

Hi Peter

How about 9.30am Tuesday? Location please?

Ian and I had a brief talk- and I'll send the photos through to Ian.

And two questions-

- Are we correct in that the proposed units are to be in MetLink colours of dark blue and lime green? Our recommendation was the colours should be heritage based.
- Earlier on there was a 3d mock up on the platforms showing the units- is it possible to have this updated please?

Kind regards
Laura

Laura Kellaway | Conservation Architect | Kaihoahoa Penapena | Central Region | Heritage New Zealand Pouhere
Taonga / Te Takiwā o Te Pūtahi a Māui | P O Box 2629 | Level 1, 79 Boulcott St | Wellington 6140 | Ph: (64 4) 471
4895 | Mobile 027 445 3599

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– *Honouring the past; Inspiring the future*

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From: Peter Wells <Peter.Wells@gw.govt.nz>
Sent: Wednesday, 19 May 2021 3:09 pm
To: Laura Kellaway <LKellaway@heritage.org.nz>
Cc: Ian Bowman <ian@ianbowman.co.nz>; Mitchell Davis <Mitchell.Davis@gw.govt.nz>
Subject: Snapper Validator

Good day Laura

Following up from today's meeting. I have checked with Snapper, and they could facilitate a visit on Tuesday morning if that was suitable. What time could work for you?

Thanks
Pete Wells
027 223 2271

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MINUTES

SUBJECT: **Wellington Station – Validator Installation Discussion**

WHEN 18th May 2021

WHERE 0900 - 1000 : GWRC Offices (and Teams)

ATTENDEES Internal

- Mitchell Davis
- Peter Wells (Project Manager)

External

- Dave Donohue – Wellington City Council
- Simone Hadley – KiwiRail (Teams)
- Ian Bowman – Heritage Architect (Teams)
- Laura Kellaway – Heritage NZ (Teams)
- Reuben Daube – Wellington City Council (Teams)
- Shayna Curle – Wellington City Council

N.B The meeting was seriously disrupted by a computer failure at the start, affecting the ability to effectively share some of the content.

1. Project Update

- Project approval status – Project to implement a Pilot Program of Snapper on the Johnsonville rail line has been approved to proceed. Note that the National Ticketing project (NTS), is also proceeding at pace with indicative programs proposing full roll out on bus and rail networks in Wellington end 2022 or 1st Quarter 2023.
- Planned Go Live – The indicative date for Go Live is 30 October
- Preliminary Review – Ian Bowman has completed a preliminary heritage assessment of the platform and apron area. This has been shared with KiwiRail and Heritage NZ.
- Pre-application meeting – Pre-app meeting with WCC held in March. WCC indicated that Outline Plan approval would be required for the proposed installation at Wellington Station. Minutes of this meeting to be shared with KiwiRail and Heritage NZ.
- Service Resources site check now completed and updated installation quotations received.
- Work to carry out a preliminary review of heritage issues is being commissioned with Ian Bowman by GWRC.
- Stantec work – Modelling of passenger volumes and station performance in 2036 completed

2. Actions from Last Meeting

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- GWRC to share outer station validator locations



Heritage Solutions

Mary O'Keeffe
Heritage Solutions

M 027 440 3769
mary@heritagesolutions.net.nz
www.heritagesolutions.net.nz

TO Peter Wells, Greater Wellington

SUBJECT: Archaeological desktop assessment: installation of validator posts at Wellington Railway Station

DATE: 14 March 2021

Introduction

Greater Wellington (GW) are doing some preparatory work around the requirements to install validator posts at Wellington Railway Station for electronic ticketing systems.

Peter Wells of GW has commissioned Mary O'Keeffe of Heritage Solutions ("the archaeologist") to undertake a desktop assessment of the known and potential archaeology of the station site, to assist with planning and understanding statutory requirements.

Proposed work

GW is undertaking work to install validator posts at Wellington Railway Station for electronic ticketing systems. Four proposed locations for a pilot installation of 4 x validator posts have been identified in the platform apron area (area between platforms and the concourse).

The footings for each validator are proposed to be 750mm x 750mm and 600mm deep.

The locations are shown in Figure 1.

