

23 June 2023

File Ref: OIAPR-1274023063-2932

[REDACTED]

Tēnā koe [REDACTED]

### **Request for information 2023-139**

I refer to your request for information dated 30 May 2023, which was received by Greater Wellington Regional Council (Greater Wellington) on 30 May 2023. You have requested the following:

“Please provide communication and discussion between GWRC and heritage NZ around the railway station install of snapper terminals.

I wish to understand both sides of the debate and any agreement reached.”

#### **Greater Wellington’s response follows:**

Please refer to **Attachments 1 - 6**. The general contents of each are listed below:

**Attachment 1 and Attachments 1.1 and 1.2** – Correspondence between a Conservation Architect and the Snapper Rail Project Manager. (Attachments 1.1 and 1.2 are attachments to the email chain in Attachment 1).

**Attachment 2** – Letter from Heritage New Zealand to KiwiRail regarding the installation of the proposed Snapper systems at the Wellington Station.

**Attachment 3 and 4** – Correspondence between the Snapper on Rail Project Manager, the Conservation Architect, and a Wellington City Council Heritage advisor.

**Attachment 5** – Final agreement by Heritage New Zealand on the installation.

**Attachment 6 and Attachment 6.1** – Correspondence from Heritage NZ with their letter regarding stage 2 of the validator project sent to KiwiRail. (Attachment 6.1 is an attachment to the email in Attachment 6.)

If you have any concerns with the decision(s) referred to in this letter, you have the right to request an investigation and review by the Ombudsman under section 27(3) of the Local Government Official Information and Meetings Act 1987.

Please note that it is our policy to proactively release our responses to official information requests where possible. Our response to your request will be published shortly on Greater Wellington's website with your personal information removed.

Nāku iti noa, nā



**Fiona Abbott**

Kaiwhakahaere Matua Waka-ā-atea | Acting Group Manager Metlink

**From:** [Peter Wells](#)  
**To:** [Laura Kellaway](#)  
**Cc:** [Mitchell Davis](#); [Matthew Chote](#); [Polly Larkman](#)  
**Subject:** RE: Snapper Pilot - Johnsonville Line  
**Date:** Tuesday, 15 June 2021 1:19:16 pm  
**Attachments:** [image001.png](#)  
[20210521\\_WRS Validators.pdf](#)  
[AEE WRS validators.pdf](#)

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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

**Metlink**

**027 223 2271**

100 Cuba St, Te Aro, Wellington 6011 | PO Box 11646, Manners St, Wellington 6142

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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 15<sup>th</sup>.

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](mailto:Peter.Wells@gw.govt.nz)>  
**Sent:** Thursday, 3 June 2021 11:05 am  
**To:** Laura Kellaway <[LKellaway@heritage.org.nz](mailto:LKellaway@heritage.org.nz)>  
**Cc:** Mitchell Davis <[Mitchell.Davis@gw.govt.nz](mailto:Mitchell.Davis@gw.govt.nz)>; Matthew Chote <[Matthew.Chote@gw.govt.nz](mailto:Matthew.Chote@gw.govt.nz)>; Ian Bowman Architect and Conservator <[ian@ianbowman.co.nz](mailto: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

**Metlink**

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**From:** Laura Kellaway <[LKellaway@heritage.org.nz](mailto:LKellaway@heritage.org.nz)>

**Sent:** Tuesday, 1 June 2021 2:27 PM

**To:** Peter Wells <[Peter.Wells@gw.govt.nz](mailto:Peter.Wells@gw.govt.nz)>

**Cc:** Mitchell Davis <[Mitchell.Davis@gw.govt.nz](mailto:Mitchell.Davis@gw.govt.nz)>; Matthew Chote <[Matthew.Chote@gw.govt.nz](mailto:Matthew.Chote@gw.govt.nz)>; Ian Bowman Architect and Conservator <[ian@ianbowman.co.nz](mailto: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 | |

*Tairangahia ā tua whakarere; Tātakihia ngā reanga o āmuri ake nei*

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**From:** Peter Wells <[Peter.Wells@gw.govt.nz](mailto:Peter.Wells@gw.govt.nz)>  
**Sent:** Tuesday, 25 May 2021 4:12 PM  
**To:** Laura Kellaway <[LKellaway@heritage.org.nz](mailto:LKellaway@heritage.org.nz)>  
**Cc:** Mitchell Davis <[Mitchell.Davis@gw.govt.nz](mailto:Mitchell.Davis@gw.govt.nz)>; Matthew Chote <[Matthew.Chote@gw.govt.nz](mailto:Matthew.Chote@gw.govt.nz)>; Ian Bowman Architect and Conservator <[ian@ianbowman.co.nz](mailto: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**

**027 223 2271**

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PROACTIVE RELEASE

# WRS - TICKETING VALIDATOR PROJECT

## GROUND FLOOR PLATFORM 2 & 3, WELLINGTON RAILWAY STATION

### BUILDING CONSENT ISSUE - REV-0

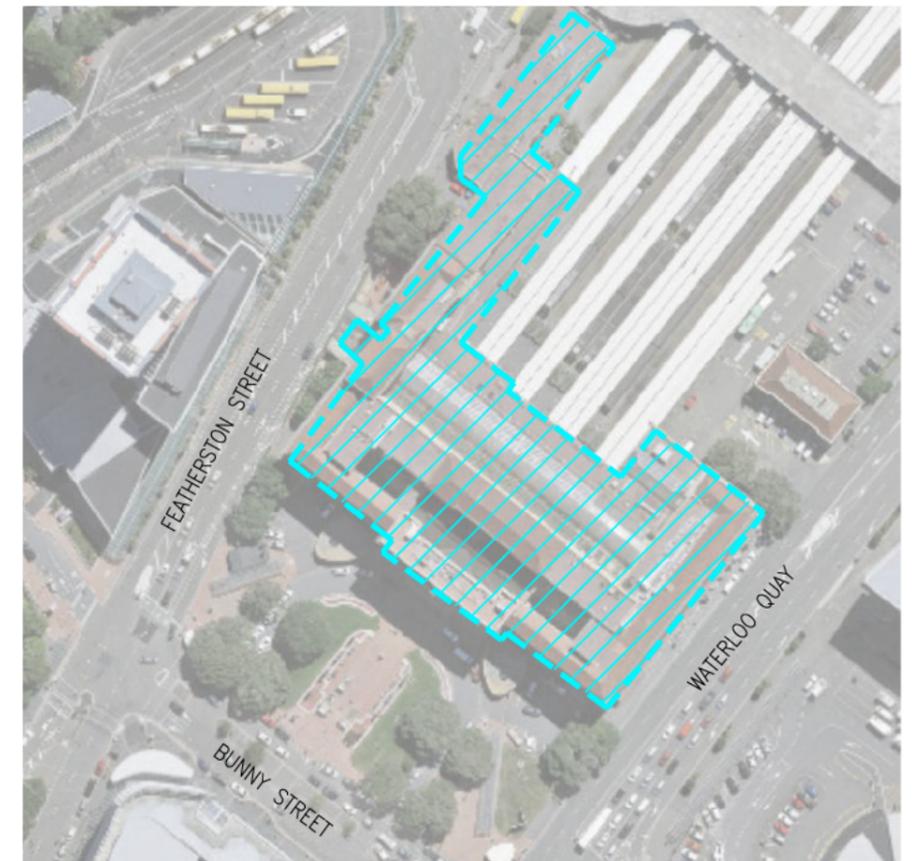
#### APRIL 2021

Drawing Schedule		
Sheet	Drawing	Rev
A-G.01	Overall Ground Level Floor Plan	0
A-G.02	Ground Level Floor Plan	0
A-G.03	Floor Plan & Details	0

ADDRESS:  
 WELLINGTON RAILWAY  
 STATION  
 2 BUNNY STREET,  
 WELLINGTON, 6011,  
 NEW ZEALAND.

LEGAL DESCRIPTION:  
 PART LOT 1, DP 17895  
 PART LOT 1, DP 10550

BUILDING IMPORTANCE:  
 IMPORTANCE LEVEL 3



01 SITE LOCATION PLAN  
NTS



PROACTIVE REVIEW

GENERAL NOTES

All works shown or implied to be carried out in strict accordance with the NZ Building Code and Local Body requirements.

All electrical work to be carried out in accordance with the NZ Building Code and Local Body requirements.

All dimensions to be checked on site prior to any work commencing.

These drawings are to be read in conjunction with the Scope Of Works Document and any attached product specific documentation.

All heritage fabric is to remain intact and be appropriately protected throughout the duration of the works to avoid any damage. Should any damage occur to the above mentioned heritage fabric the contractor will be held accountable for all making good / remediation required.

**Interact**  
ARCHITECTS

PO Box 27 517, Marion Square  
Level 1, 85 The Terrace, Wellington, NZ  
T 04 801 7134  
interact@interactarchitects.co.nz

All dimensions to be checked on site before commencing work

Rev #	Description	Date
0	ISSUED FOR BUILDING CONSENT	XX.XX.XX

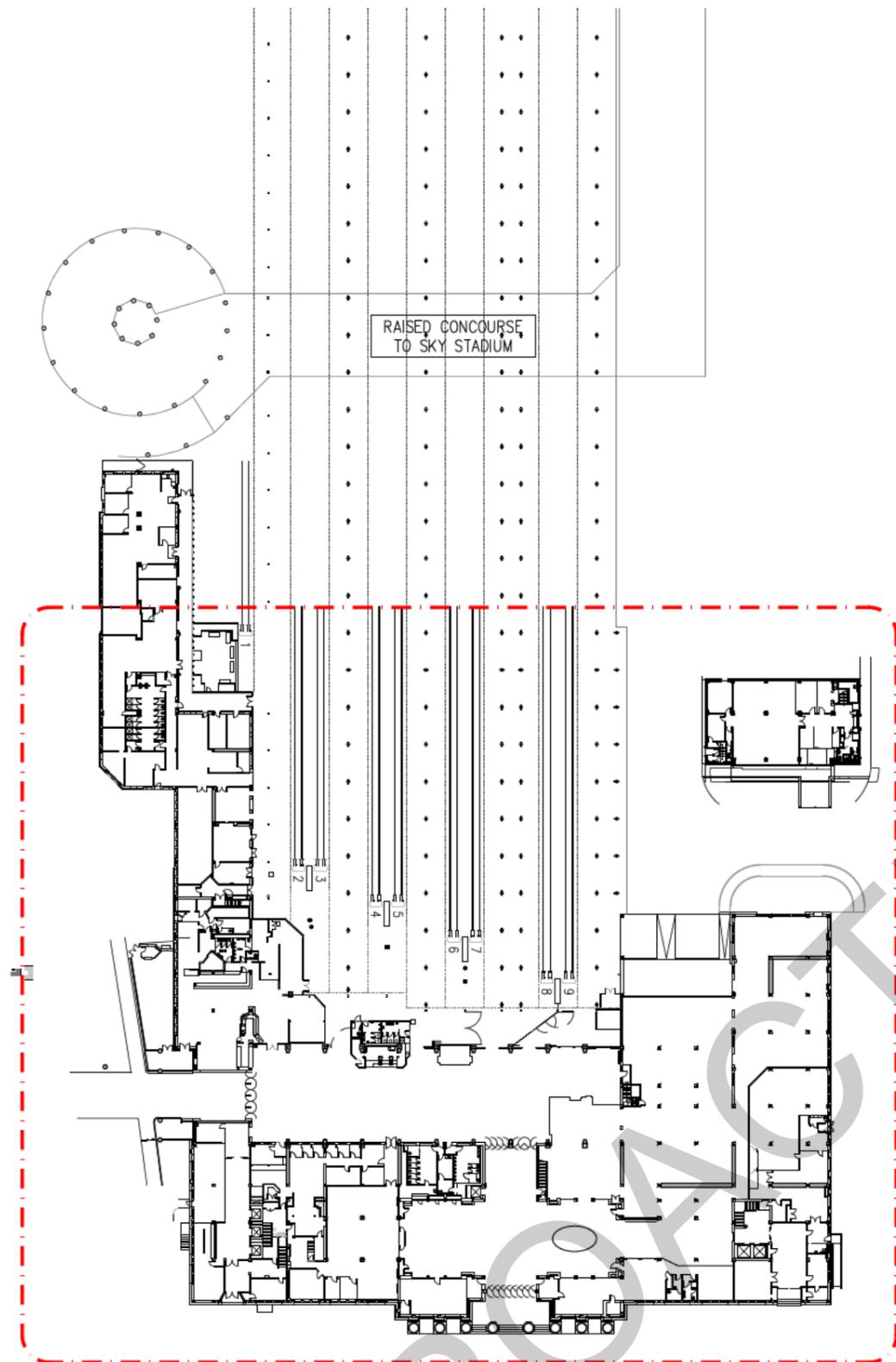
Project  
**WELLINGTON RAILWAY STATION**  
TICKETING VALIDATOR PROJECT



Title:  
**OVERALL GROUND LEVEL FLOOR PLAN**

Folder: 202106  
Design:  
Drawn:  
Date: APRIL 2021  
Scale: 1:1000 @A3  
Drawing No: Rev:

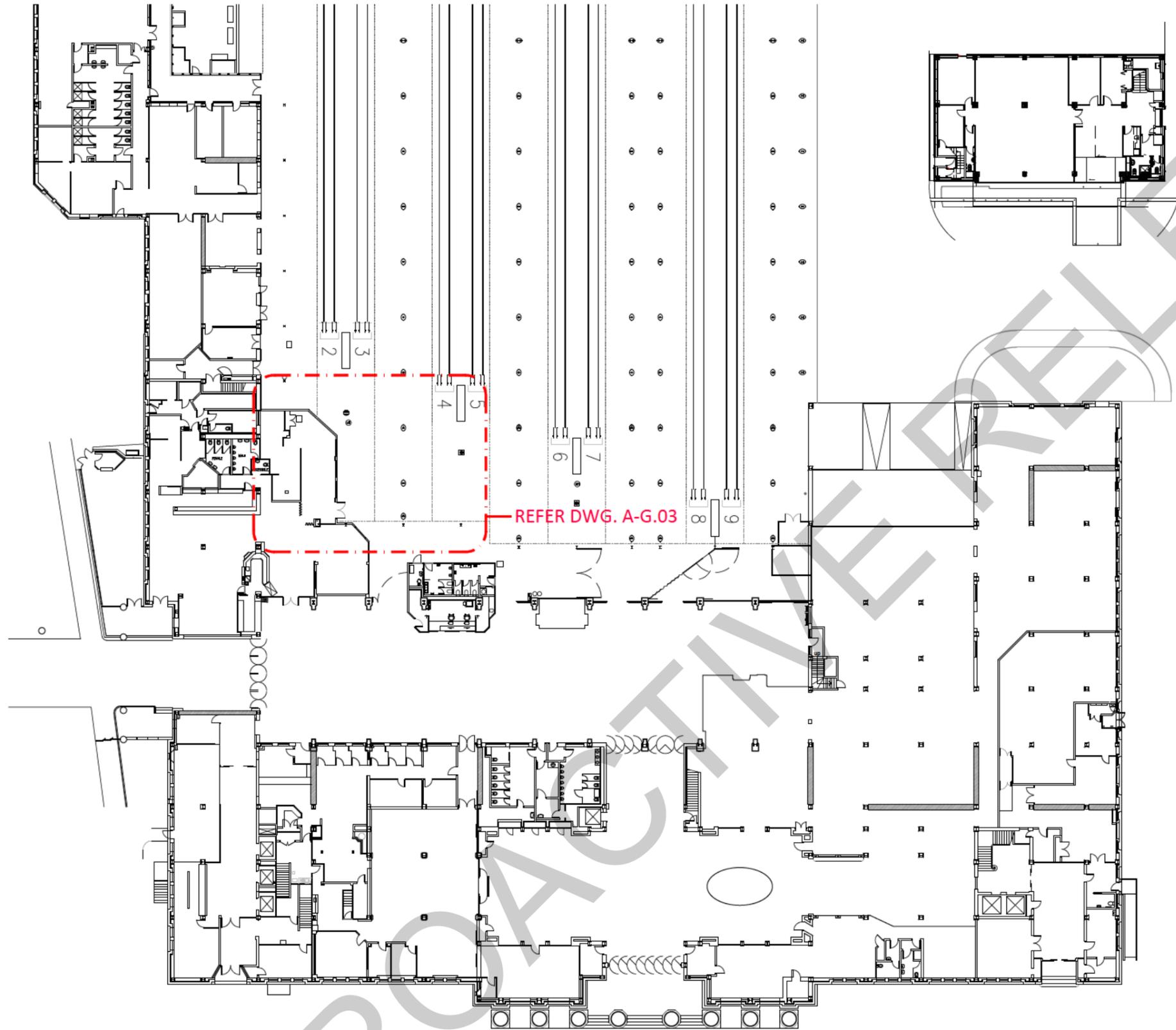
**A-G.01** 0



REFER DWG. A-G.02

01 OVERALL FLOOR PLAN  
1:1000





**GENERAL NOTES**

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All electrical work to be carried out in accordance with the NZ Building Code and Local Body requirements.

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These drawings are to be read in conjunction with the Scope Of Works Document and any attached product specific documentation.

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**Interact**  
ARCHITECTS

PO Box 27 517, Marion Square  
Level 1, 85 The Terrace, Wellington, NZ  
T 04 801 7134  
interact@interactarchitects.co.nz

All dimensions to be checked on site before commencing work

Rev #	Description	Date
0	ISSUED FOR BUILDING CONSENT	XX.XX.XX

Project  
**WELLINGTON RAILWAY STATION TICKETING VALIDATOR PROJECT**



Title:  
**GROUND LEVEL FLOOR PLAN**

Folder: 202106  
Design:  
Drawn:  
Date: APRIL 2021  
Scale: 1:500 @A3  
Drawing No: Rev:

**A-G.02** 0

01 CROPPED GROUND FLOOR PLAN 1:500

All dimensions to be checked on site before commencing work

Rev #	Description	Date
0	ISSUED FOR BUILDING CONSENT	XX.XX.XX

Project  
**WELLINGTON RAILWAY STATION**  
TICKETING VALIDATOR PROJECT



Title:  
**FLOOR PLAN AND DETAILS**

Folder: 202106  
Design:  
Drawn:  
Date: APRIL 2021  
Scale: 1:100/20 @A3  
Drawing No: Rev:

**A-G.03** 0

**GENERAL NOTES**

All works shown or implied to be carried out in strict accordance with the NZ Building Code and Local Body requirements.

All electrical work to be carried out in accordance with the NZ Building Code and Local Body requirements.

All dimensions to be checked on site prior to any work commencing.

These drawings are to be read in conjunction with the Scope Of Works Document and any attached product specific documentation.

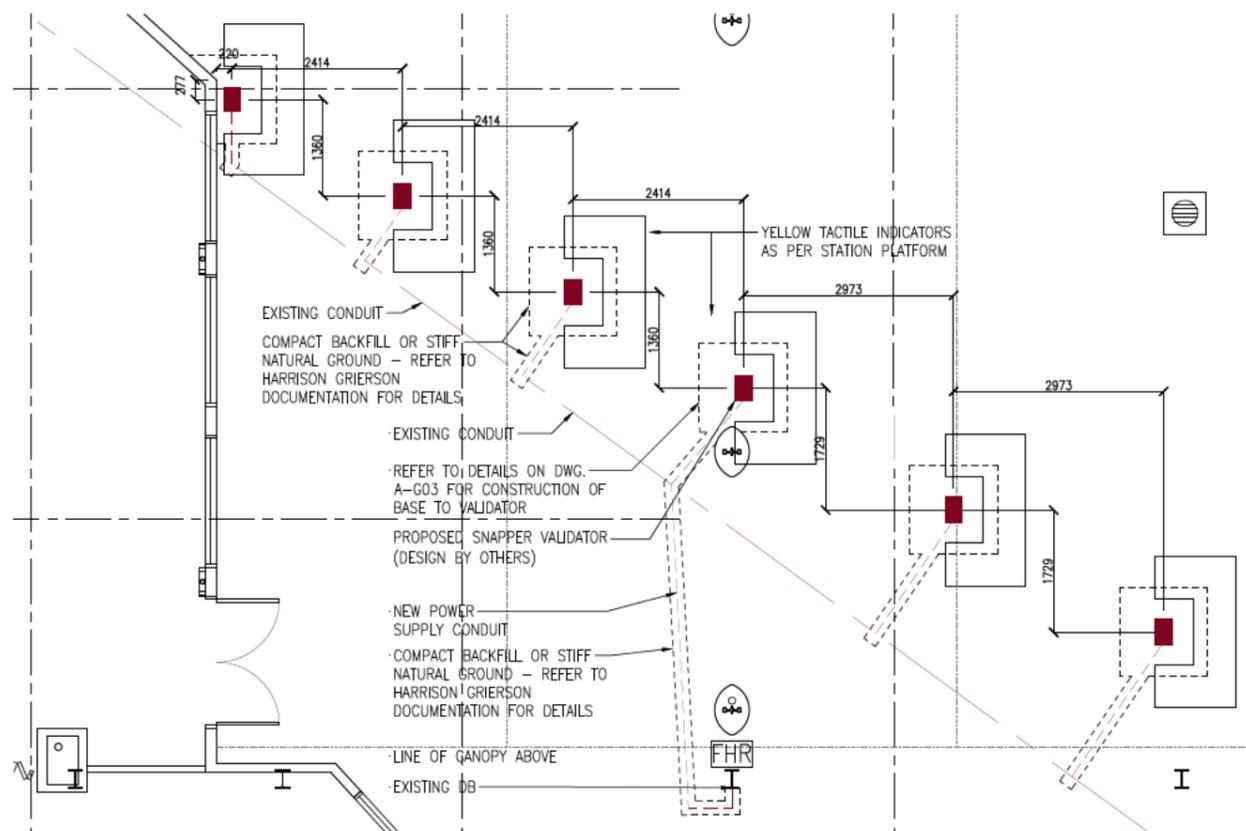
All heritage fabric is to remain intact and be appropriately protected throughout the duration of the works to avoid any damage. Should any damage occur to the above mentioned heritage fabric the contractor will be held accountable for all making good / remediation required.

**PRIMARY BRAND COLOURS**

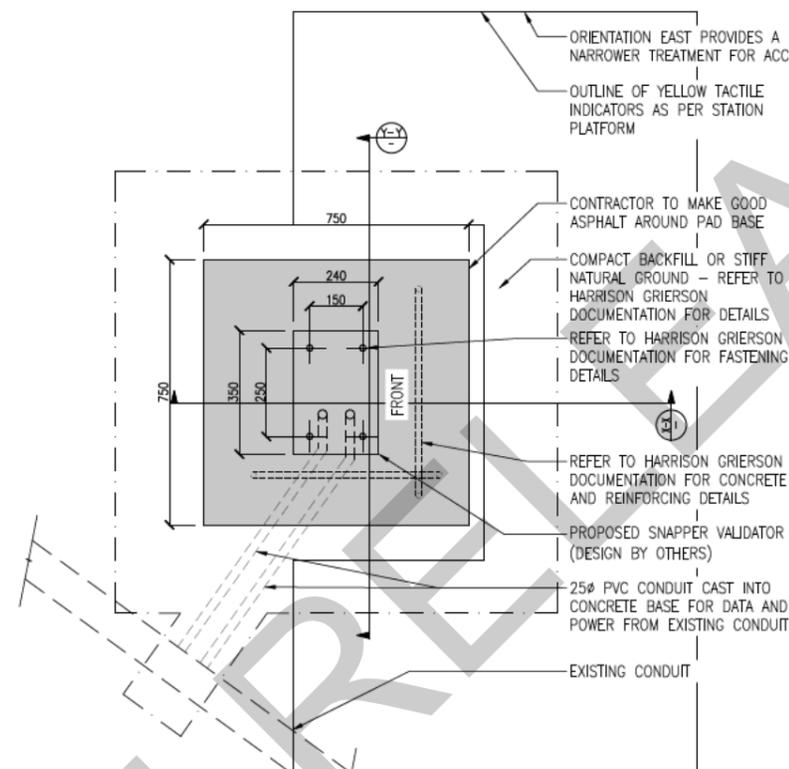
<b>A</b>	<b>B</b>
Puru Karora (Blue Penguin)	Protoplasm (Lime Green)
PMS 303 CMYK 100/47/22/82 RGB 0/42/58 HEX #002A3A	PMS 381 CMYK 25/0/98/0 RGB 206/220/0 HEX #CEDCC0

**YELLOW TACTILE INDICATORS**

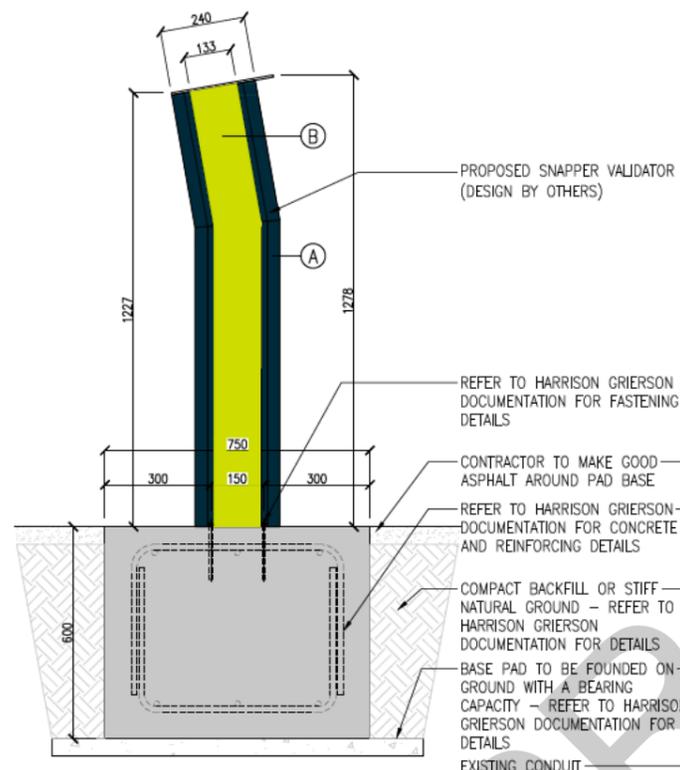
- IDENTIFY FRONT OF VALIDATOR
- SET BACK DISTANCE 300mm
- TACTILE WIDTH 600mm
- IDENTIFYING SIDE OF VALIDATOR FROM PATH OF TRAVEL



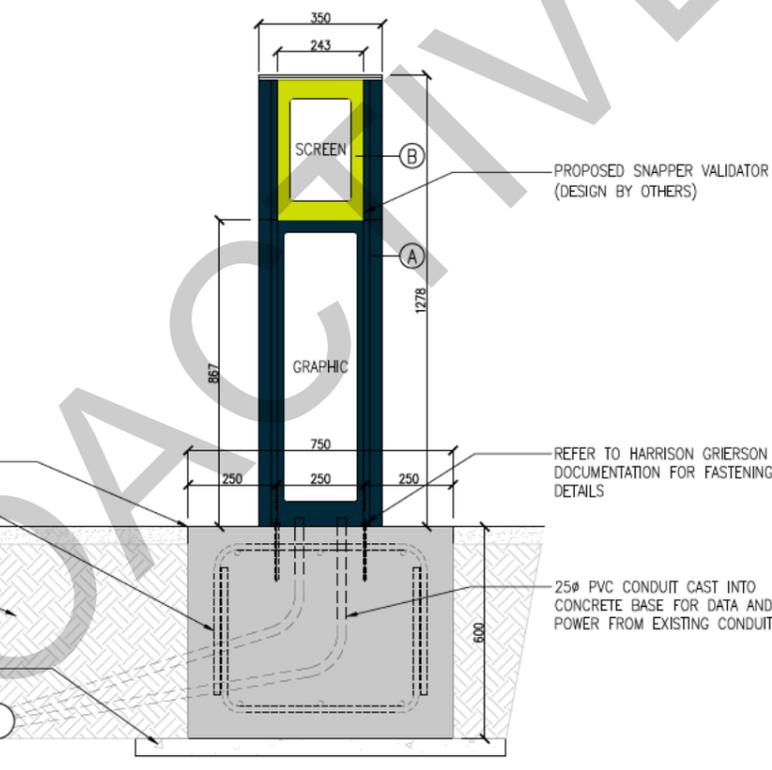
**01** CROPPED GROUND FLOOR PLAN  
1:100



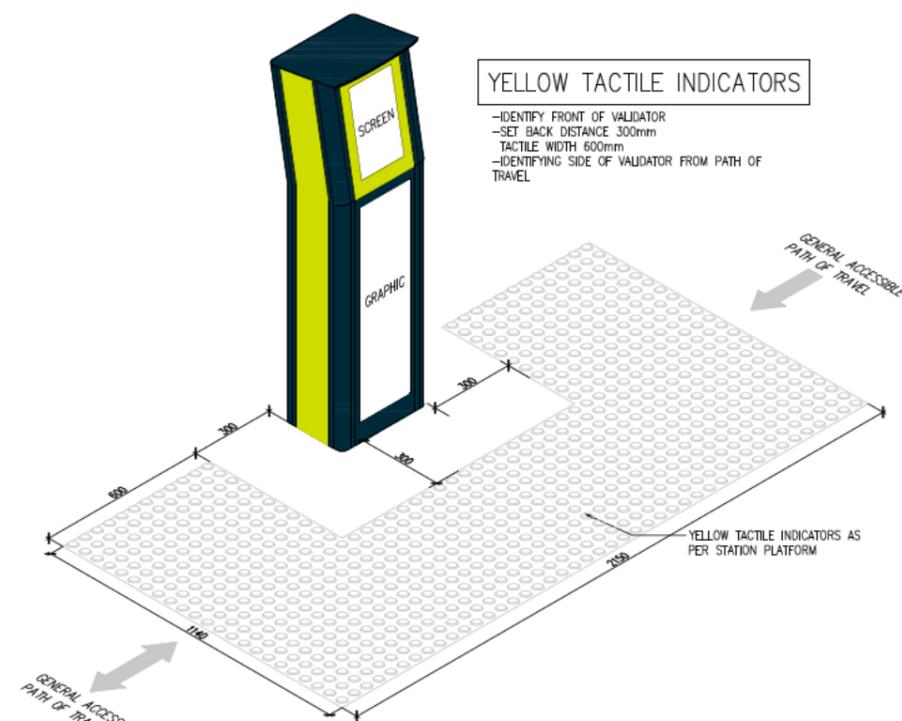
**02** BASE PLAN  
1:20



**03** SECTION X-X  
1:20



**04** SECTION Y-Y  
1:20



**05** 3 DIMENSIONAL  
NTS



# **Assessment of Environmental Effects – validators**

**Wellington Railway Station Platforms**

**June 2021**

**IAN BOWMAN**

Architect and conservator

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# 1 Introduction

## 1.1 Commission

This heritage impacts assessment (HIA) of the installation of six validators was commissioned by Peter Wells, Project Manager, Metlink on 22 April 2021.

## 1.2 Limitations

The assessment is based on the following documentation:

- Interact Architects, *WRS Ticketing Validator Project*, Ground Floor platform 2&3, Wellington Railway Station, Building Consent Issue – Rev- 0, April 2021, sheets A-G.01, G.02, G.03;
- Stantec, *Wellington Station Validator Assessment*, Prepared for Greater Wellington Regional Council, March 2021;
- photos taken by Laura Kellaway, Heritage New Zealand Pouhere Taonga (NZHPT);
- four photo montages of four validators;
- drawing by Colin Robson, 9/11/2020, *Snapper Metlink Rectangular Column Act Top*;
- Greater Wellington Regional Council, *Wellington Railway Station – Validator Plan – Stage 2*, undated

## 1.3 Framework for this HIA

The objective of an HIA is to evaluate the potential impacts a proposed development may have on the heritage values of a listed building. The following national and international best practice guides have been considered for preparing this heritage impact assessment.

- ICOMOS, *Guidance on Heritage Impacts Assessments for Cultural World Heritage Properties*, ICOMOS, January 2011 (ICOMOS Guide)
- Buhring C., and Bowman I., *Guide to assessing historic heritage effects for state highway projects*, NZTA, March 2015 (NZTA Guide)
- City of Toronto, *Heritage Impact Assessment Terms Of Reference*, 2010 (Toronto HIA)
- The Highways Agency, Scottish Government, Welsh Assembly Government Llywodraethg Cynulliad Cymru, *Design Manual for Roads and Bridges*, HA 285/07, Volume 11 Environmental Assessment, Section 3 “Cultural Heritage”. See appendix 1.
- Queensland Government Department of Environment and Heritage Protection, *Guideline Heritage Preparing a heritage impact statement*, October 2015 (Queensland Guide).

Based on these guides, the following framework is used for this AEE.

- statutory recognition and heritage values;
- proposal description and reasons for the development;



- alternatives explored;
- regulatory assessment criteria;
- best practice assessment criteria;
- an assessment of the impacts using best practice criteria; and
- mitigation options with means of implementation.

## 2 Statutory recognition and heritage values

### 2.1 Heritage listings

*Wellington City District Plan Chapter 21 Appendix Heritage List Buildings<sup>1</sup>*

Street	Number	Building and date of construction	Map Ref	Symbol Ref
Bunny Street		Wellington Railway Station 1933-37 (The three street facades, including the Thorndon Quay addition, the main concourse, the roof line without the air-conditioning units, the plaques in the office entrance, the Social Hall, the platforms, including all canopies)	17	44

*Wellington City District Plan Designations/Tables-Schedule of Designations<sup>2</sup>*

Desig no	Map ref	Desig title	Building & date of construction	Legal description and gazette	Comments/conditions
R4	17&18	Railway purposes	Wellington Railway Station	Part Lot DP 10 550	For condition refer to Appendix P (see appendix 2)
R5	15, 18, 21, 22, 24, 26, 30 & 31	Railway purposes	North Island Main Trunk Railway. Starting at the Wellington Railway Station, through Kaiwharawhara, through number 1 & 2 tunnels emerging at Glenside, Tawa and Northwards and including the Wairapa line from Kaiwharawhara to the city boundary at Horokiwi.	Railway land pursuant to various proclamations, gazettes, & statutory ownership	Includes tunnels and bridges

<sup>1</sup> <https://wellington.govt.nz/-/media/your-council/plans-policies-and-bylaws/district-plan/volume01/files/v1chap21list.pdf?la=en&hash=A9A9EFA75DF19F3EC7D31A0BBEE00CE02AE54DFA>

<sup>2</sup> <https://wellington.govt.nz/-/media/your-council/plans-policies-and-bylaws/district-plan/volume01/files/v1chap24sch.pdf?la=en&hash=324EEE5140AD9FC0C7CC26F53D4933FB1753F683>



## HNZPT Register

Name	Address	List number	Entry type	Category
Wellington Railway Station	Bunny Street, Waterloo Quay And Featherston Street, Wellington	1452	Historic Place	1

## 2.2 Heritage values of the platforms<sup>3</sup>

Criteria	Values	Description	Ranking of significance
Physical values	Archaeological information	<p>“No archaeological sites have been recorded within the footprint of the current railway station; as the building’s construction pre-dates 1900AD it is not archaeological itself. However, sites have been recorded in the vicinity of the railway station”<sup>4</sup></p> <p>Mary O’Keeffe has determined that, following the construction of the railway station, nothing pre-1900 is likely to exist.</p>	Not assessed
	Architecture	<p>The platforms are well-designed, functional elements critical to the operation of the Wellington Railway Station and are integral with “the most important railway station in New Zealand”, providing areas for embarking and disembarking from trains. The architecture of the canopies is simple and utilitarian and was described in the opening of the station as having a “simple and airy dignity” and “attained efficiency without ugliness”.</p> <p>Gray Young has demonstrated an effective use of the architectural device of contrasting spatial experiences in the design of the station. There is a dramatic sequential transition from the practical, unadorned, small-scale platform space to the elegant, soaring, complex spaces of the interior and then to the expansive, dignified, civic space outside.</p> <p>The use of curved railway irons to support the canopies was a common design since at least 1906 and the architects have successfully interpreted this historic typology.</p>	High, national
	Technology and engineering	<p>The use of railway irons to support the canopies maintains a technology common in the Troup era stations. Similarly the use of concrete line platforms was known from at least 1880 in New Zealand.</p>	Moderate, local

<sup>3</sup> Bowman, Ian, *Heritage Assessment, Platforms, Wellington Railway Station*, March 2021

<sup>4</sup> Mary O’Keeffe, *Heritage Solutions Archaeological desktop assessment: installation of validator posts at Wellington Railway Station*, 14 March 2012

Criteria	Values	Description	Ranking of significance
	<i>Scientific</i>	Based on current research, it is unlikely that the platforms contribute scientific information about the history of the region.	Low, local
	<i>Rarity</i>	The platforms at the Wellington Railway Station are unique in New Zealand in having multiple platforms serving more than two railway tracks. It is one of two original stations of the four major cities in New Zealand to be retained and the only one of these to have maintained all original platforms..	High, national
	<i>Representative</i>	The concrete lined platforms are of a representative design as is the use of railway irons for the canopy structure.	High, regional
	<i>Integrity</i>	The platform form, alignment, and canopy structure are original however, the roofing materials and timber structure of the canopies is recent, while the concrete edging to the platforms has been cut back. The platform adjoining the concourse has been extended into the tracks while additional metal stanchions have been installed through the platform roofs to support electrical cables and a walkway above.	High, local
	<i>Context or group</i>	The immediate context of the platforms is the Wellington Railway Station complex comprising the station building, platforms, tracks, the landscaped entry from bunny Street and the Social Hall. The complex is considered as having national significance. The wider context includes the stadium with raised concourses to the north and the underpass and bus interchange to the east.	High, national
<b>Historic Values</b>	<i>People</i>	The building and platforms are associated with the New Zealand Railways Department, which played a significant role in the early and subsequent development of the New Zealand economy. The platforms and station building are also associated with architectural firm, Gray Young, Morton and Young and builders, Fletcher Construction Co. Ltd.	High, local
	<i>Events</i>	The platforms are associated with mundane events such as daily commuting from within the region and occasional travel further afield as well as national events such as providing the location for the Michael Joseph Savage funeral cortege.	Low, local, high national
	<i>Patterns</i>	The station platforms have been modified to a minor	High, regional



Criteria	Values	Description	Ranking of significance
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extent over time but remain essentially unchanged demonstrating the success of the original design and the current high demand for regular railway commuting from as far away as Palmerston North. It is likely that this demand will increase. It appears that Wellington is unique in New Zealand to have built and retained a large inner city railway hub.