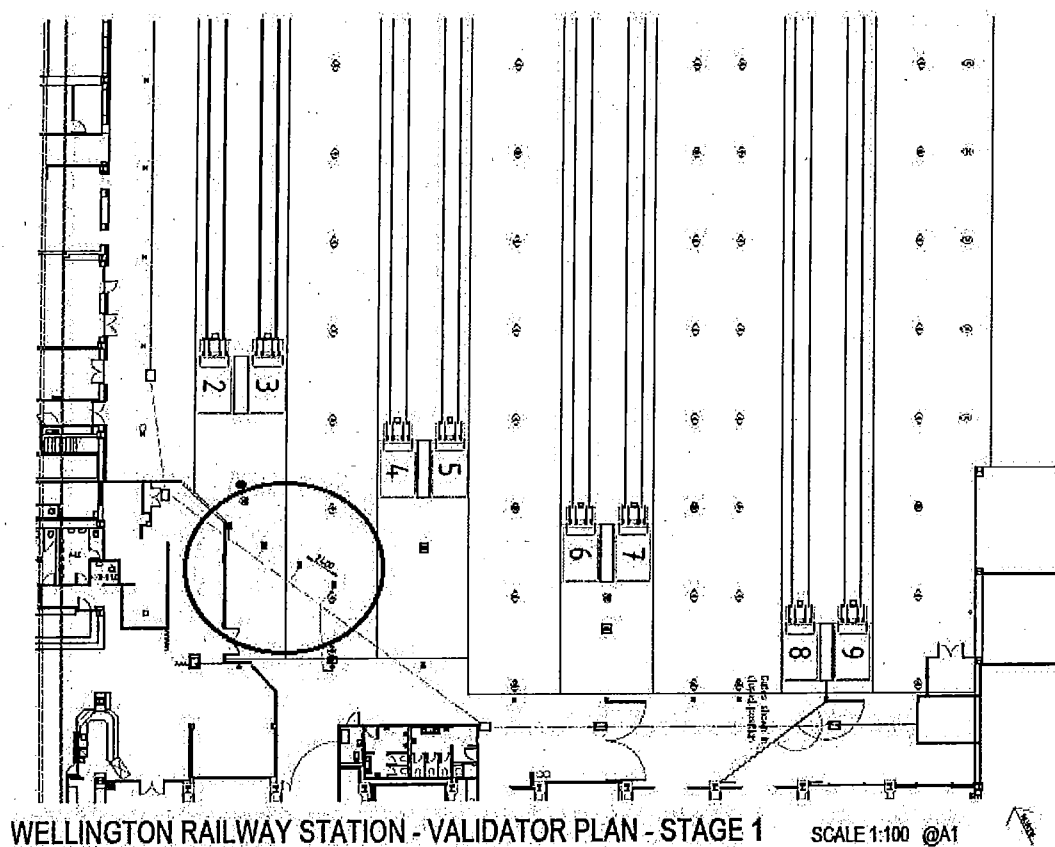


Figure 1: Location of proposed validator posts (circled in red)

Context

The following assumptions are made to set context for this assessment:

- This document comprises a desktop assessment only; no site visit has been undertaken
- This is an assessment of archaeological values and potential. There may be sites or places within the area of interest of significance to iwi; the archaeologist will not comment on this cultural significance.

- This assessment is including potential sites or features that fulfil the definition of an archaeological site as set out in the Historic Places Pouhere Taonga Act 2014, being:
 - (a) any place in New Zealand, including any building or structure (or part of a building or structure), that—
 - (i) was associated with human activity that occurred before 1900 or is the site of the wreck of any vessel where the wreck occurred before 1900; and
 - (ii) provides or may provide, through investigation by archaeological methods, evidence relating to the history of New Zealand; and
 - (b) includes a site for which a declaration is made under section 43(1)¹

Supporting data

Data for this assessment has been sourced from:

- Archaeological assessments undertaken in the area by the archaeologist
- Recorded archaeological sites as contained in ArchSite
- Historic survey plans, sourced from QuickMap
- Historic photos, mainly sourced from the Alexander Turnbull Library
- Data from Wellington City Council's Heritage inventory²

History of the Railway Station site

The first station in Wellington was built at Pipitea Point in 1874. In 1880 the Government erected a new station at what is now Featherston Street. This building was moved in 1885 on rollers to a new site near the intersection of Thorndon and Lambton Quays to improve access to the wharves, and became known as the Lambton Station³.

The Government had funded the construction of a rail route over the Remutaka Ranges but would not do so for the proposed line up the West Coast to the Manawatu. Instead, a consortium of businessmen led by John Plimmer created the Wellington-Manawatu Railway Company (W&MRC) and built the line themselves. In 1886 the W&MRC opened their own station and

¹ Heritage New Zealand Pouhere Taonga Act 2014, S 6 Interpretation

² <https://www.wellingtoncityheritage.org.nz>

³ Entry for Wellington Railway Station, WCC Heritage Inventory

yard, at the bottom of Davis Street in Thorndon on reclaimed land. In 1893 the Government line was extended to Te Aro⁴.

The W&MRC rail line eventually became the North Island Main Trunk Line.

The land on which the railway station sits was reclaimed in 1876 by the Wellington Provincial Council⁵.

The Wellington Railway station was built in 1937. It was designed by architects Gray Young, Morton, and Young in 1929 and a contract had been let to Fletcher Construction at a price of £339,173 the following year.

Construction was delayed by the economic downturn and the Great Depression⁶.

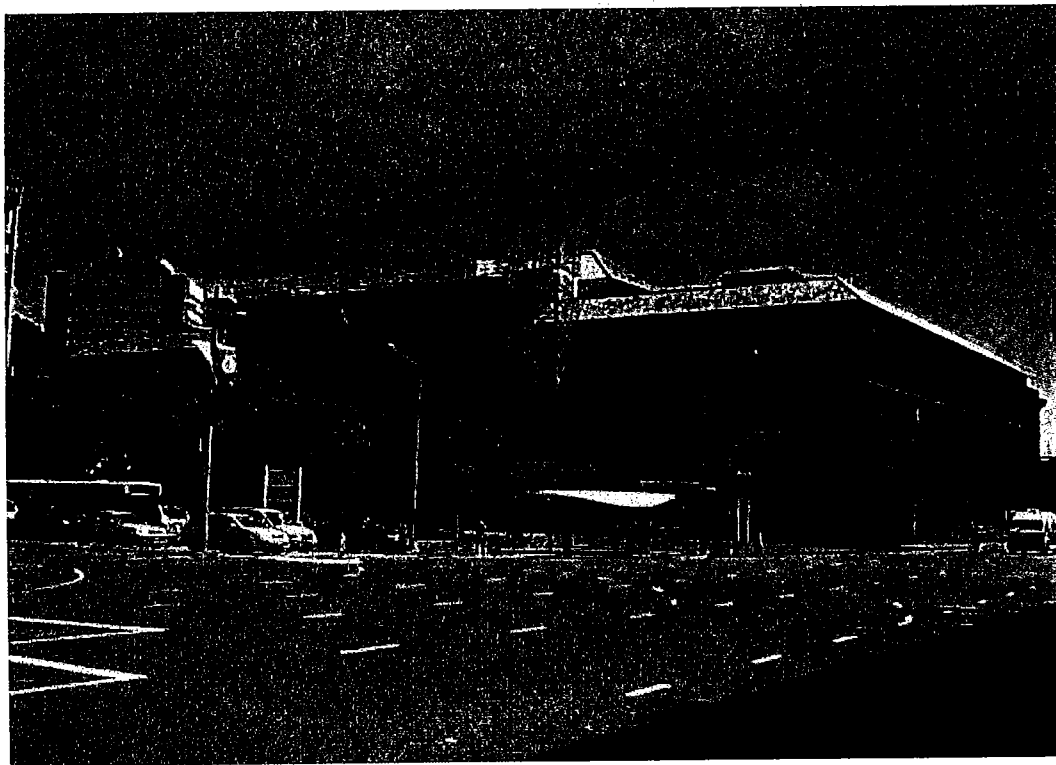


Figure 2: Wellington Railway Station

The WCC heritage inventory records the material and foundations of the railway station building:

⁴ Entry for Wellington Railway Station, WCC Heritage Inventory

⁵ O’Keeffe, 2010: 6

⁶ Entry for Wellington Railway Station, WCC Heritage Inventory

The Wellington Railway Station was designed in the aftermath of the Napier Earthquake and subsequently was at the forefront of a new series of building code regulations. The issue of seismic strengthening was understandably topical and the design employed an advanced steel frame encased in concrete and supported on groups of reinforced concrete piles. The bricks used for the outer façade were designed to rake vertical reinforcing rods and these were tied back to the structural members.

- Foundations

1,438 reinforced concrete piles, set in groups and sunk to bedrock

- Structural Frame

Steel frame, encased in concrete. The suburban concourse consists of reinforced concrete arched ribs.

- Floors

Concrete reinforced floor slabs on concrete supporting beams. Floor coverings generally linoleum, rubber, terrazzo, Trinidad Asphalte, or carpet.

Reinforced concrete stairs.

- Walls

Coromandel Granite Base. 18 inch thick brick walls in old English bond to floor, hollow brick walls, remaining floors, reinforced and tied back to the steel framework. 'Gasco' pressed brick face work. Faience decorative tile work. Rendered plaster finish to some external walls.

Granite door lintels and sills.

Original internal partition walls are hollow brick construction.

Stourbridge white glazed brick partitions to toilets.

- Roof

Timber framed roofing in heart Rimu or Totara, timber sarking, and terracotta tile roof cladding.

Concrete reinforced slab roofing on concrete supporting beams, originally coated in pure Trinidad Asphalte.

Copper guttering, copper or cast iron rainwater heads and downpipes.

- Joinery

Steel window joinery

Brass external door joinery, replaced sections in anodised aluminium

Rimu and selected native internal door joinery

- Internal Linings

Solid plaster walls, tiled, timber panelled, or marble veneer

Solid plaster or fibrous plaster ceilings

The fabric from which the building is constructed is significant, as well as its size and height. It is a five-storey building made of heavy mased material, such as concrete, marble, granite and brick. This mass will have given rise to the need for large and deep foundations.

The implication of this is that the substantial foundations are likely to have destroyed any archaeological fabric that may have been present.

Archaeological data

Tram lines and the edge of a concrete platform adjacent to the W&MRC station in Thorndon (north of the current railway station) were recorded by the archaeologist in 2010, when undertaking archaeological monitoring for work in the railyards.



Figure 3: Tram station, Thorndon, 1908
Cassells, 1994:123

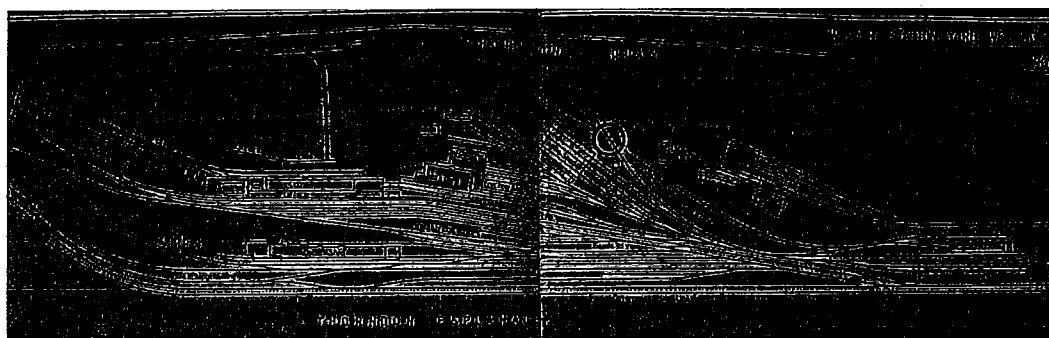


Figure 4: Plan of Wellington & Manawatu Railway Station, Thorndon, c.1907
Cassells, 1994:148 and 149

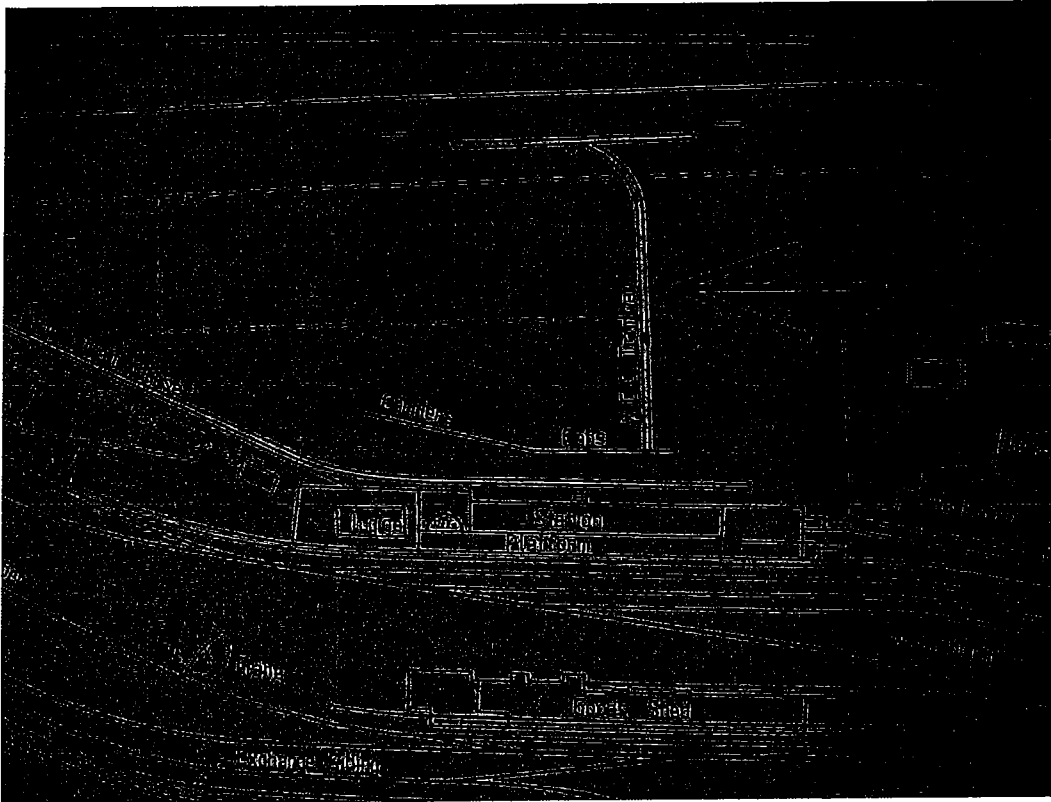


Figure 5: Detail of Figure 4
Tramline investigated by archaeologist shown arrowed