**Cultural Values**

<i>Public esteem</i>	Public esteem for the platforms is unknown, however as an essential elements within a nationally recognised landmark building and as a railway station where passengers begin or end their commute from Wellington, it will be known by many.	Unknown
<i>Commemorative</i>	There are no known people commemorated on the platforms, however many Railways Department staff are commemorated in the war memorials in the office entry to the east.	Unknown
<i>Education</i>	Given the high levels of significance in architectural, representative, rarity, integrity, context, and patterns, the platforms have significant educational values.	High, national

**Summary statement of heritage significance**

The Wellington Railway Station platforms have high national significance as essential functional elements in the nationally significant Wellington Railway Station. The platforms are nationally unique having been designed with and retaining multiple railway platforms that are still in use.

The platforms, as the station in general, are associated with the station architects, Gray Young, Morton and Young, the station builders, Fletcher Construction, and the owner, the New Zealand Railways Department.

The architect has demonstrated considerable design skill in creating a series of moving, sequential, spatial experiences between the platforms and the exterior of the building.

The structural design of the canopy has heritage values in the use of curved railway irons maintaining a railway tradition established at the turn of the century, although using a butterfly design rather than a gable.

**2.3 Heritage values of the railway station**

The impacts on the railway station building, excluding the platforms are negligible. However for completeness the heritage values of the railway station itself is included in appendix 3.

## 3 Proposal description, objectives, alternatives<sup>5</sup>

### 3.1 Project Objectives

*To confirm viability of deploying an Electronic Ticketing solution onto the rail network, through an iterative program of piloting and testing of Snapper on a limited part of the network during 2021.*

- *should enhance Metlink preparedness and resilience to operate in a COVID-19 environment by reducing requirement to collect cash fares*
- *should contribute to Metlink readiness for future transition to the NTS.*
- *should be customer centric, simple and flexible, and does not deter customers from using public transport*
- *should enhance Metlink service provision by strengthening ability to collect fares and improve quality and extent of patronage data*
- *should be implemented within existing budgets*

*In particular, it has been recognised, that the upcoming implementation of the National Ticketing Solution (NTS) will be a very significant transition process, and by carrying out a limited scale pilot of electronic ticketing on rail, there is the ability to develop knowledge and systems in advance.*

### 3.2 Proposal

*It is proposed to trial Snapper on Rail on the Johnsonville Line, by installing validators at stations in order to allow customers with Snapper cards to pay for the rail journey by tagging on and off, at the platform based validators, at the start and end of their journeys.*

*During the Pilot phase, the ability to use Snapper will be in addition to the existing paper based ticketing arrangements operated by Transdev. Fares charged when using Snapper will be equivalent to the cost of single journeys paid for with a 10 trip ticket.*

*Wellington Station will require to have validator posts installed to support the Johnsonville Line Pilot and allow passengers to tag on and off at the start and end of their journeys.*

*This will be a significant behavioural change for rail passengers, who are used to moving through Wellington Railway Station without any form of ticket check or validation. As such, one aspect of the project is to understand how and where validator posts should be deployed in the station in order to allow passengers to tag on and off at the station with minimum inconvenience to their journeys.*

### 3.3 Validator Post Design

*Snapper is the existing ticketing system supplier to Metlink for all of the bus networks and would be the supplier for the pilot of electronic ticketing on rail.*

*Snapper's technology partner (TMoney) do not have an off the shelf post design, so Snapper have partnered with HTS to develop a design for a validator post that will*

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<sup>5</sup> Description from Peter Wells emailed to Ian Bowman 23 May 2021



meet with the technology and customer use requirements. The design of the post should:-

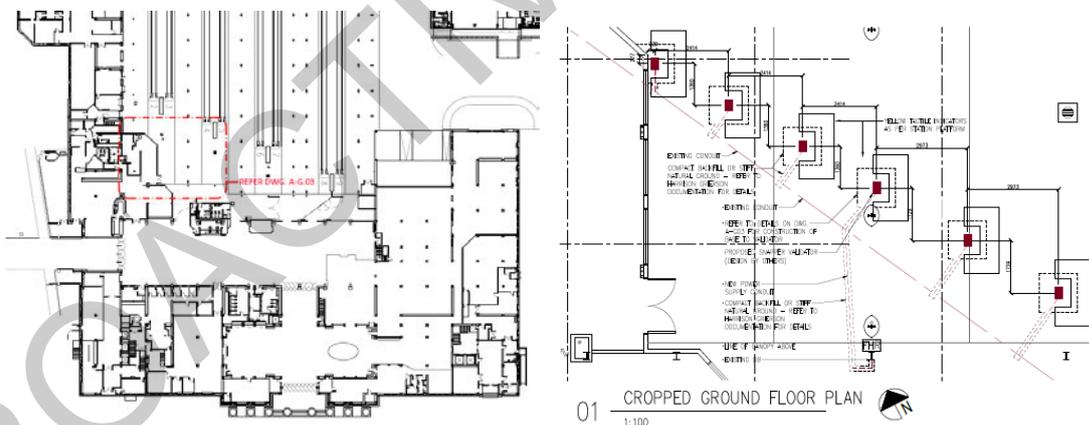
- enable the mounting of the Snapper Validator and Cradle units securely;
- be physically suitable for installation in outdoor environments and resistant to damage;
- make identification and location of the posts, and the validation point, easy for customers;
- meet accessibility design standards;
- support ease of maintenance and servicing.

As the Pilot will only require a limited number of validator posts to be procured and installed (around 35), it is not practical to develop more than one design of prototype validator post at this time. However the learnings from the pilot deployment will then be used to inform design and selection of validator posts under a full network roll out of National Ticketing Solution in the future.

### 3.4 Wellington Station Validator Installation

For the purposes of the trial, GWRC are proposing that six validator posts are deployed in the Platform apron area at the end of platform 2, 3 & 4. The location is on the natural walking pathway to and from platforms 1 & 2, which are the ones most commonly used for Johnsonville line services, and follows the natural alignment of the platform buffer stops.

Following site inspections by GWRC's preferred platform works contractor, the locations have been confirmed as being close to an existing in platform duct, which can be used to provide power and data cabling with only minimal trenching work.



Modelling of the impact of the validator posts on passenger flows was commissioned with Stantec, who utilised a Legion model, to determine crowding levels resulting from the use of validators by Johnsonville Line customers.

The modelling by Stantec, assumed a worst case scenario, whereby 100% of passengers on the Johnsonville Line used Snapper during the am peak period. This situation is very unlikely to occur during the Pilot. Despite this, the average journey time from platform 1 to exit the station was only increased by 15 seconds.

### 3.5 Alternatives considered

*Validator posts have been identified as the most appropriate solution for passengers to be able tap on and tap off to validate their fares for the rail journey. Potential alternatives to this could be*

- *Onboard validation – this is generally not recommended for metro and rail services, as it can lead to crowding and delays at the doors when in station.*
- *Barrier Gates – most major metro terminal stations use barrier gate arrangements to control the flow of customers on and off the platforms. This is not considered to be a good solution for the Pilot situation on a limited part of the network, would be intrusive to passenger flows, require additional staffing and be inflexible in the event trains need to arrive and depart from other platforms.*

*Preliminary discussions with stakeholders involved in the stewardship of Wellington Railway Station identified that Validator Post locations in the concourse area, booking hall or in front of the station, could have detrimental impacts to the heritage fabric of the building and should be avoided. As a result, solutions on the platform apron (are between platforms and the concourse) have been focused on.*

*Three principle locations were investigated and modelled by Stantec.*

- *Option A – three validator posts at the end of platform two. This location was found to create severe crowding and unacceptable passenger impacts*
- *Option B & C – With four or six validators arranged in a line on the apron. Both offered acceptable levels of performance, but option C (with more posts) offered best performance of all options considered.*
- *Option D – four validators arranged in the centre of platforms 1 & 2. This option performed reasonably well, but was inflexible if trains called at alternative platforms so was discounted.*

*Option C was selected as the preferred option, as offered the best performance, with minimal impact to passengers on Johnsonville or other lines. It also better reflects the level of availability passengers would experience at the outer stations on the line which have lower customer usage, but relatively high ratios of validators available to use.*

### 3.6 Installation Requirements

*Engineers have reviewed the design of the proposed validator posts and proposed a footing design of reinforced concrete, 750mm square and to a depth of 600mm. The footings will be finished flush with the existing platform level.*

*An archaeological desktop assessment, has concluded that it is very unlikely that any archaeological materials would be located within the area where the footings would be prepared.*

*Power and data cabling will be required to be connected to the validator, this will be provided by short trenches from an existing in platform duct that closely follows the proposed alignment of the validators.*

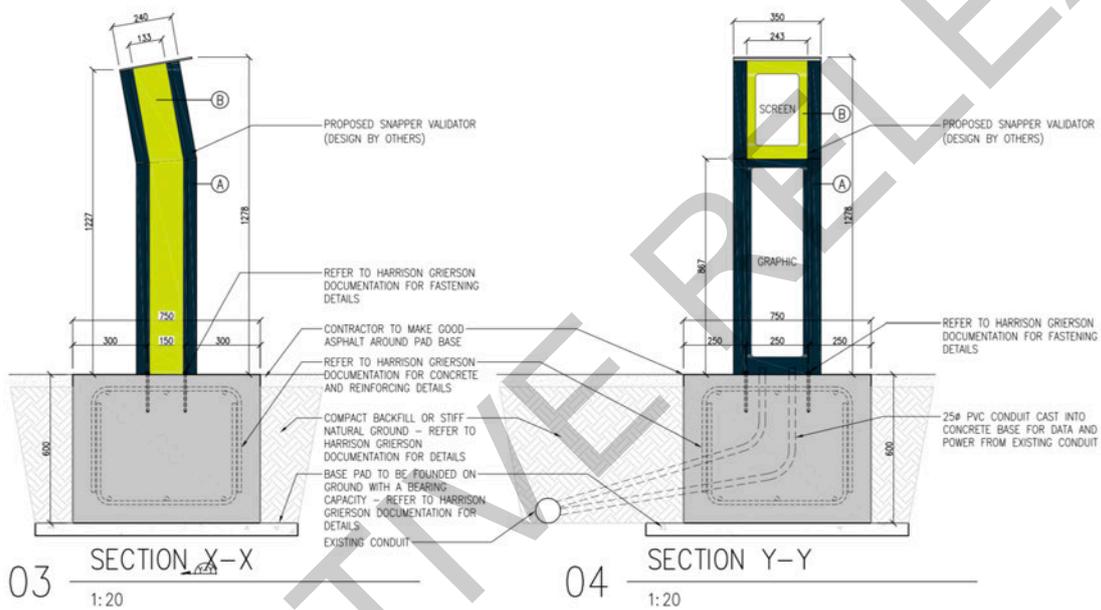
*The work to install the footings will likely take place 8-12 weeks prior to the proposed Go Live date in mid November. Validator post installation would likely take place around 3-4 weeks prior to the go live, with the posts being hooded until required.*



### 3.7 Pilot Duration and Follow on

The Pilot is initially proposed to operate for up to around 15 months (end December 22). At the end of the Pilot period, it is intended that the system would be transitioned to the new National Ticketing Solution. At this time, the validators would be replaced with updated validator posts, compatible with the selected national solution. This work would be subject to new discussions with the stakeholders involved with the stewardship of the railway station and subsequent new consent applications.

In the event that the Pilot is terminated early, or that the NTS solution is not yet available. Then the Snapper validator posts would be removed, and the area made good by re-sealing over the footings to match with the surrounding apron areas and return the area to its original state. Cable access points may be left flush with access covers in place if appropriate.



## 4 Assessment criteria

### 4.1 Section 176A Outline Plan , Resource Management Act 1991

- (3) *An outline plan must show—*
- (a) *the height, shape, and bulk of the public work, project, or work; and*
  - (b) *the location on the site of the public work, project, or work; and*
  - (c) *the likely finished contour of the site; and*
  - (d) *the vehicular access, circulation, and the provision for parking; and*
  - (e) *the landscaping proposed; and*
  - (f) *any other matters to avoid, remedy, or mitigate any adverse effects on the environment.*

In order to consider (3) (f), the following assessment criteria are used.

### 4.2 Wellington City District Plan (WCDP)

Given that the application is for an Outline Plan, there are no specific WCDP assessment criteria. However several of the assessment criteria for Discretionary Activities (Restricted) provide a useful guide. These comprise:

- 21A.2.1.3 The extent to which the work significantly detracts from the values for which the building or object was listed.
- 21A.2.1.5
- respects the scale of the original building or object. The Council seeks to ensure new work is not visually dominant, particularly where rooftop additions are proposed.
  - avoids the loss of historic fabric and the destruction of significant materials and craftsmanship.
  - respects the historic or other values for which the building was listed.

### 4.3 Heritage New Zealand Pouhere Taonga (HNZPT)

An appropriate guide for assessing the installation of validators is HNZPT Heritage Guidance Sheet 16 *Assessing Impacts on the Surroundings associated with Historic Heritage*, 2007.

The relevant criteria from the guide comprise:

- a The proposed activity should not visually dominate or distract from the qualities of the heritage place.
- b The proposed activity should provide for adequate visual catchments, corridors or sightlines to the heritage item.
- c Any new building should not affect the character and setting of the historic building.
- d the height, location and proportions of any new building should be compatible with the existing historic environment, with heights and proportions reflective of the predominant height and proportions of adjacent buildings.



- e The size, orientation, scale, massing, density, modulation, and shape of the new building or addition should be compatible with the existing historic building(s). These elements should relate to surrounding buildings.
- f Any new building or addition should adopt materials and colours that relate to and use as reference points, the materials, colour and details of adjacent buildings and the surrounding areas.
- g The architectural style should be compatible with the historic design and should not imitate, replicate or mimic surrounding historical styles.