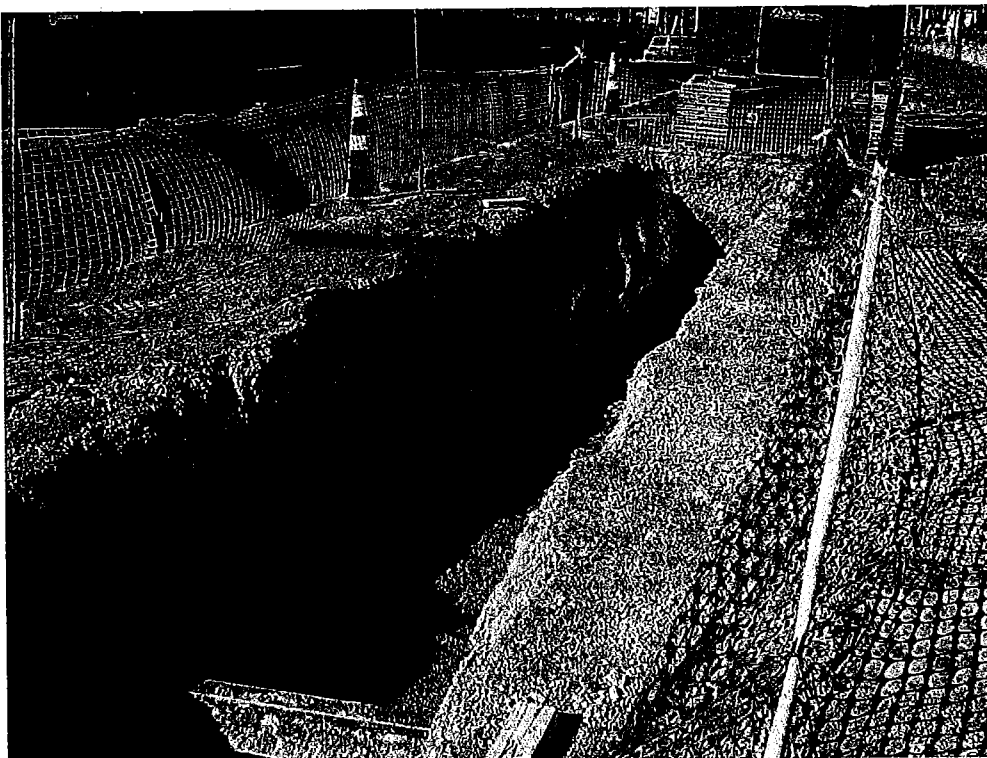


Figure 6: Tram rail and concrete structure
O'Keeffe, 2010



Figure 7: Concrete structure
O'Keeffe, 2010

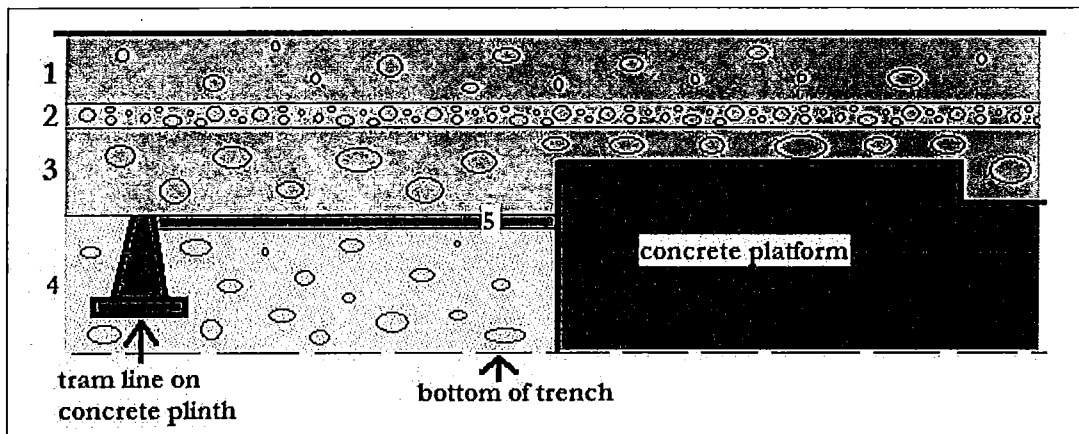


Figure 8: Trench section

- Layer 1: light grey silty fill with some rounded stones
- Layer 2: dense layer of medium and small rounded stones in fill
- Layer 3: darker grey silty fill, with large and medium rounded stones
- Layer 4: dark yellow clay fill, with small and medium rounded stones
- Layer 5: dark brown organic layer

Figure 8 shows the stratigraphy around the concrete platform and tram trails. The platform and rails were built within the underlying clay fill. Each of the rails is sitting on a concrete plinth. This clay fill was presumably the fill laid

down in 1882 during reclamation). Overlying the clay fill is several layers of grey silty fill.

Of particular interest is a distinct layer of brown organic material, seen only in the space between the concrete platform and the tram rail closest to the platform. It is speculated that this highly organic layer is the result of people dropping food scraps or other organic material off the edge of the tram station platform, perhaps as they were about to step onto a tram.

Whilst the features shown above in Figures 1 to 6 are not located in the footprint of the current Wellington Railway Station, they indicate that archaeological features do remain intact beneath subsequent layers of fill.

Thomas Ward's city survey sheets of 1891 show virtually all built structures extant at that time.

Figure 9 shows the sections of the Ward plan that cover the area of the present-day railway station and the rail lines to the north.

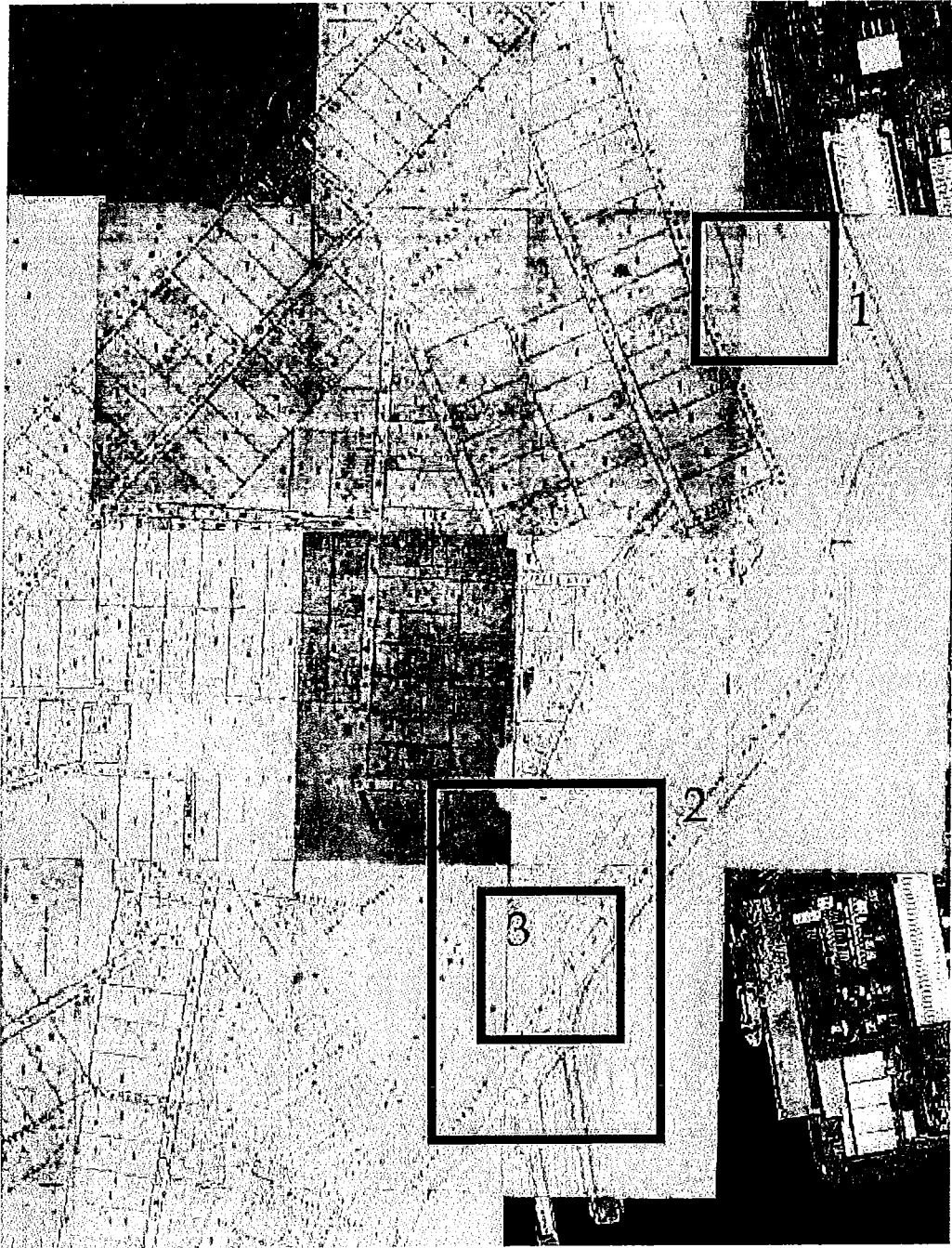


Figure 9: Ward plan
WCC Webmap

Detail 1 (Figure 10) shows the land well to the north of the present-day railway station, in the vicinity of the current Sky Stadium: land here is annotated "Wellington and Manawatū Railway Co.'s Land", and the &W&MRC's station is shown (Figure 11).