# 5 Assessment of impacts

## 5.1 WCDP criteria

Criteria	Relevant value	Description of change	Magnitude of effect on all platforms
21A.2.1.3	<i>Architecture</i>	<p>The will be no change to the platform canopies, however there will be a visual change to the “simple and airy dignity” of the southern end of platforms 2, 3, 4 and 5 with the installation of the temporary validators. The design of the validators comprises 1280 mm (between waits and chest high) high by 350 wide by approximately 300 deep, cranked posts at between 1500 mm and 3000 mm centres. These are a little higher than other elements on the platform such as the seating and, while they will not be a solid barrier they will be more visible as they will be located across the platform.</p> <p>The validators are at an angle to the main station building but generally aligned with the south end of the platforms. While angled connection with the ends of the platforms can be appreciated on drawings, it is less obvious on site as the platforms are staggered, rather than in a continuous line.</p> <p>There will be additional queuing time on weekdays of 15 seconds between 7.45 am and 8.00 am from the current situation without validators for the 15 month trial period.</p> <p>The colours of the validators are those of Metlink which will contrast with the colours of the painted elements on the platform, which are dark browns. In addition Metlink are currently updating all signage so that it is consistent with the traditional colour pallet of the station which are dark browns and bronze. The Trax bar and café colours are not consistent with the traditional colours of the station, however. The yellow non-slip surface around the validators matches that on the edges of the platforms.</p>	Minor



Criteria	Relevant value	Description of change	Magnitude of effect on all platforms
	<i>Technology and engineering</i>	There will be no change to the canopies nor the concrete lining to the platforms	No change
	<i>Rarity</i>	There will be no change to the uniqueness nor rarity of the platforms.	No change
	<i>Representative</i>	There will be no change to the concrete lined platforms.	No change
	<i>Integrity</i>	The integrity of the platforms will be temporarily reduced the addition of the validators.	No change
	<i>Context or group</i>	There will be no impact on the group of buildings associated with the railway station.	No change
	<i>People</i>	There will be no impact on the people historically associated with the platforms.	No change
	<i>Events</i>	There will be no impact on events historically associated with the platforms.	No change
	<i>Patterns</i>	The validators demonstrates the current pattern of increasing demand for rail passenger use in Wellington.	No change
	<i>Public esteem</i>	The slight increase in queuing times may have the potential to impact public esteem for the platforms, with a slight delay in exiting the station.	Negligible
	<i>Commemorative</i>	There will be no change to the commemorative values of the platforms.	No change
	<i>Education</i>	The proposal will not affect the education values of the platforms.	No change
21A.2.1.5	<i>Scale</i>	The scale of the validators is insignificant in comparison with the platforms and canopies	Negligible
	<i>Loss of historic fabric</i>	There will be no loss of historic fabric with the installation of the validators given that the surface material is not historic fabric and their material in which the footings will be installed is not significant. Services will be laid in existing underground ducts.	Negligible

Criteria	Relevant value	Description of change	Magnitude of effect on all platforms
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*Respects values*      See above

## 5.2 HNZPT Heritage Guidance Sheet 16 *Assessing Impacts on the Surroundings associated with Historic Heritage, 2007*

Clause	Description and assessment of effect	Magnitude of effects
a, no visual dominance or distraction from qualities of heritage place	The scale and number of validators will not visually dominate the platforms, however, as described above there may be visual impacts on the impression of openness at the southern end of platforms 2, 3, 4 and 5. The bright yellow non-slip surface matches that elsewhere on the platforms and will create minimal additional distraction.	Minor
b, appropriate visual catchments, corridors or sightlines	Given the size and location of the validators there will be little if any visual impact on significant catchments, corridors or sightlines.	Negligible
c, effect on character and setting	The immediate setting of the platforms will not change. However there will be a slight change in the character of platforms southern end of 2, 3, 4 and 5 from being open and largely unobstructed accessways from trains to the station, with the validators creating a small but permeable barrier that will create short, temporary queues to the exit.	Minor
d, compatibility with the existing environment	The existing historic environment comprises the platforms and the railway station building. There will be no impact on the exterior or interior of the railway station but there will be a slight, temporary, visual impact on the southern end of platforms 2, 3, 4 and 5.	Negligible
e, compatibility of new and old	A definition of compatible is “capable of existing together in harmony”.  The proposed validators are at an angle generally aligned with the southern ends of the platforms, however the platforms are stepped rather than a continuous line. The validators are small in relationship to the platforms and canopies, however they will provide a slight barrier to egress from the platforms and their cranked form is not consistent with other elements on the platforms.	Minor
f, adoption of colours and	As discussed above, the colours are not consistent with the palette of colours used in the remainder of the railway station,	Minor



Clause	Description and assessment of effect	Magnitude of effects
materials that relate to those of adjacent buildings	however the use of metal for the construction of the validators is not inconsistent with the platform canopies and furniture such as seating and rubbish bins.	

### 5.3 Evaluation of impact

Appendix 1 describes a methodology for evaluation of effects. Based on this methodology the following are the assessed effects on building heritage:

Value of the building	Magnitude of impacts	Significance of impacts
The Railway Station, including the platforms have a HNZPT category 1 listing and it is listed on the WCDP. This equates to a rating of <b>high</b> heritage values, based on the ICOMOS Guide.	The highest magnitude of proposed validators to the south of platforms 2, 3, 4 and 5 is assessed as <b>minor</b> .	Based on the matrix in Appendix 1 the magnitude of impact is assessed as <b>moderate/ slight</b>

## 6 Conclusions and mitigation

### 6.1 Conclusions

The magnitude of impacts of the temporary installation of six validators at the southern end of platforms 2, 3, 4 and 5 are assessed as being between **no change** and **minor**. The significance of impacts to the platforms are assessed as being between **slight** to **moderate** from both visual and physical impacts and are direct. However, as the installation is a trial, the impact will be temporary for the duration of the trial and the installation is reversible.

### 6.2 Mitigation measures

The following are recommended mitigation measures to reduce the impacts of the installation:

- modify the design of the validators to a smaller, less bulky design and one that could have back-to-back validators to reduce the number of future installations required;
- modify the colours to be consistent with the historic colour scheme that is currently being applied to signage;
- align the validators with the wall of the railway station rather than the proposed diagonal alignment proposed;
- confirm the length of the trial after which the validators will be removed.



Ian Bowman  
8 June 2021



# Appendix 1

## Assessment of values and effects

### Grading of heritage values

Based on the ICOMOS Guide, the relative importance of built heritage is graded as follows:

Value	Descriptors
Very high	Very high importance and rarity, international scale, category 1 HNZ listing
High	High importance and rarity, national scale, category 1 HNZ listing
Medium	High or medium importance, regional scale, category 1 or 2 HNZ listing or equivalent local authority listing
Low	Low or medium importance and rarity, local scale, not HNZ listed, local authority listing
Negligible	Very low importance and rarity, local scale, not listed

### Magnitude of effect

The ICOMOS Guide recommends ranking the magnitude of the impact or effect (also called the degree of change) as follows:

- Major
- Moderate
- Minor
- Negligible
- No change

The approach used to assess significance of impact/effect is determined by two variables; the value of the receptor, as described below, and the magnitude of change upon the receptor. The consideration of value and magnitude takes into account the severity of the impact of the project, together with the vulnerability of the receptor to change. The table below summarises the possible types of change and their magnitude<sup>6</sup>.

Effects can be direct and indirect; cumulative, temporary and permanent, reversible or irreversible, visual, physical, social and cultural, even economic.

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<sup>6</sup> UK Highways Agency, HA 208/07

<b>Factors in the Assessment of Magnitude of Impacts</b>	
Major	Change to key historic building elements, such that the resource is totally altered. Comprehensive changes to the setting.
Moderate	Change to many key historic building elements, such that the resource is significantly modified. Changes to the setting of an historic building, such that it is significantly modified.
Minor	Change to key historic building elements, such that the asset is slightly different. Change to setting of an historic building, such that it is noticeably changed.
Negligible	Slight changes to historic buildings elements or setting that hardly affect it.
No change	No change to fabric or setting.

Possible effects could include changes to use, access, views, topography, structures, vegetation, sound environment, approaches and context. The effect on the heritage resource has been ranked without regard to its level of significance.

### **Significance of effect**

The matrix below illustrates that combining the magnitude of impact/effect (before mitigation) and the heritage significance of the heritage resource will determine the extent of impacts of the project. Mitigation measures however influence the evaluation of effect. Where the matrix suggests more than one likely outcome, for instance moderate/slight, professional judgement has been used in conjunction with the descriptors in the following table to arrive at an appropriate result.

The scale of possible effects is:

- Very large (beneficial or adverse)
- Large (beneficial or adverse)
- Moderate (beneficial or adverse)
- Slight (beneficial or adverse)
- Neutral



<b>VALUE</b>	<b>Very High</b>	Neutral	Slight	Moderate/ Large	Large or Very Large	Very Large
	<b>High</b>	Neutral	Slight	Moderate/ Slight	Moderate/ Large	Large/ Very Large
	<b>Medium</b>	Neutral	Neutral/ Slight	Slight	Moderate	Moderate/ Large
	<b>Low</b>	Neutral	Neutral/ Slight	Neutral/ Slight	Slight	Slight/ Moderate
	<b>Negligible</b>	Neutral	Neutral	Neutral/ Slight	Neutral/ Slight	Slight
		<b>No change</b>	<b>Negligible</b>	<b>Minor</b>	<b>Moderate</b>	<b>Major</b>
		<b>MAGNITUDE OF IMPACT</b>				

The Magnitude of Impact shows the potential effect of the project on the heritage item or setting without mitigation.

In general if the effects on all heritage resources were adverse the overall impact would be the highest impact. Conversely if the effects were all beneficial, the average level of benefit would be selected, rather than the greatest, as assessments should be conservative.

## Appendix 2

### Wellington City District Plan Appendix P Conditions

The following condition shall apply to the designation of the Wellington Railway Station (designation R4) in the Wellington District Plan:

(i) Nothing in this designation authorises the demolition or partial demolition of the following parts of the Wellington Railway Station:

- the 3 streets facades including the Thorndon Quay addition • the main concourse
- the roofline without air-conditioning units
- the plaques at the office entrance

which are heritage features. Any such proposal shall require Tranz Rail to either obtain any necessary resource consent or to seek the alteration of this designation by the removal of this condition. For the avoidance of doubt, this condition does not cover repairs or maintenance, or additions or alterations, or any other activity requiring an outline plan under section 176A.

(ii) Prior to the preparation of any proposal to undertake any additions or alterations to the identified heritage features of the Wellington Railway Station building, Tranz Rail shall meet with the NZ Historic Places Trust to discuss the proposal.

(iii) Tranz Rail shall provide any subsequent plan(s) of any additions or alterations, as specified above, for comment by the NZ Historic Places Trust within 15 working days. In the event that there are any points raised by the NZ Historic Places Trust, Tranz Rail shall arrange to meet with the Trust to discuss the points raised.

(iv) Tranz Rail shall provide a copy of any application for outline plan approved in respect of the identified heritage features of the Wellington Railway Station building to the NZ Historic Places Trust at the same time it is lodged with the Council. The Trust will then forward its comments on the proposal to the Council within 5 working days.

# Appendix 3

## Heritage values of the railway station

The summaries of heritage values is taken from the WCC on-line heritage inventory<sup>7</sup>.

### *Aesthetic value*

#### *Cultural value*

The Wellington Railway Station has significant architectural values. The design is bold and influenced by the world's great railway stations, possessing a generous forecourt and sweeping driveways leading to the impressive colonnade. The internal spaces, particularly the booking hall, are a continuation of this tradition. It is a fine example of one the city's leading architectural firms Gray Young, Morton, and Young. It has been recognised as one of the best 20th century buildings in New Zealand for its architectural qualities.

The Railway station is associated with a number of historically important events including the focal-point of the funeral cortege for Prime Minister Michael Joseph Savage, as a casualty clearing station in the aftermath of the Wahine disaster, and as part of the home-front defence system during World War Two.

This building has immense townscape value; it defines the Waterloo Quay, Featherston, and Bunny Street area. It is a landmark building that is used by, and seen by, thousands of commuters daily.

#### *Group*

With the Old Government Buildings, Waterloo Hotel and Shed 21, it forms a small precinct of heritage buildings in the Waterloo Quay/Bunny Street/Featherston Street area.

#### *Townscape*

This building has immense townscape value; it defines the Waterloo Quay, Featherston, and Bunny Street area. It is a landmark building that is used by, and seen by, thousands of commuters daily.

### *Historic value*

#### *Association*

The Railway station is associated with a number of historically important events including the focal-point of the funeral cortege for Prime Minister Michael Joseph Savage, as a casualty clearing station in the aftermath of the Wahine disaster, and as part of the home-front defence system during World War Two.

This building has a range of historic associations that give it significant value. It is a fine example of one the city's leading architectural firms Gray Young, Morton, and Young. It was designed as the main Railway Station and Offices for the Railways Department and was the culmination of 65 years of railway

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<sup>7</sup> <https://www.wellingtoncityheritage.org.nz/buildings/1-150/44-wellington-railway-station?q=>

development in Wellington.

### ***Scientific value***

#### *Technological*

This building has technical value for the innovation of its construction. It was designed using the latest technology utilising steel framing and reinforced concrete and bricks to withstand earthquakes. At the time it was constructed it was one of the largest buildings in New Zealand and its size, scale, and construction on reclaimed land provided a significant building challenge that was overcome by the architects and engineers.

### ***Social value***

#### *Identity Sense Of Place Continuity*

This building is a focus of community identity as it is a major landmark building for the city of Wellington. The retention of this building has helped to promote a sense of continuity in Wellington with its history. As a major development for the Railways Department in the 1930s, it also contributes to a sense of continuity for the presence of the railways in Wellington.

#### *Public Esteem*

This building is held in high community esteem. It has significant heritage values for the people of Wellington.

#### *Sentiment Connection*

This building is a focus of community sentiment and connection – it is a public space that is still in use.

#### *Symbolic Commemorative Traditional Spiritual*

This building has traditional values for the community of commuters who use it daily. It has been in continuous use as a station since its construction.

### ***Level of Cultural Heritage Significance***

#### *Authentic*

This building has authenticity and integrity as it retains significant original materials. Modifications and additions have been carried out in mostly harmonious ways.

#### *Rare*

This building is of outstanding heritage significance for its architectural, historical, townscape, technical, public education and esteem, values.

#### *Representative*

This building is an excellent example of the work of Gray Young, Morton, and Young designed in the Neo-Classical Revival style with Beaux Arts influenced interiors. It is also influenced by Modernism and Art Deco, making this building a good representative of New Zealand interpretations of these architectural forms.

#### *Importance*

This is a nationally important building for its architectural, historical,

townscape, technical, public education and esteem, values.

PROACTIVE RELEASE



HERITAGE NEW ZEALAND  
POUHERE TAONGA

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

05 July 2021

Polly Larkman

Senior Southern Lease Manager KiwiRail

E: [Polly.Larkman@kiwirail.co.nz](mailto:Polly.Larkman@kiwirail.co.nz)



Wellington Railway Station. Aerial view. Image courtesy of www.pro-photography.co.  
Copyright: Alex Elmoff. Taken By: Alex Elmoff. Date: 24/03/2013.

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

Laura Kellaway

**Conservation Architect** Kaihoahoa Penapena

Level 1, 79 Boulcott St | Wellington 6140 | Ph: (64 4) 471 4895 | Mobile 027 445 3599

## 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

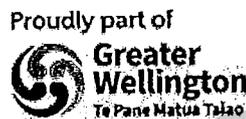
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---

**From:** Peter Wells

**Sent:** Tuesday, 15 June 2021 1:19 PM

**To:** Laura Kellaway <[LKellaway@heritage.org.nz](mailto:LKellaway@heritage.org.nz)>

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

Metlink

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---

**From:** Laura Kellaway <[LKellaway@heritage.org.nz](mailto:LKellaway@heritage.org.nz)>

**Sent:** Thursday, 3 June 2021 5:06 PM

**To:** Peter Wells <[Peter.Wells@gw.govt.nz](mailto: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 15<sup>th</sup>.

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](mailto:Peter.Wells@gw.govt.nz)>

**Sent:** Thursday, 3 June 2021 11:05 am

**To:** Laura Kellaway <[LKellaway@heritage.org.nz](mailto:LKellaway@heritage.org.nz)>

**Cc:** Mitchell Davis <[Mitchell.Davis@gw.govt.nz](mailto:Mitchell.Davis@gw.govt.nz)>; Matthew Chote <[Matthew.Chote@gw.govt.nz](mailto:Matthew.Chote@gw.govt.nz)>; Ian Bowman Architect and Conservator <[ian@ianbowman.co.nz](mailto: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

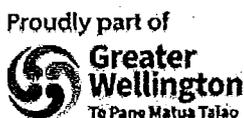
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---

**From:** Laura Kellaway <[LKellaway@heritage.org.nz](mailto:LKellaway@heritage.org.nz)>

**Sent:** Tuesday, 1 June 2021 2:27 PM

**To:** Peter Wells <[Peter.Wells@gw.govt.nz](mailto:Peter.Wells@gw.govt.nz)>

**Cc:** Mitchell Davis <[Mitchell.Davis@gw.govt.nz](mailto:Mitchell.Davis@gw.govt.nz)>; Matthew Chote <[Matthew.Chote@gw.govt.nz](mailto:Matthew.Chote@gw.govt.nz)>; Ian Bowman Architect and Conservator <[ian@ianbowman.co.nz](mailto: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](mailto:Peter.Wells@gw.govt.nz)>

**Sent:** Tuesday, 25 May 2021 4:12 PM

**To:** Laura Kellaway <[LKellaway@heritage.org.nz](mailto:LKellaway@heritage.org.nz)>

**Cc:** Mitchell Davis <[Mitchell.Davis@gw.govt.nz](mailto:Mitchell.Davis@gw.govt.nz)>; Matthew Chote <[Matthew.Chote@gw.govt.nz](mailto:Matthew.Chote@gw.govt.nz)>; Ian Bowman Architect and Conservator <[ian@ianbowman.co.nz](mailto: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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PROACTIVE

## 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

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  
Metlink  
027 223 2271

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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

**Metlink**

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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

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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.

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](mailto:Peter.Wells@gw.govt.nz)>

**Sent:** Tuesday, 25 May 2021 4:12 PM

**To:** Laura Kellaway <[L.Kellaway@heritage.org.nz](mailto:L.Kellaway@heritage.org.nz)>

**Cc:** Mitchell Davis <[Mitchell.Davis@gw.govt.nz](mailto:Mitchell.Davis@gw.govt.nz)>; Matthew Chote <[Matthew.Chote@gw.govt.nz](mailto:Matthew.Chote@gw.govt.nz)>; Ian Bowman Architect and Conservator <[ian@ianbowman.co.nz](mailto: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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**From:** Laura Kellaway <[LKellaway@heritage.org.nz](mailto:LKellaway@heritage.org.nz)>

**Sent:** Tuesday, 1 June 2021 2:27 PM

**To:** Peter Wells <[Peter.Wells@gw.govt.nz](mailto:Peter.Wells@gw.govt.nz)>

**Cc:** Mitchell Davis <[Mitchell.Davis@gw.govt.nz](mailto:Mitchell.Davis@gw.govt.nz)>; Matthew Chote <[Matthew.Chote@gw.govt.nz](mailto:Matthew.Chote@gw.govt.nz)>; Ian Bowman Architect and Conservator <[ian@ianbowman.co.nz](mailto:ian@ianbowman.co.nz)>

**Subject:** Re: Snapper Pilot - Johnsonville Line

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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.