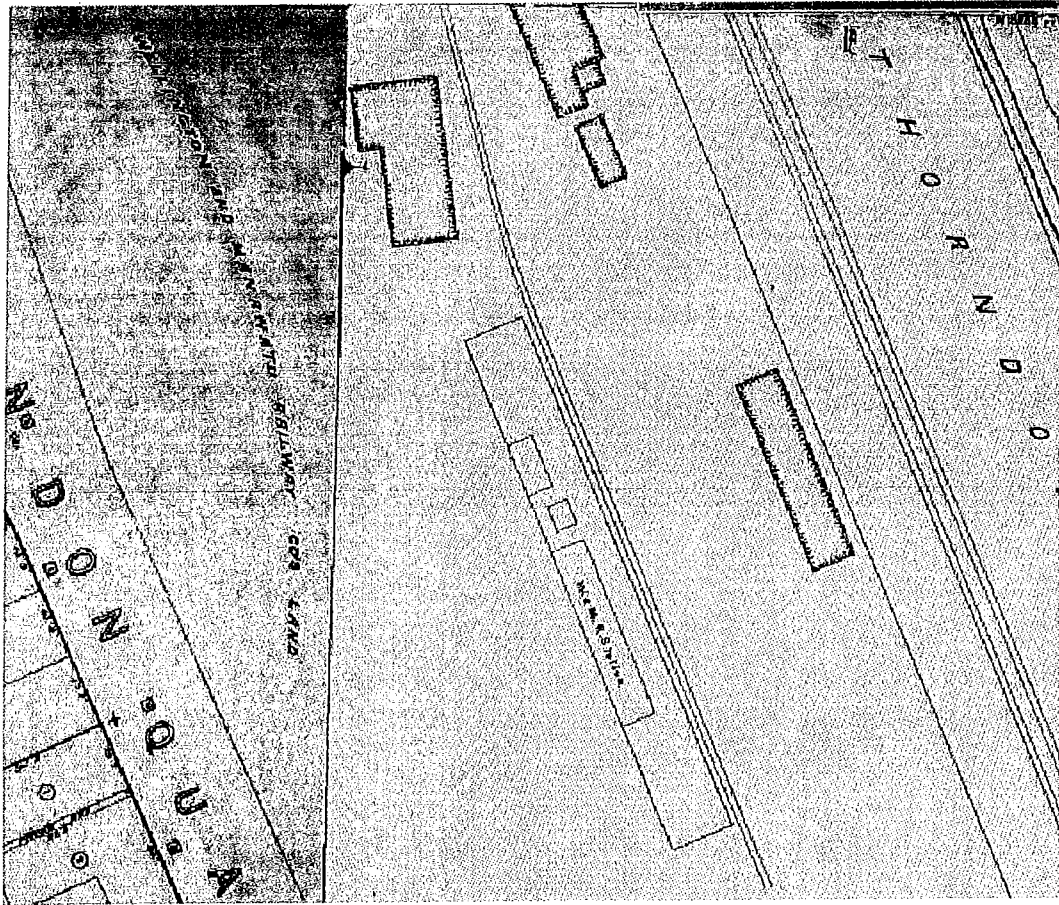


Figure 10: Figure 9 detail 1

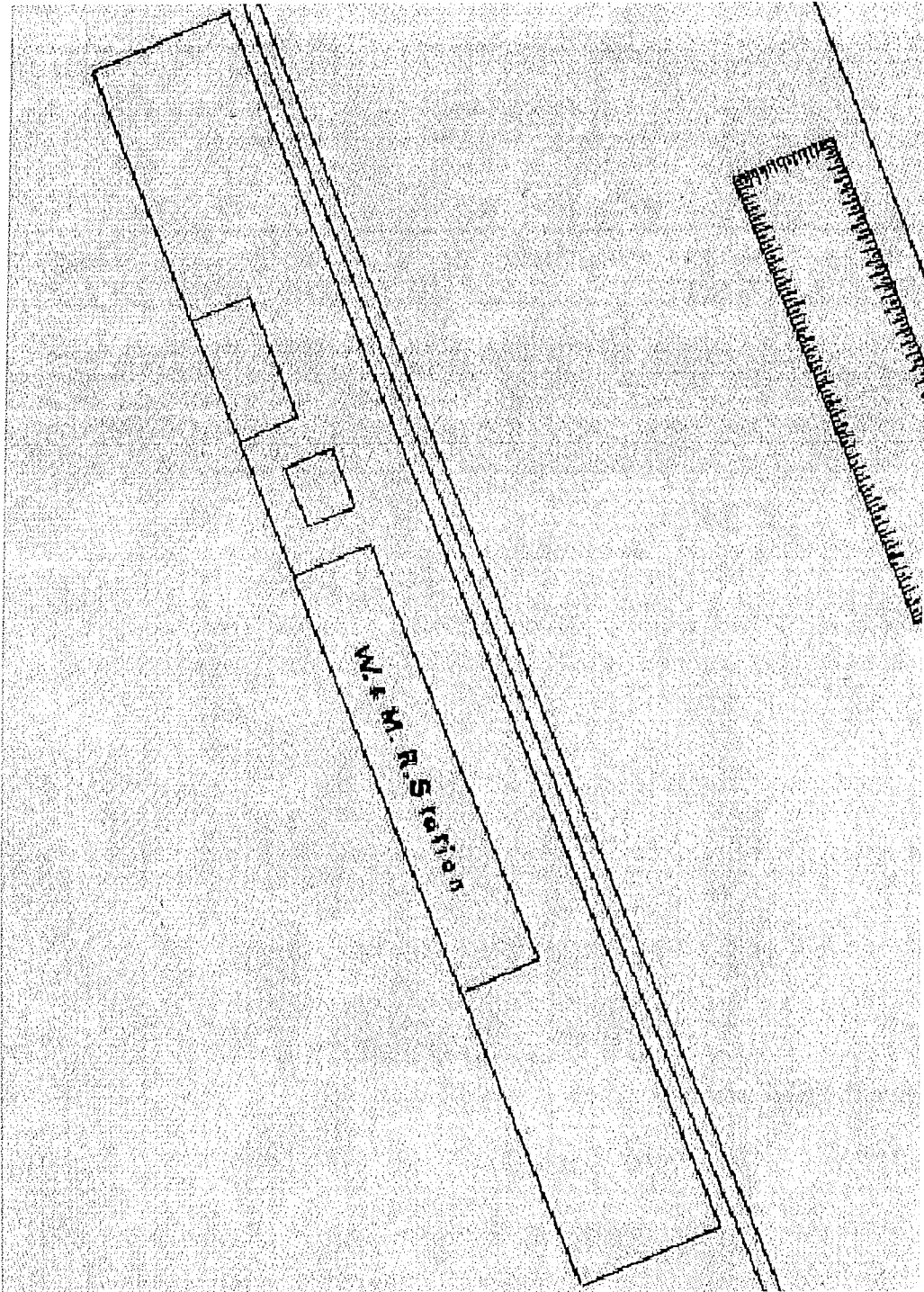


Figure 11: W&MRC station, Thorndon

Figure 12 shows the area of the present-day railway station as shown on the Ward plan, being the area bounded by Thorndon Quay, Bunny St and Waterloo Quay.

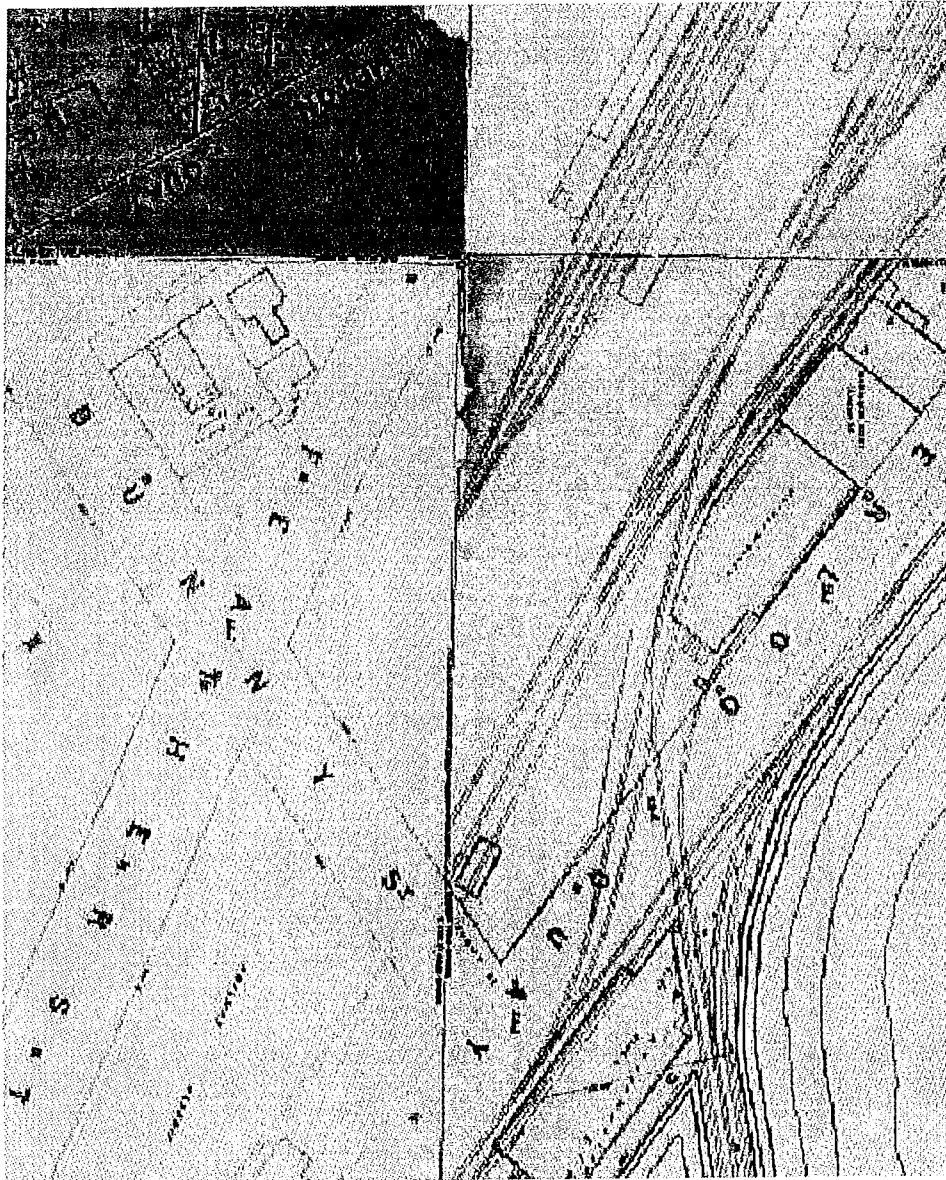


Figure 12: Figure 9 detail 2

Figure 13 shows further detail of the area of the current railway station: there are rail lines present, a small unnamed building, and a building noted as Harbour Board Shed K. This harbour board building is no longer present; it was located on what is now the east side of the railway station building.

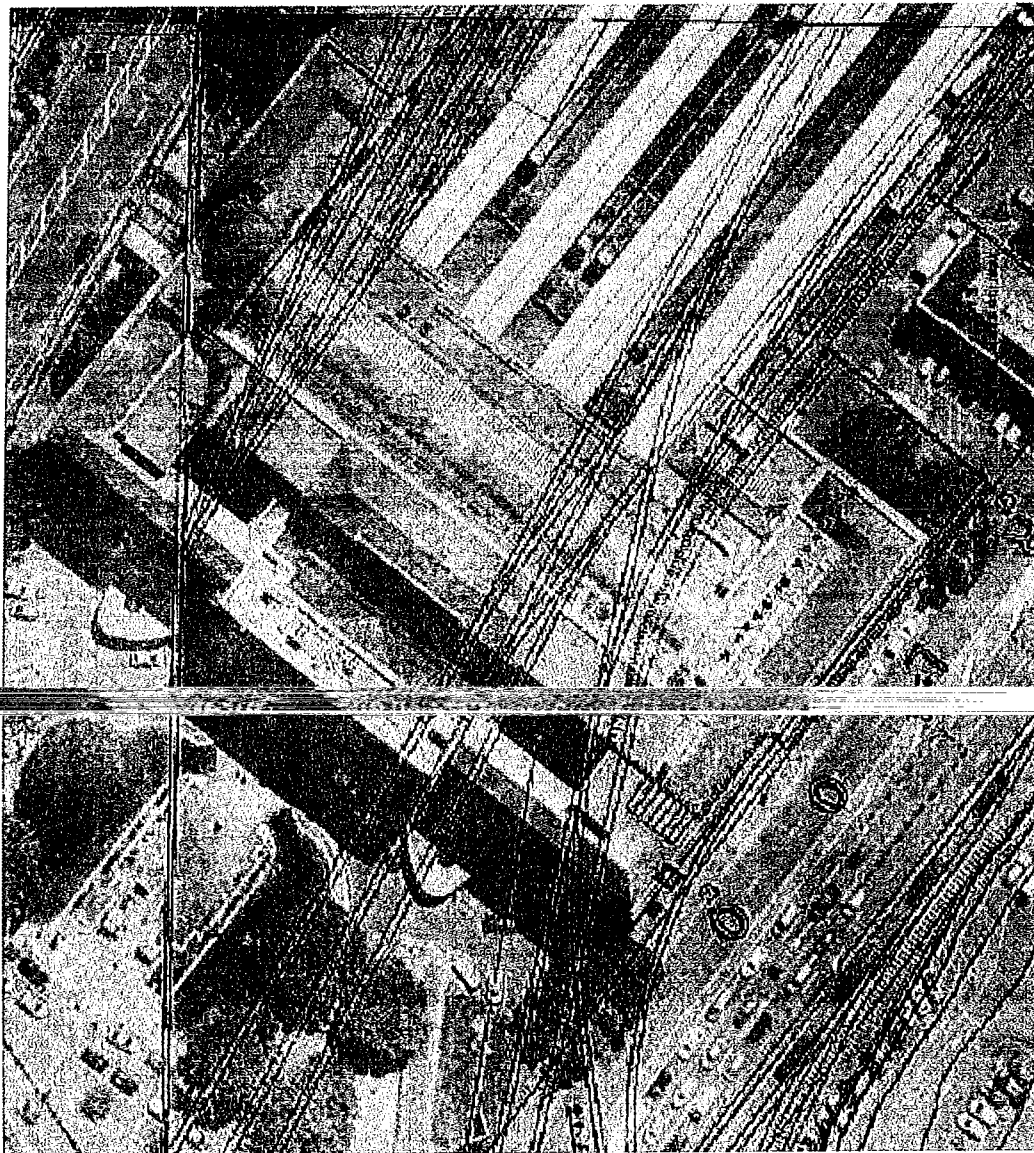


Figure 14: Ward plan overlain on contemporary aerial WCC webmap

No archaeological sites have been recorded within the footprint of the current Railway Station; as the building's construction postdates 1900AD it is not archaeological itself.