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:** 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 | |

*Tairangahia ā tua whakarere; Tātakihia ngā reanga o āmuri ake nei*  
– *Honouring the past; Inspiring the future*

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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**

DD 04 830 4369 | M 021 952 114

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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](mailto: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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> Twitter<<https://twitter.com/metlinkwgtn>>

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

>

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> <winmail.dat>

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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

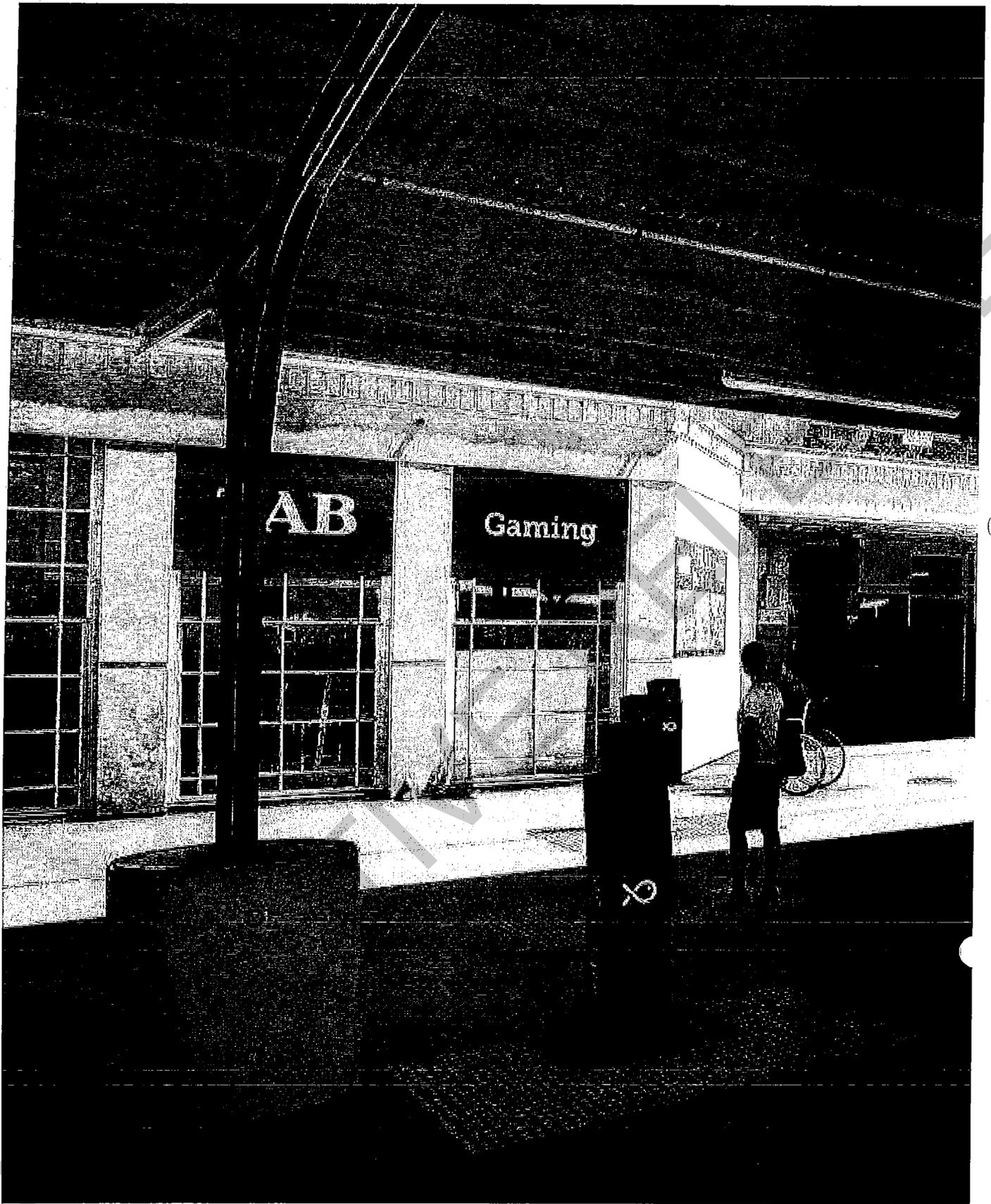
 Peter Wells  
Project Manager  
Metlink  
027 223 2271

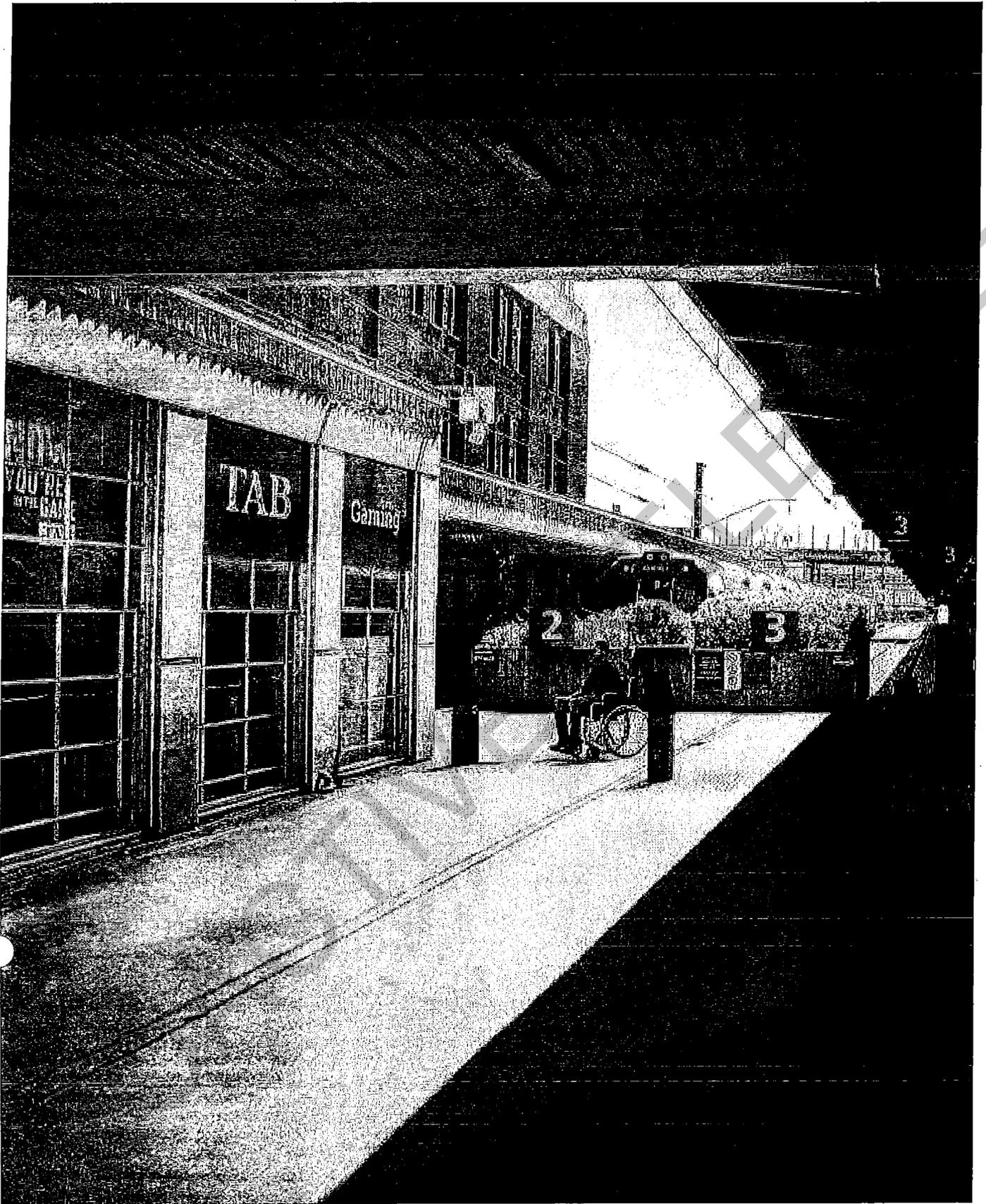
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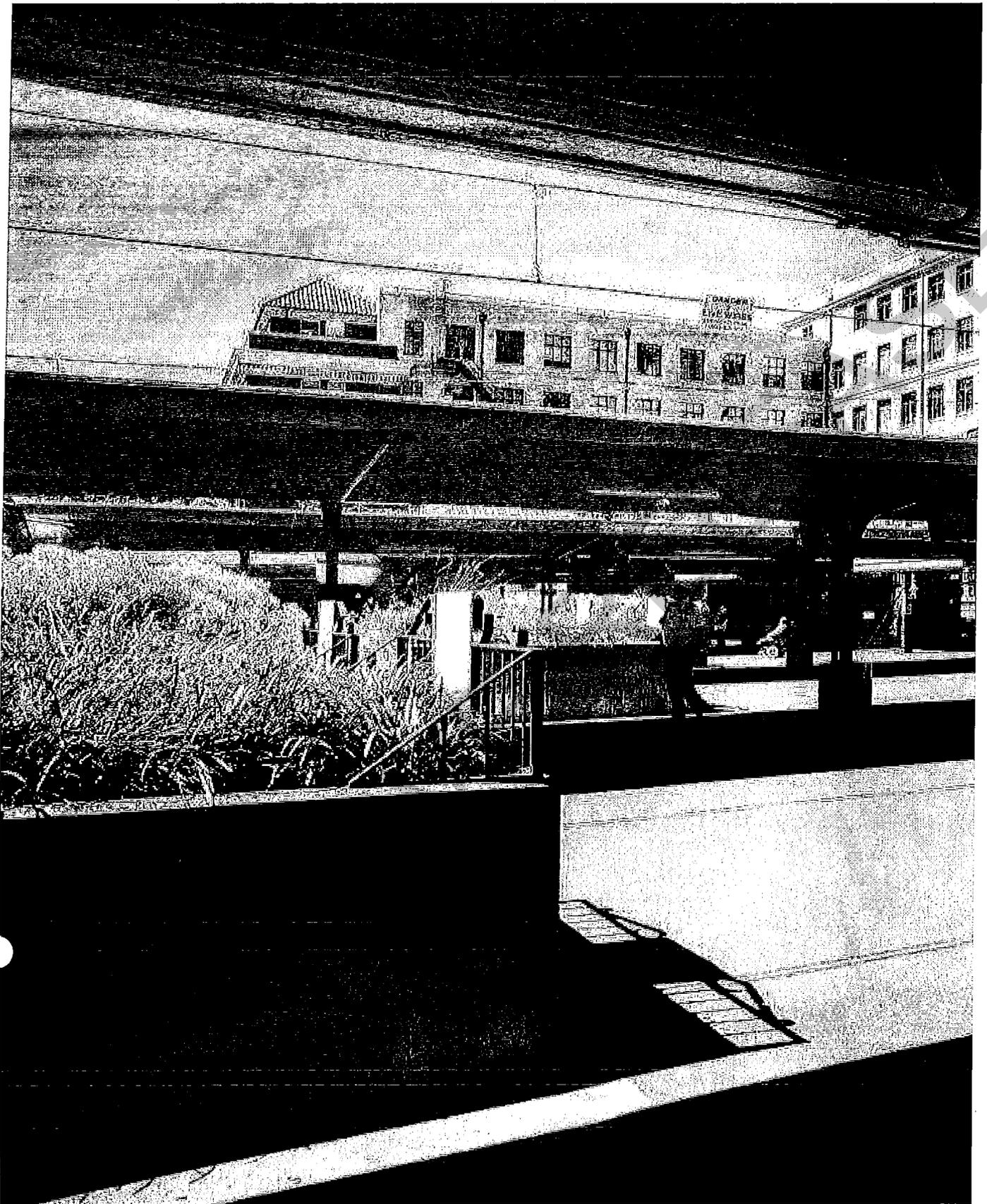
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## 2. Actions from Last Meeting

- Draft process discussed and documented between GWRC and Heritage NZ
- GWRC shared desktop archaeological survey. Not clear if all parties received, so to resend.
- 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.

## 3. In Progress

- Consent Applications. GWRC intent is to seek consent to install six validators at Wellington Railway Station, this is higher than the four previously indicated. However, there was concern about customer feedback if there were only four validators available at the principal station, compared to similar, or higher, numbers at the outer stations.
  - Interact Drawings to be updated before sending to Ian Bowman for his review.
  - Ian will aim to provide his advice on the proposals by mid June
  - GWRC will provide the drawings to Heritage NZ (and KiwiRail) at the same time as Ian Bowman. Formal advice back from Heritage NZ will be within 2 weeks of Ian's review.
  - On this basis, we will be aiming to submit to WCC by end June. The meeting noted that, depending on the time to process the consent application, this work is likely to be on the critical path for the project. As such, it is important that any issues with the proposal are addressed early.
- Passenger flow modelling for future passenger loadings in 2036 has been completed. This has highlighted that there are issues with the overall configuration of the station, with low levels of service evident on platform islands, at the gateway to the concourse adjacent to Trax and at the doorways to the underpass, booking hall and station forecourt.
- 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.

#### Ian Bowman

- Requested that pre-application meeting notes with WCC, Stantec presentation and artists impression photos are re-shared. Asking for confirmation of the colour schemes as well.

#### Heritage NZ

- Some concerns about impacts of colour scheme noted.
- Requested ability to access prototype validator. While not possible to wrap one and move to station in the short term, GWRC confirmed that they would be able to access Snapper offices to see prototypes there.
- Guidance on intentions at end of Pilot requested. It is expected that the Pilot will continue until end of 2022, at this stage the Snapper equipment will be replaced with the new vendors equipment. New consent applications will be required to support this. Noted that the learnings from the pilot period would be invaluable in designing a permanent solution. Existing validators can be fully removed at the end of the Pilot period and area restored with minimal effort.

#### **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
- GWRC to arrange a meeting opportunity for Laura to inspect a prototype validator post at Snapper offices
- 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 12<sup>th</sup> 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

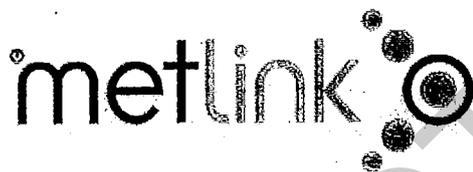
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---

**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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---

**From:** Peter Wells <[Peter.Wells@gw.govt.nz](mailto:Peter.Wells@gw.govt.nz)>  
**Sent:** Wednesday, 19 May 2021 3:09 pm  
**To:** Laura Kellaway <[LKellaway@heritage.org.nz](mailto:LKellaway@heritage.org.nz)>  
**Cc:** Ian Bowman <[ian@ianbowman.co.nz](mailto:ian@ianbowman.co.nz)>; Mitchell Davis <[Mitchell.Davis@gw.govt.nz](mailto: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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## Laura Kellaway

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**Cc:** Ian Bowman; Mitchell Davis  
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PROACTIVE RELEASE

## MINUTES

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

**WHEN:** 18<sup>th</sup> 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 1<sup>st</sup> 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

- Draft process discussed and documented between GWRC and Heritage NZ
- GWRC shared desktop archaeological survey. Not clear if all parties received, so to resend.
- GWRC shared Stantec summary presentation of validator performance at Wellington Railway Station
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- KiwiRail and Heritage NZ discussion about development plans for station has occurred.

## 3. In Progress

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#### Ian Bowman

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#### **5. Any other Business**

- Nil

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- GWRC to share outer station validator locations

PROACTIVE RELEASE



# Heritage Solutions

Mary O'Keeffe  
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**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.

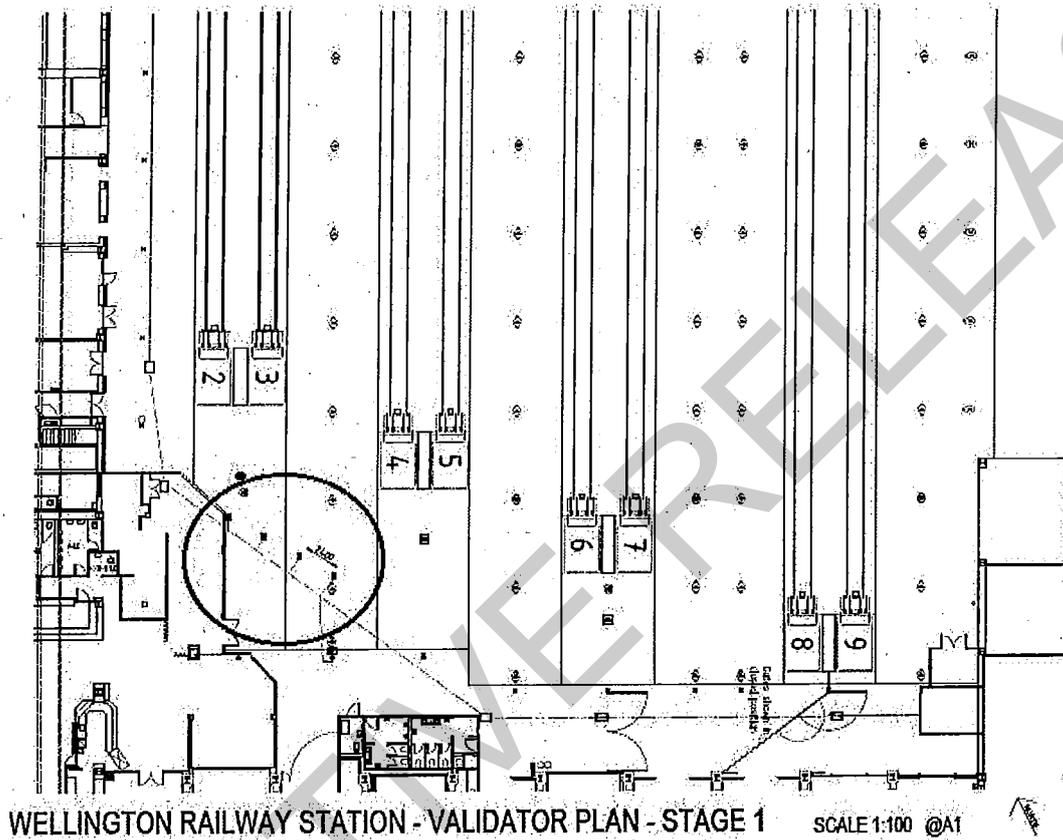


Figure 1: Location of proposed validator posts (circled in red)

### 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)<sup>1</sup>

### **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 inventory<sup>2</sup>

### **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 Station<sup>3</sup>.

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

<sup>1</sup> Heritage New Zealand Pouhere Taonga Act 2014, S 6 Interpretation

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

<sup>3</sup> Entry for Wellington Railway Station, WCC Heritage Inventory

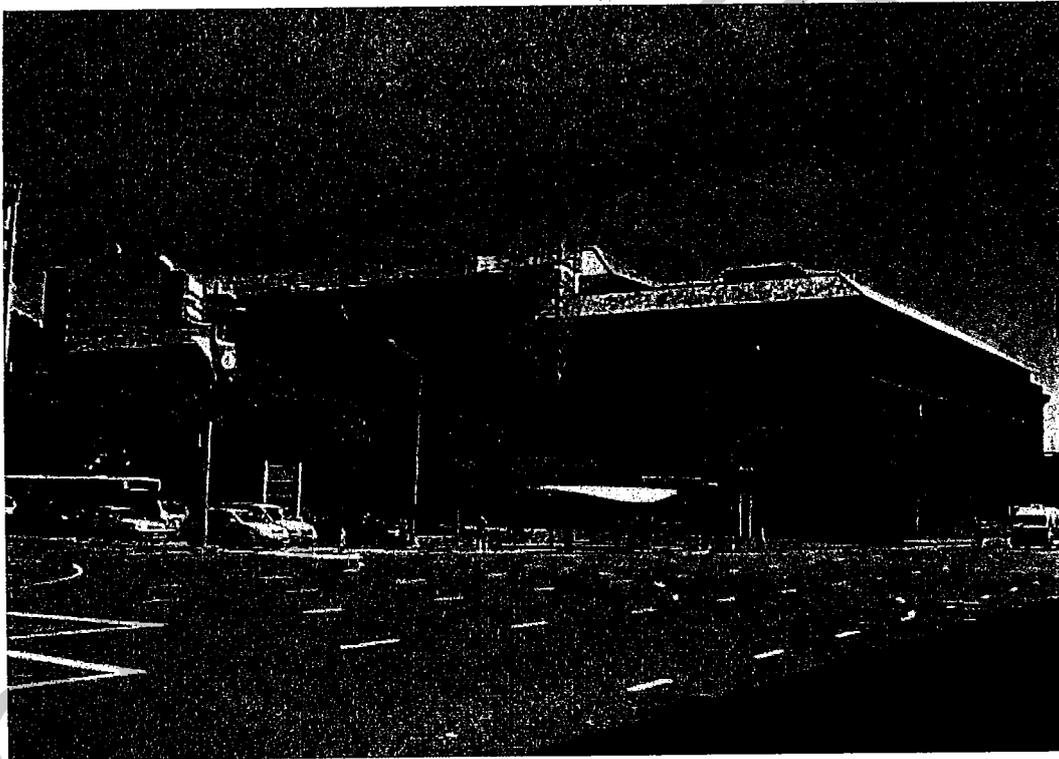
yard, at the bottom of Davis Street in Thorndon on reclaimed land. In 1893 the Government line was extended to Te Aro<sup>4</sup>.

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 Council<sup>5</sup>.

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 Depression<sup>6</sup>.



**Figure 2: Wellington Railway Station**

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

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<sup>4</sup> Entry for Wellington Railway Station, WCC Heritage Inventory

<sup>5</sup> O’Keeffe, 2010: 6

<sup>6</sup> 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

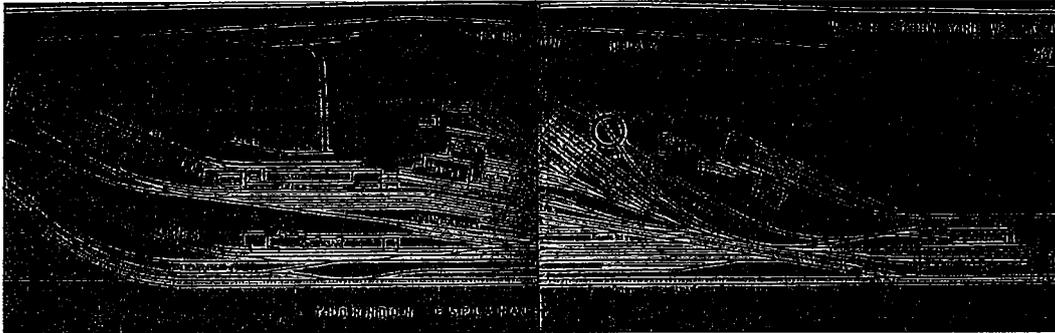
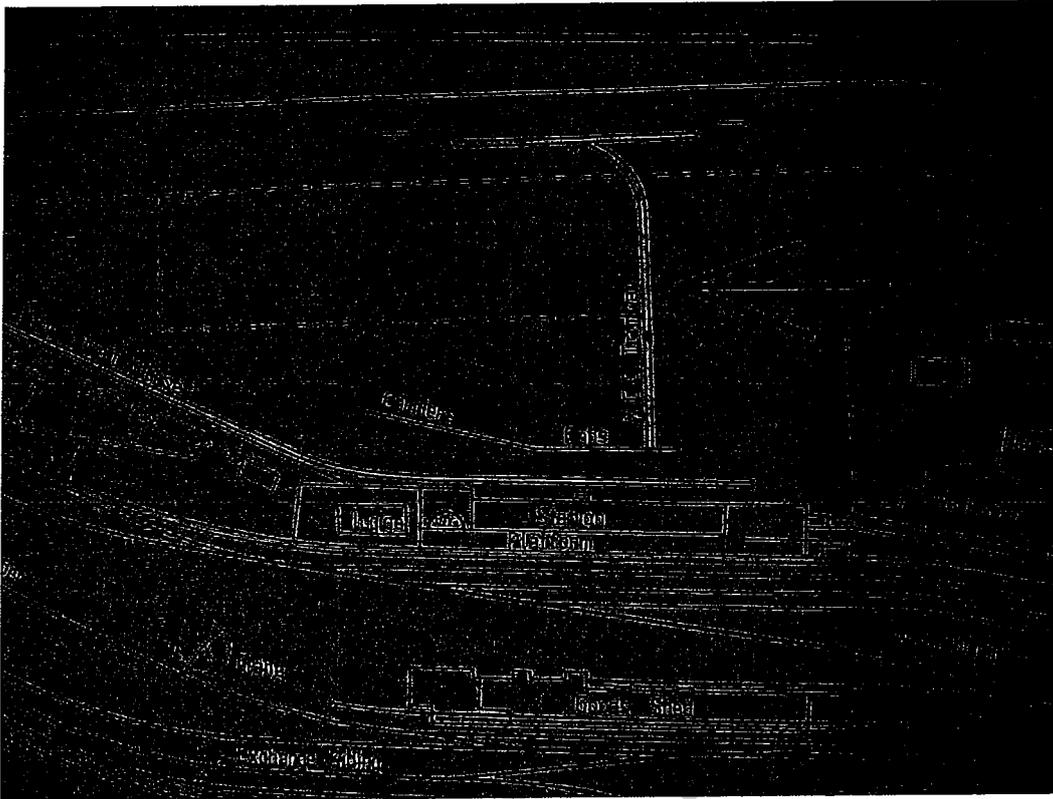
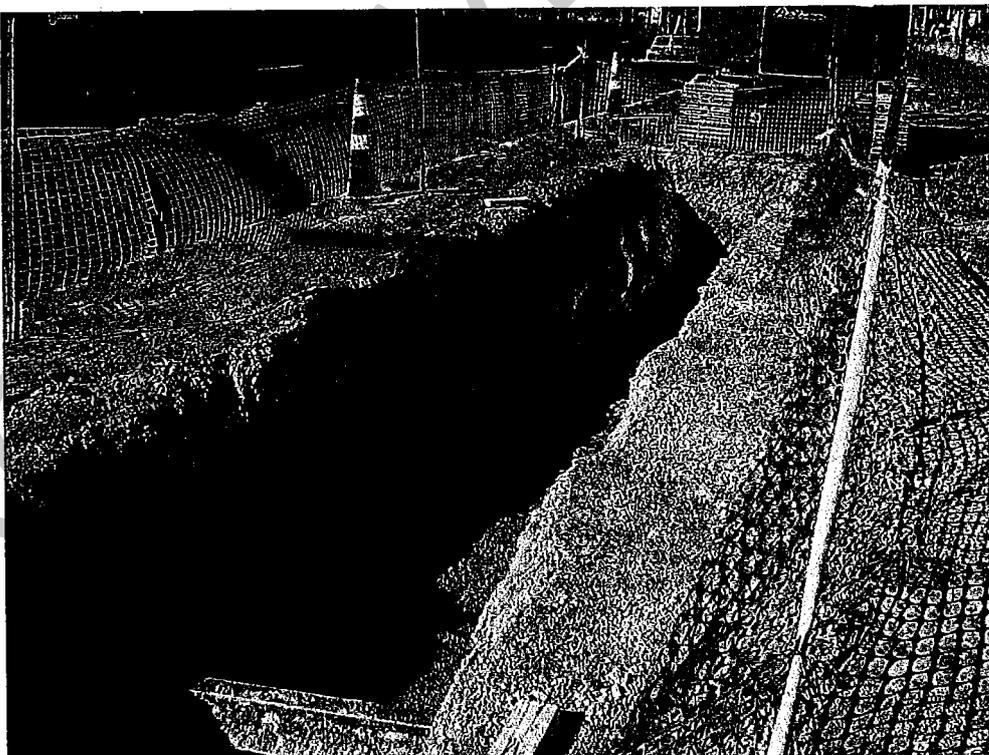


Figure 4: Plan of Wellington & Manawatu Railway Station, Thorndon, c.1907  
Cassells, 1994:148 and 149



**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

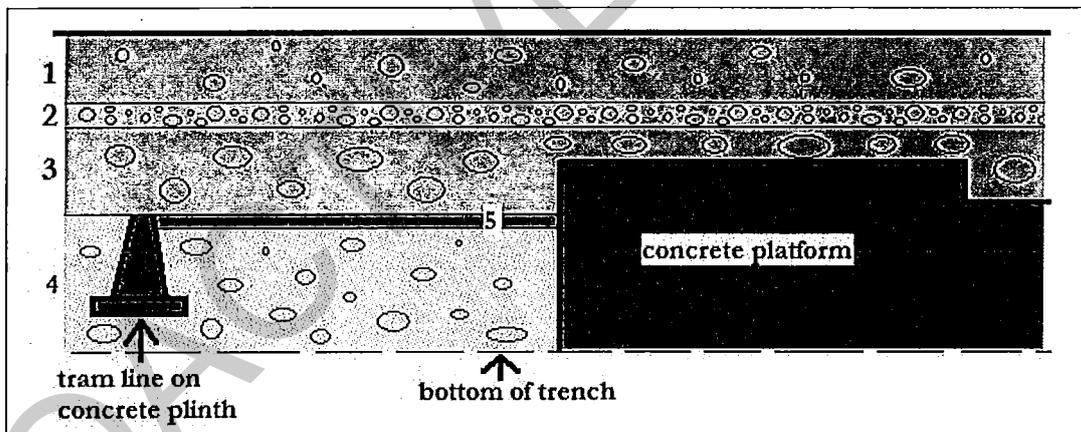


Figure 8: Trench section

- 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.

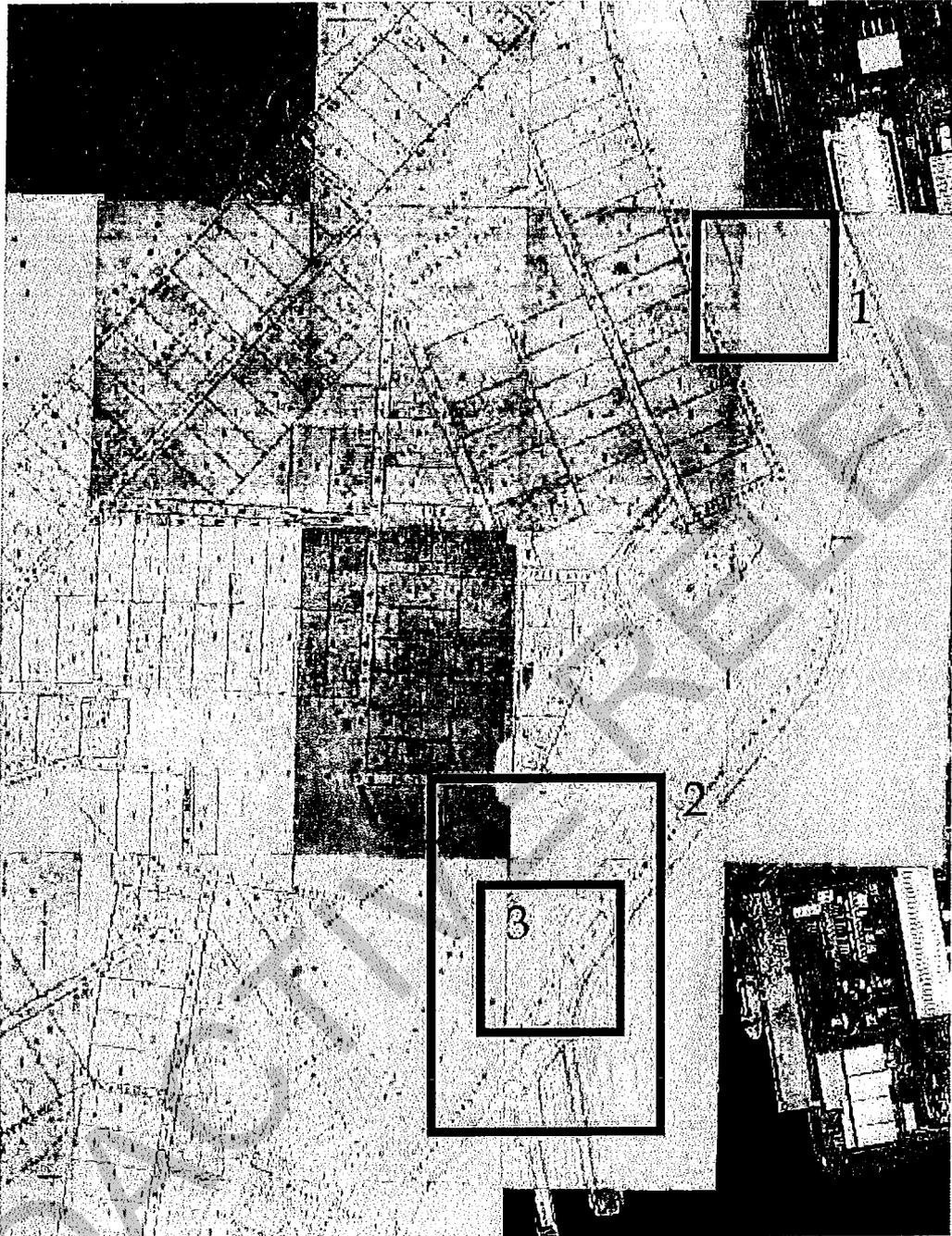


Figure 9: Ward plan  
WCC Webmap

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).