However, sites have been recorded in the vicinity of the railway station, shown in Figure 15.

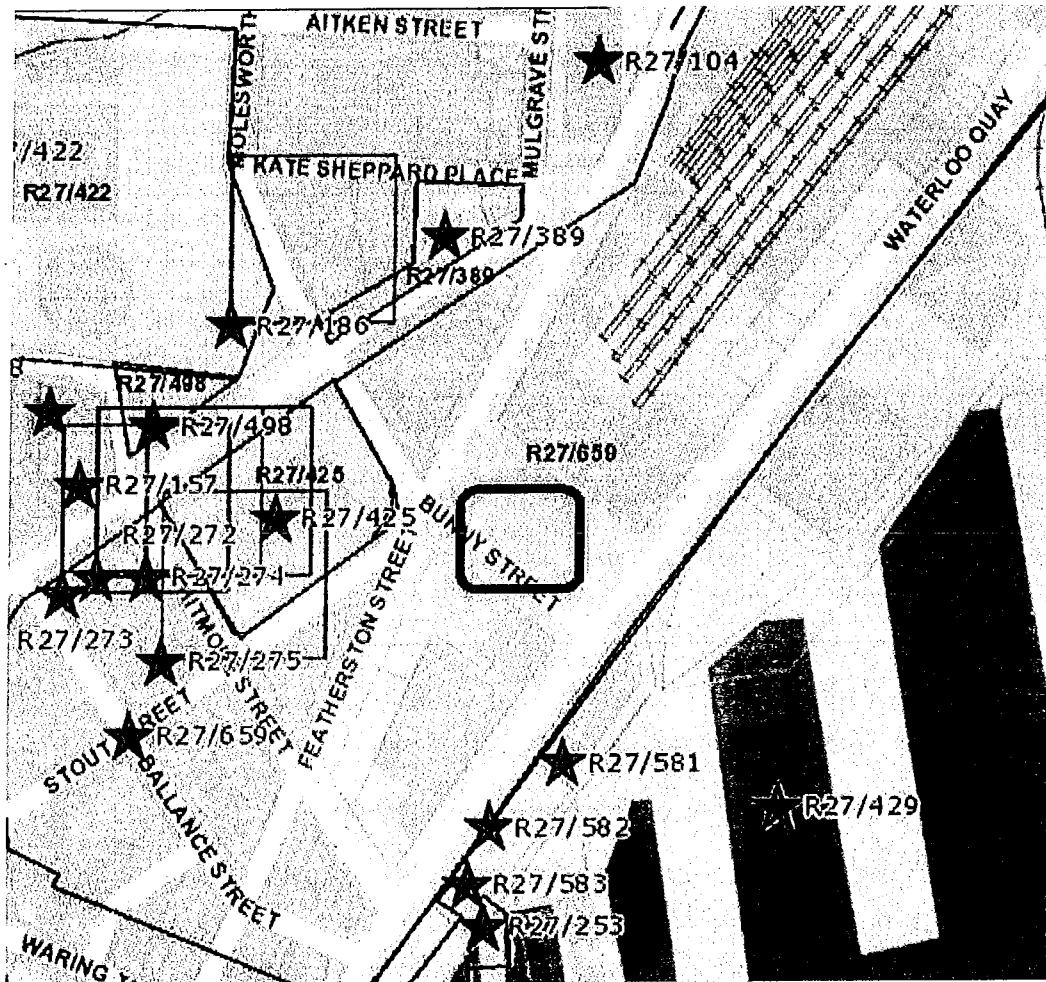


Figure 15: Recorded archaeological sites in vicinity of Wellington Railway Station
Railway Station site outlined in red

These sites are:

NZAA Site Number	Site type
R27/104	Maori burial and adze
R27/157	Brick cellars associated with early hotel
R27/186	Brick well
R27/253	Finger wharf, built 1897
R27/272	Site of 1880s police station.
R27/273	Magistrates Court
R27/274	Arbitration Court
R27/275	Supreme Court

R27/389	Early European buildings
R27/425	Old Government Buildings
R27/429	Two harbour wharves
R27/498	Historic artefacts and building material associated with early buildings
R27/581	19th century roading - an area of wooden cobbles
R27/582	Section of c.1876 wooden seawall
R27/583	Foundations of the Wellington Customhouse
R27/659	Thorndon reclamation
R27/598	Early European artefacts and occupation

Potential for intact archaeological features

Data from previous sections of this report have established that:

- There were previous features and structures present on the site of what is now the railway station
- Archaeological features do survive intact beneath subsequent fill and development

Whilst the probability of intact archaeological features being present beneath the railway station cannot be completely ruled out, the probability is considered very low due to:

- The area and depth of the large massed foundations: the work specifications for the building noted above record the foundations extend to bedrock so are likely to have obliterated archaeological features that may have been present.
- The very small footprint of the proposed work
- The relative shallowness of the proposed work: the footing will be within the depth of the foundations

Recommendation

There is a very low possibility of intact or unknown archaeological features being present beneath the Wellington Railway Station building and platforms.

This probability is so low as to not trigger the archaeological provisions of the Heritage New Zealand Pouhere Taonga Act 2014.

No further consideration, statutory consents or further action in relation to potential archaeology is required.

Sources

Cassells, K R. 1994. *Uncommon Carrier*. NZ Railway and Locomotive Society Incorporated, Wellington.

O'Keeffe, M. 2010. *Wellington Railway Yards: Report on Archaeological Monitoring for Authority 2010/266*. Unpublished report to NZ Historic Places Trust

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