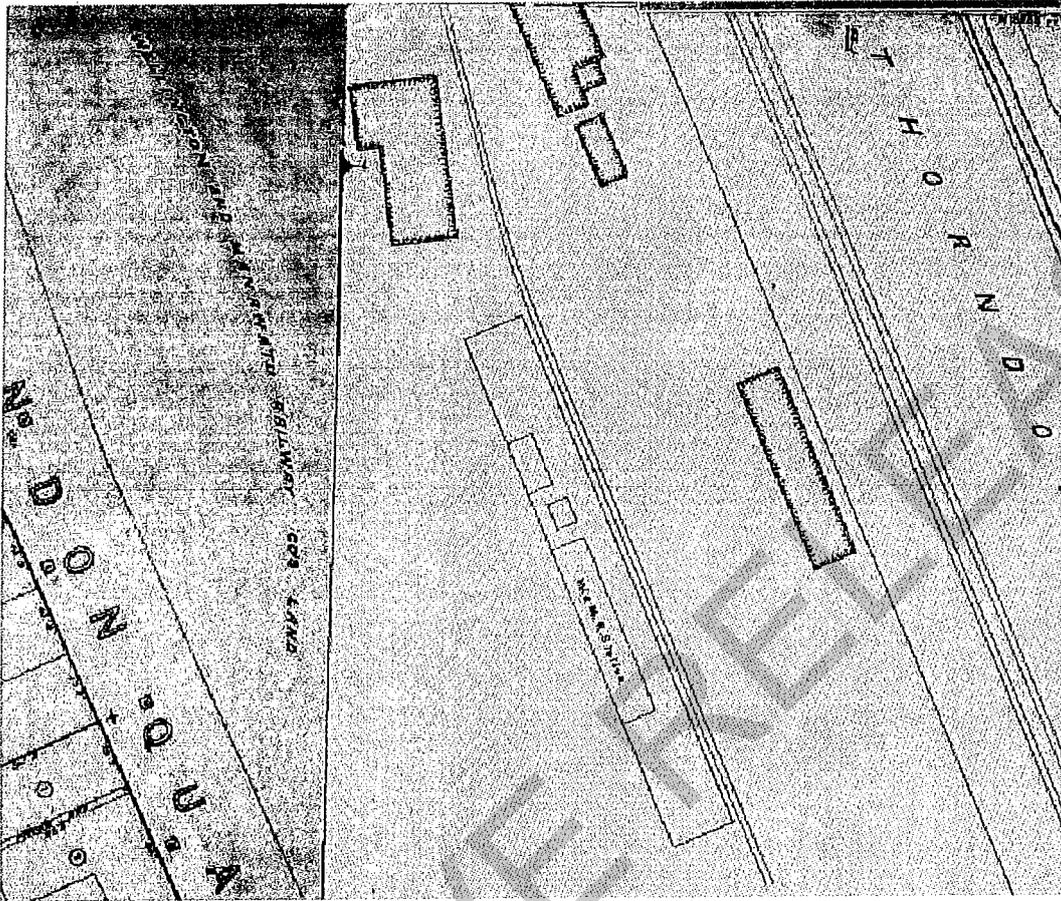


Figure 10: Figure 9 detail 1

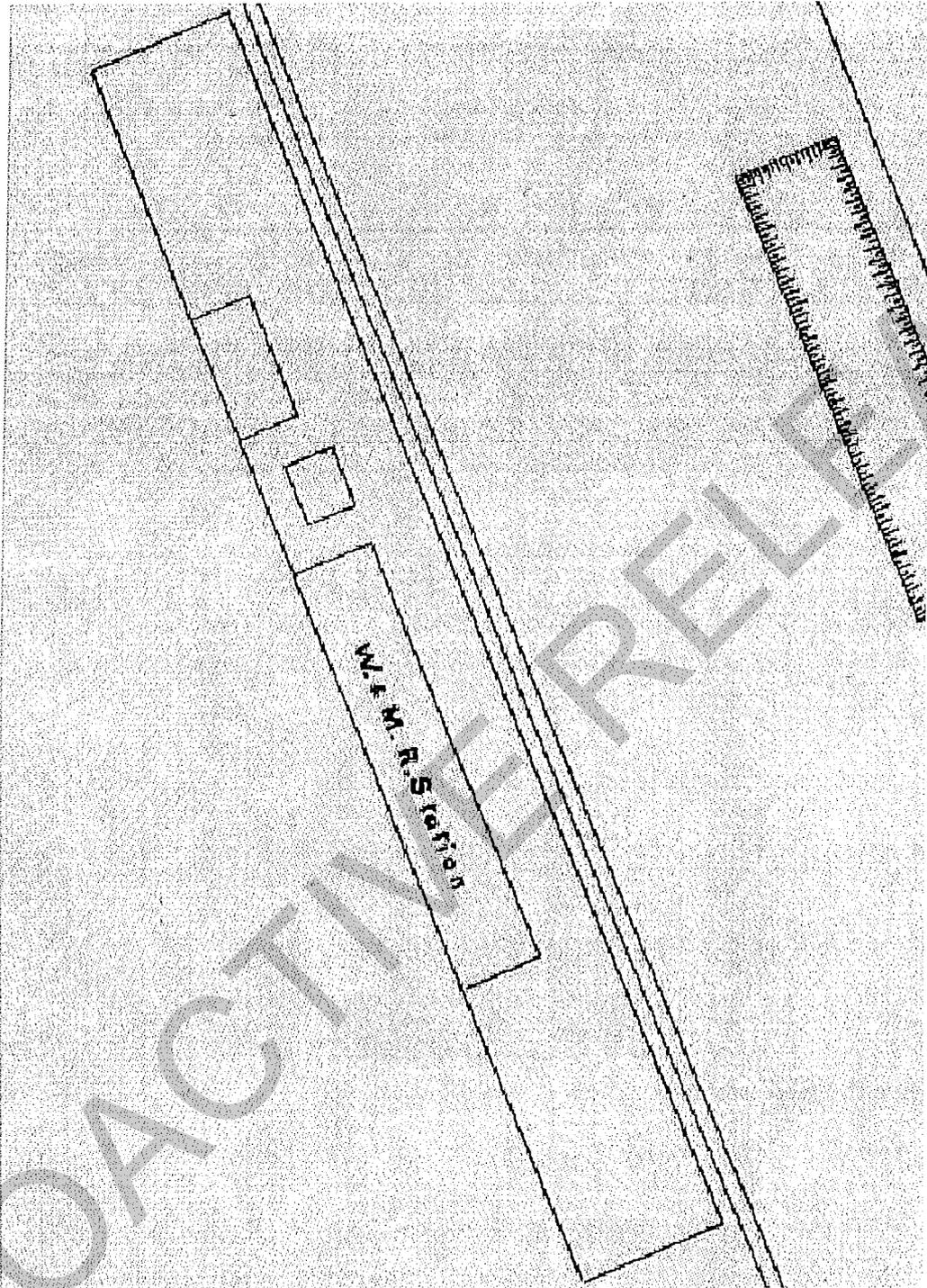


Figure 11: W&MRC station, Thorndon

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.

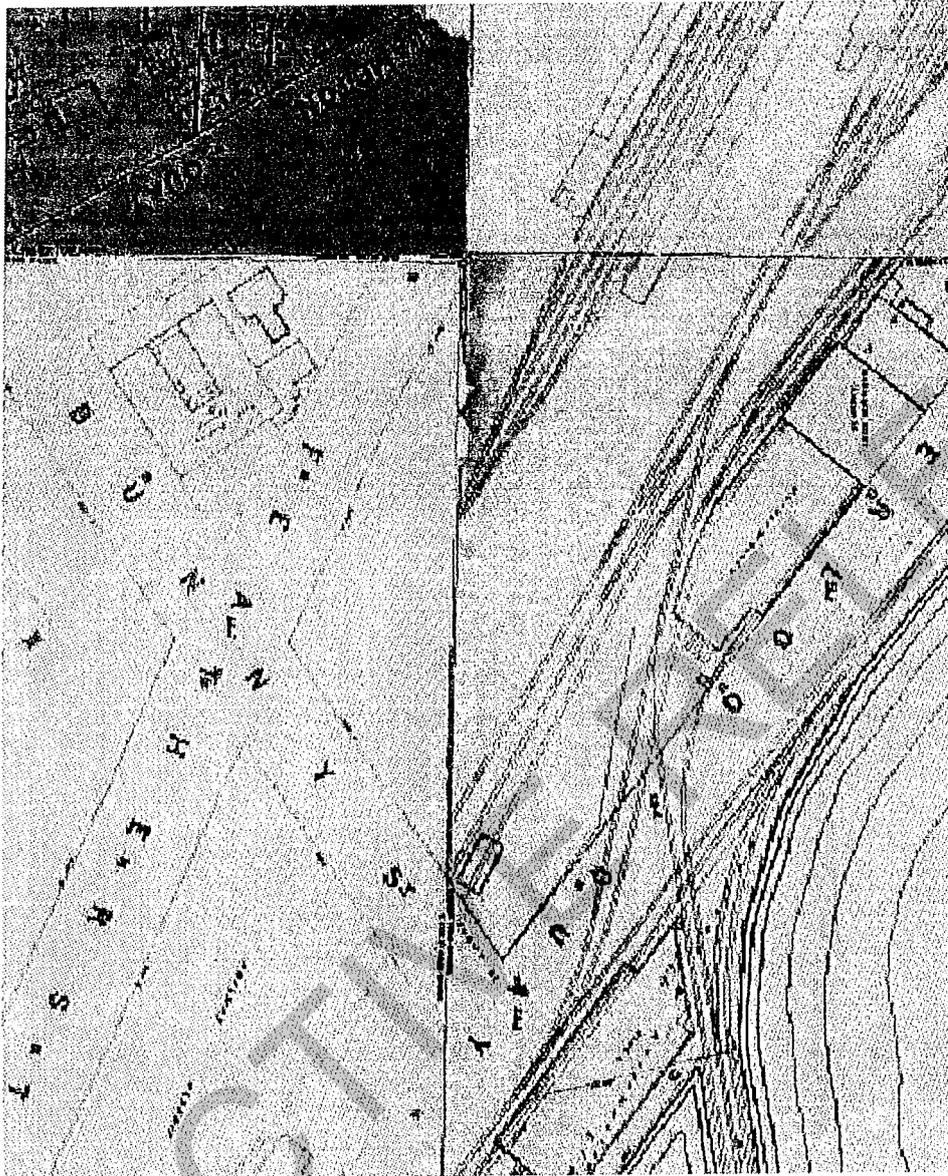


Figure 12: Figure 9 detail 2

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.

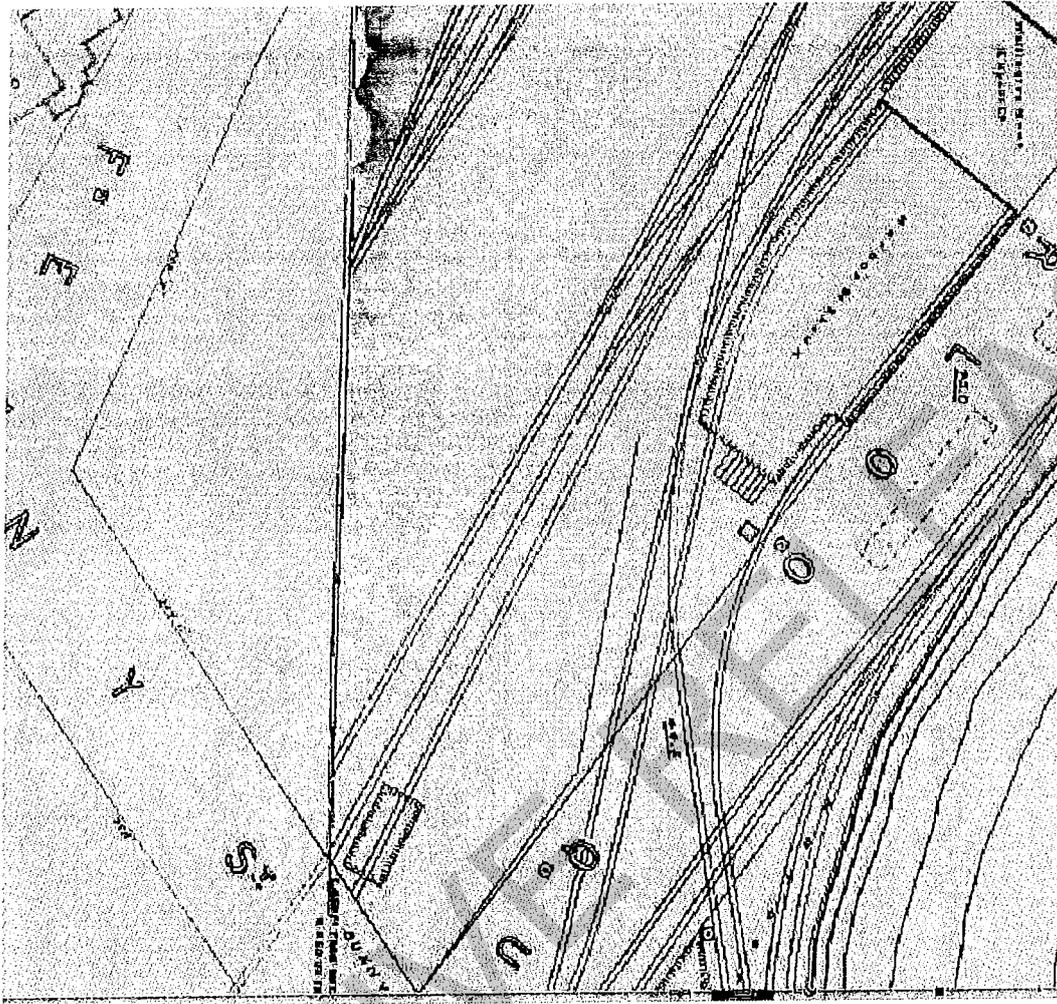


Figure 13: Figure 9 detail 3

Figure 14 shows the spatial relationship of the harbour board shed and the current railway station, with the Ward plan overlain on a contemporary aerial. This figure also shows that rail lines extended under the area of the current railway station.

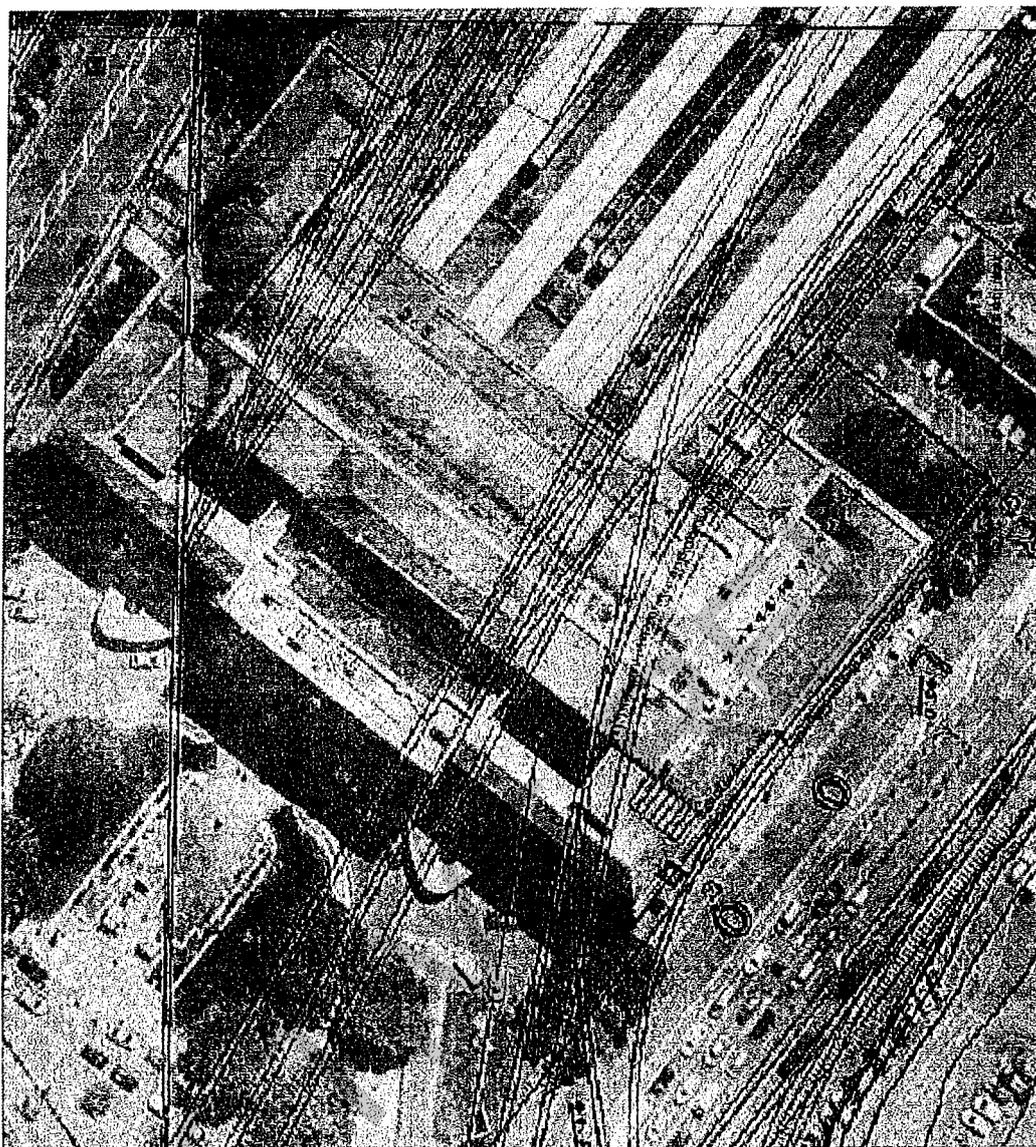


Figure 14: Ward plan overlain on contemporary aerial WCC webmap

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.

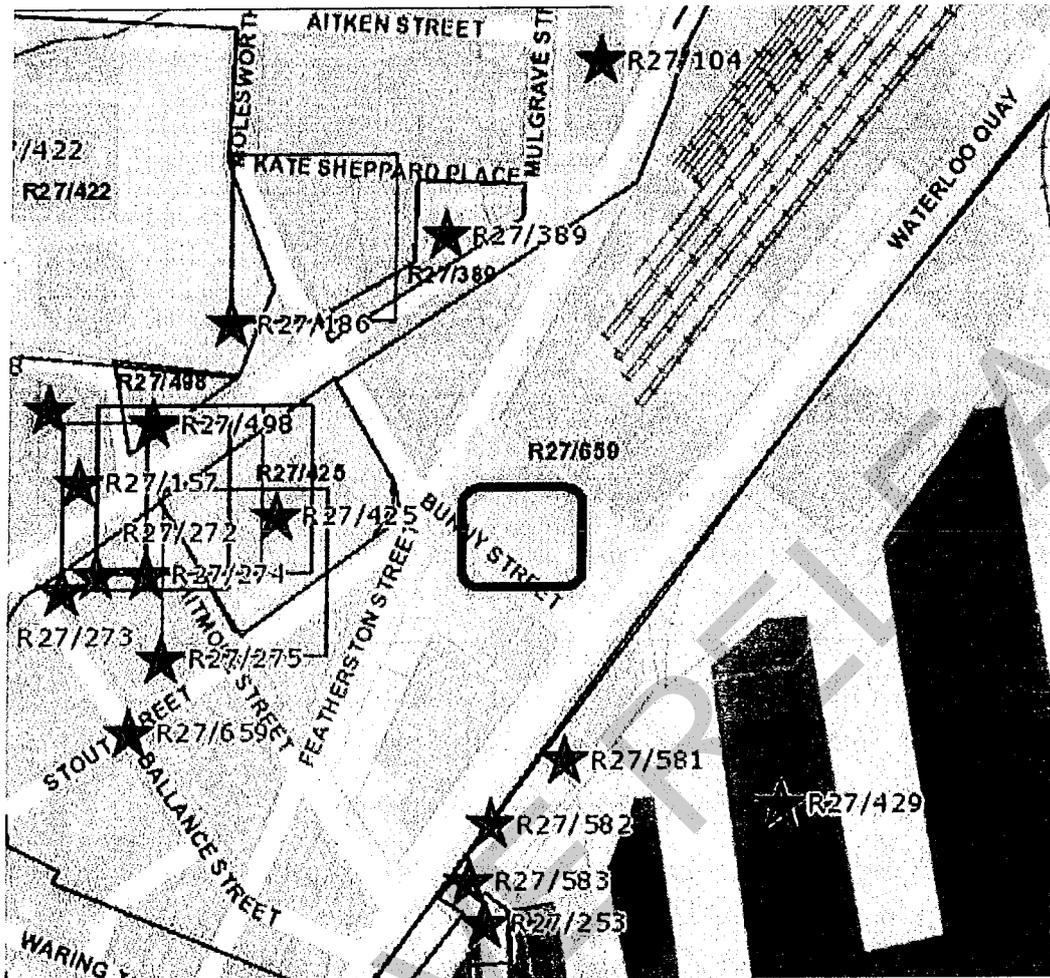


Figure 15: Recorded archaeological sites in vicinity of Wellington Railway Station  
Railway Station site outlined in red

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

Wellington City Council Heritage Inventory  
<https://www.wellingtoncityheritage.org.nz>

## Laura Kellaway

---

**From:** Laura Kellaway  
**Sent:** Tuesday, 26 January 2021 5:55 pm  
**To:** Mitchell Davis  
**Cc:** Matthew Chote  
**Subject:** Re: Wellington Station - Snapper Meeting

Hi Mitchell,

Wednesday or Thursday morning would be fine.

Kind regards  
Laura

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**From:** Mitchell Davis <Mitchell.Davis@gw.govt.nz>  
**Sent:** Tuesday, 26 January 2021 10:33 AM  
**To:** Laura Kellaway <LKellaway@heritage.org.nz>  
**Cc:** Matthew Chote <Matthew.Chote@gw.govt.nz>  
**Subject:** Wellington Station - Snapper Meeting

Hi Laura,

What's your availability for a meeting next week regarding the Snapper Project at Wellington Station? Proposing to have this at our new office on Cuba Street.

Aim of this meeting is to get a plan of what each party requires from GW and timings for approval, so that we can lay out a forward plan to inform the project governance team.

Kind Regards,

**Mitchell Davis**

Waiotuhoto | Fixed Asset Advisor – Rail Assets  
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## Laura Kellaway

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**From:** Ian Bowman <ian@ianbowman.co.nz>  
**Sent:** Friday, 18 December 2020 3:05 pm  
**To:** Matthew Chote  
**Cc:** Laura Kellaway  
**Subject:** Re: Wellington Station

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

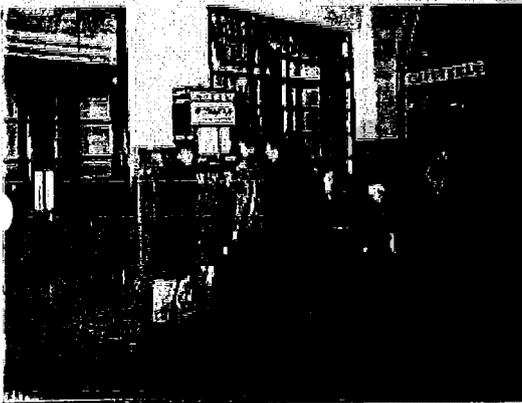
Hi Matthew,

Thanks for the email. I have asked Dave Donahue to send me what colours they have which will include the dark brown colour the canopy supports have been painted. Looking through the 2003 conservation plan Resene Canterbury Clay (a light tan) was used on office walls with Resene 1/2 ash on ceilings, Resene Mallard 1G031 and Resene Sisal 6.5B026 were used on windows. The light tan seems to have been used fairly consistently throughout for wall colours. Where there was a dado this was a dark colour possibly the dark brown.

The plan states that a station wide colour scheme should be researched and adopted! What a good idea!

The attached photo shows an "informator" with dark colours and light stripes. Perhaps you could use this as a base for the validator (sounds similar to an informator), the dark brown or dark green with the Canterbury Clay for the stripes.

Regards,  
Ian



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On 18/12/2020, at 11:52 AM, Matthew Chote <[Matthew.Chote@gw.govt.nz](mailto:Matthew.Chote@gw.govt.nz)> wrote:

Hi Ian

Just a quick note to update now we have some more detail. I have attached a photo (from the Snapper office demonstration yesterday) of the prototype and the dimensions so you can appreciate the size of the validator housing.

How are you progressing with an acceptable colour palette so we could mock-up some visuals and look to progress the request to allow e-ticketing validators at Wellington Station? I am new to this process so can you please provide some direction (web link, application documents, process flow, timelines) around the Heritage NZ requirements for presentation and consideration?

Have a great weekend.

Matt

**Matthew Chote | Kaiwhakahaere Matua | Principal Account Manager – Rail & Ferry**

**Metlink**

*Te Pane Matua Taiao*

**M: 027 4546 351**

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<image002.png>

 **Think green: read on the screen.**

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**Laura Kellaway**

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**From:** Eva Forster-Garbutt <Eva.Forster-Garbutt@wcc.govt.nz>  
**Sent:** Friday, 11 December 2020 10:48 am  
**To:** Mitchell Davis  
**Cc:** Matthew Chote; Cody Waihape  
**Subject:** RE: Wellington Station - Snapper project

Mōrena Mitchell,

In answer to your two questions:

- 1) **If any resource consent is required for the pilot phase validators (platform only)** – The trial phase (installation on platforms only) would not require resource consent under the heritage rules, but may trigger other consenting requirements. Please contact the Planning helpdesk to receive an answer for this ([planning@wcc.govt.nz](mailto:planning@wcc.govt.nz)).
- 2) **WCC's view on the full roll out and resource consent requirements** – The Railway Station is a nationally significant category I heritage listed building. The WCC listing includes the exterior facades and the interior concourse spaces. Anything that has the potential to detract from these spaces and the associated heritage values would be detrimental. A large scale roll-out of the Snapper terminals as illustrated in the plan would very likely have a detrimental effect on the heritage values. Strong justification for this intervention would need to be presented, what alternative options have been explored (why could these terminals not be located on the trains?) and mitigation measures proposed to reduce the negative effect. The latter would need to be developed together with Heritage NZ, Ian Bowman and Council.

Please keep me in the loop regarding all stages of this project, including the trial phase.

Ngā mihi,  
Eva

**Eva Forster-Garbutt**

Kaiārahi Matua Tū Taonga | Senior Heritage Advisor  
City Design & Place Planning | Wellington City Council  
☎ 027 803 0680 E [eva.forster-garbutt@wcc.govt.nz](mailto:eva.forster-garbutt@wcc.govt.nz) | W [Wellington.govt.nz](http://Wellington.govt.nz)

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---

**From:** Mitchell Davis <Mitchell.Davis@gw.govt.nz>  
**Sent:** 10 December 2020 13:29  
**To:** Eva Forster-Garbutt <Eva.Forster-Garbutt@wcc.govt.nz>  
**Cc:** Matthew Chote <Matthew.Chote@gw.govt.nz>; Cody Waihape <Cody.Waihape@gw.govt.nz>  
**Subject:** RE: Wellington Station - Snapper project

Hi Eva,

Good to hear you've caught up with Laura so have an understanding of the project.  
We will definitely keep you in the loop with correspondence with Ian Bowman and Laura Kellaway.

We would be interested to know:

- 1) If any resource consent is required for the pilot phase validators (platform only)
- 2) WCC's view on the full roll out and resource consent requirements

Also more than happy to walk you through the project on site like we did with the others.

Regards,

**Mitchell Davis**

Kaitohutohu | Fixed Asset Advisor – Rail Assets

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**From:** Eva Forster-Garbutt <[Eva.Forster-Garbutt@wcc.govt.nz](mailto:Eva.Forster-Garbutt@wcc.govt.nz)>

**Sent:** Thursday, 10 December 2020 10:21 AM

**To:** Mitchell Davis <[Mitchell.Davis@gw.govt.nz](mailto:Mitchell.Davis@gw.govt.nz)>

**Cc:** Matthew Chote <[Matthew.Chote@gw.govt.nz](mailto:Matthew.Chote@gw.govt.nz)>; Cody Waihape <[Cody.Waihape@gw.govt.nz](mailto:Cody.Waihape@gw.govt.nz)>

**Subject:** RE: Wellington Station - Snapper project

Mörena Mitchell,

I have had a chance to catch up with Laura Kellaway regarding Monday's meeting. I understand that Laura and Ian Bowman provided you with some good initial feedback regarding the proposal from a heritage perspective. It would be good to be kept in the loop with this. Please include me in any correspondence and future meetings, including for the trial proposal.

Ngā mihi,  
Eva

**Eva Forster-Garbutt**

Kaiārahi Matua Tū Taonga | Senior Heritage Advisor

City Design & Place Planning | Wellington City Council

M 027 803 0680 E [eva.forster-garbutt@wcc.govt.nz](mailto:eva.forster-garbutt@wcc.govt.nz) | W [Wellington.govt.nz](http://Wellington.govt.nz)

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**From:** Mitchell Davis <[Mitchell.Davis@gw.govt.nz](mailto:Mitchell.Davis@gw.govt.nz)>  
**Sent:** 01 December 2020 11:43  
**To:** Eva Forster-Garbutt <[Eva.Forster-Garbutt@wcc.govt.nz](mailto:Eva.Forster-Garbutt@wcc.govt.nz)>  
**Cc:** Matthew Chote <[Matthew.Chote@gw.govt.nz](mailto:Matthew.Chote@gw.govt.nz)>; Cody Waihape <[Cody.Waihape@gw.govt.nz](mailto:Cody.Waihape@gw.govt.nz)>  
**Subject:** Wellington Station - Snapper project

Hi Eva,

Apologies about the short notice, but do you happen to have any availability for next Monday afternoon to attend a meeting about a planned Snapper validator project at Wellington station? We are primarily meeting with Heritage NZ to get their thoughts but we think it would be great to also have someone from WCC there too to get some initial advice on resource consents.

Kind Regards,

**Mitchell Davis**

Kaitohutohu | Fixed Asset Advisor – Rail Assets

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## Laura Kellaway

---

**From:** Eva Forster-Garbutt <Eva.Forster-Garbutt@wcc.govt.nz>  
**Sent:** Thursday, 10 December 2020 8:31 am  
**To:** Laura Kellaway  
**Cc:** Ian Bowman (ian@ianbowman.co.nz)  
**Subject:** RE: Railway Station Snapper plans

Mōrena Laura and Ian,

Sorry to have missed the meeting on Monday. It would have been useful to get a better understanding of 'why?!' the ticket validators need to be implemented and why they are proposed to be on the platforms and in the train station rather than on the train (like we have for the Metlink buses). Why, if there are no physical barriers with the validators to let people through once tickets are validated (like in many train and metro stations in Europe) are these not located within the trains themselves? I would have thought from a psychological perspective people would be more honest about tagging on if the validator is at eye level when boarding the train and when other people are behind them and watching? Was this option discussed during the meeting? If not, I might raise this with Mitchell as well as asking to be involved in any further discussions going forward, even if any interventions on the platforms are technically outside Council's heritage listing extent.

Ngā mihi,  
Eva

### Eva Forster-Garbutt

Kaiārahi Matua Tū Taonga | Senior Heritage Advisor  
City Design & Place Planning | Wellington City Council  
M 027 803 0680 E [eva.forster-garbutt@wcc.govt.nz](mailto:eva.forster-garbutt@wcc.govt.nz) | W [Wellington.govt.nz](http://Wellington.govt.nz)

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**From:** Laura Kellaway <LKellaway@heritage.org.nz>  
**Sent:** 09 December 2020 14:00  
**To:** Eva Forster-Garbutt <Eva.Forster-Garbutt@wcc.govt.nz>  
**Cc:** Ian Bowman (ian@ianbowman.co.nz) <ian@ianbowman.co.nz>  
**Subject:** RE: Railway Station Snapper plans

Kia ora Eva

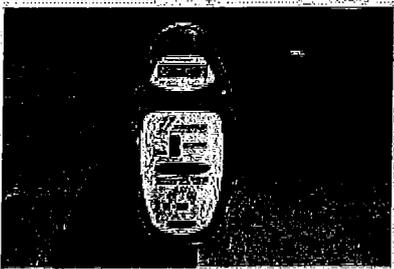
Attached is the preliminary concept which was in the scheduled invite and which MetLink have asked to be **kept confidential**.

Ian Bowman, as the WRS KiwiRail conservation architect, has advised in the initial discussion on site [with KiwiRail+ Metlink+ HNZ] on Monday 7<sup>th</sup> July that:

- No units to be placed inside railway station or the main exterior due to high heritage values
  - Heritage New Zealand has supported Ian's recommendation.
- A Heritage based restricted palate will be provided for colour use [and agreed with HNZ]
- That IB and HNZ are looking for 'reversibility' and expressed concern about any trenching and cabling in the heritage areas.
- That IB and HNZ are looking for a test set only that has reversibility located carefully [after further discussion and agreement] on the platforms
- Asked that Metlink look at other examples of units long term and how validators have been applied in other overseas examples

At this stage the discussion and activities proposed have been limited to a test set on the platforms only. Heritage New Zealand advised that the subway area could be an option but would need to be clear of the historic building and doorways and heritage elements.

Found this in Mestre to Venice....



Before boarding the train, validate your ticket in one of the machines near the platforms. This is important! If your ticket isn't validated, the train conductor can fine you on the spot.

And lots of on line discussion – in terms of historic stations they seem to have something that is small similar to the ones on the Metlink buses.....looked at Melbourne as an eg.

Regards  
Laura

---

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

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– Honouring the past; Inspiring the future

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---

**From:** Eva Forster-Garbutt [<mailto:Eva.Forster-Garbutt@wcc.govt.nz>]  
**Sent:** Wednesday, 9 December 2020 1:28 pm  
**To:** Laura Kellaway  
**Subject:** Railway Station Snapper plans

Kia ora Laura,

Could you flick me the plans supplied by Mitchell for the Snapper terminals at the railway station?

Thanks!  
Eva

**Eva Forster-Garbutt**

Kaiārahi Matua Tū Taonga | Senior Heritage Advisor  
City Design & Place Planning | Wellington City Council  
M 027 803 0680 E [eva.forster-garbutt@wcc.govt.nz](mailto:eva.forster-garbutt@wcc.govt.nz) | W [Wellington.govt.nz](http://Wellington.govt.nz)

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**Absolutely Positively**  
**Wellington City Council**

Me Heke Ki Pōneke

PROACTIVE RELEASE

## Laura Kellaway

---

**From:** Laura Kellaway  
**Sent:** Monday, 7 December 2020 12:58 pm  
**To:** Mitchell Davis  
**Subject:** RE: Wellington Station - Snapper project

Kia ora Mitchell  
Is there a concept plan that is being sent through?  
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 | Ph: (64 4) 471 4895 | Mobile in work hours 027 445 3599

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**From:** Mitchell Davis [mailto: Mitchell.Davis@gw.govt.nz]  
**Sent:** Monday, 7 December 2020 8:12 am  
**To:** Eva Forster-Garbutt  
**Cc:** Laura Kellaway; Ian Bowman (ian@ianbowman.co.nz)  
**Subject:** RE: Wellington Station - Snapper project

Morning Eva,

No problem at all, thanks for letting me know and will be in touch.

Regards,

**Mitchell Davis**

Kaitohutohu | Fixed Asset Advisor – Rail Assets

**Metlink**

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L2, 15 Walter St, Te Aro, Wellington 6011 | PO Box 11646, Manners St, Wellington 6142

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---

**From:** Eva Forster-Garbutt <Eva.Forster-Garbutt@wcc.govt.nz>

**Sent:** Monday, 7 December 2020 7:40 AM

**To:** Mitchell Davis <Mitchell.Davis@gw.govt.nz>  
**Cc:** Laura Kellaway <LKellaway@heritage.org.nz>; Ian Bowman (ian@ianbowman.co.nz) <ian@ianbowman.co.nz>  
**Subject:** Re: Wellington Station - Snapper project

Morning Mitchell,

Unfortunately I will not be at the meeting regarding the Snapper points today. At home sick. Hoping to be back at work tomorrow and will get in touch with you regarding the outcomes of the meeting. Laura Kellaway and Ian Bowman (if he can make it) will be able to provide you with some good pointers no doubt.

Eva

Get [Outlook for iOS](#)

---

**From:** Eva Forster-Garbutt  
**Sent:** Wednesday, December 2, 2020 8:39:31 AM  
**To:** Mitchell Davis <Mitchell.Davis@gw.govt.nz>  
**Cc:** Matthew Chote <Matthew.Chote@gw.govt.nz>; Cody Waihape <Cody.Waihape@gw.govt.nz>  
**Subject:** RE: Wellington Station - Snapper project

Thanks Mitchell, if you could get something to me by Friday that would be great. Monday morning will be pretty busy for me to get across anything prior to the meeting.

Regards,  
Eva

**Eva Forster-Garbutt**

Kaiārahi Matua Tū Taonga | Senior Heritage Advisor  
City Design & Place Planning | Wellington City Council  
M 027 803 0680 E [eva.forster-garbutt@wcc.govt.nz](mailto:eva.forster-garbutt@wcc.govt.nz) | W [Wellington.govt.nz](http://Wellington.govt.nz)

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Wellington City Council**

Me Heke Ki Pōneke

---

**From:** Mitchell Davis <Mitchell.Davis@gw.govt.nz>  
**Sent:** 01 December 2020 15:20  
**To:** Eva Forster-Garbutt <Eva.Forster-Garbutt@wcc.govt.nz>  
**Cc:** Matthew Chote <Matthew.Chote@gw.govt.nz>; Cody Waihape <Cody.Waihape@gw.govt.nz>  
**Subject:** Re: Wellington Station - Snapper project

Hi Eva,

Thanks for coming back so quickly, I'll send you some information beforehand.

The meeting will be 2pm at Wellington Station, I'll send you a calendar invite too.

Regards,

**Mitchell Davis**

Kaitohutohu | Fixed Asset Advisor -- Rail Assets

**Metlink**

**DD** [04 830 4369](tel:048304369) | **M** [021 952 114](tel:021952114)

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On 1/12/2020, at 12:20 PM, Eva Forster-Garbutt <[Eva.Forster-Garbutt@wcc.govt.nz](mailto:Eva.Forster-Garbutt@wcc.govt.nz)> wrote:

Kia ora Mitchell,

Are you able to send through any plans/brief details at this stage? Would be good to get an overview of the scope beforehand. I am free the following times next Monday 7<sup>th</sup> December: 9am to 10am, after 12:30pm.

Ngā mihi,  
Eva

**Eva Forster-Garbutt**

Kaiārahi Matua Tū Taonga | Senior Heritage Advisor

City Design & Place Planning | Wellington City Council

**M** 027 803 0680 **E** [eva.forster-garbutt@wcc.govt.nz](mailto:eva.forster-garbutt@wcc.govt.nz) | **W** [Wellington.govt.nz](http://Wellington.govt.nz)

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<image002.jpg>

---

**From:** Mitchell Davis <[Mitchell.Davis@gw.govt.nz](mailto:Mitchell.Davis@gw.govt.nz)>

**Sent:** 01 December 2020 11:43

**To:** Eva Forster-Garbutt <[Eva.Forster-Garbutt@wcc.govt.nz](mailto:Eva.Forster-Garbutt@wcc.govt.nz)>

**Cc:** Matthew Chote <[Matthew.Chote@gw.govt.nz](mailto:Matthew.Chote@gw.govt.nz)>; Cody Waihape <[Cody.Waihape@gw.govt.nz](mailto:Cody.Waihape@gw.govt.nz)>

**Subject:** Wellington Station - Snapper project

Hi Eva,

Apologies about the short notice, but do you happen to have any availability for next Monday afternoon to attend a meeting about a planned Snapper validator project at Wellington station?

We are primarily meeting with Heritage NZ to get their thoughts but we think it would be great to also have someone from WCC there too to get some initial advice on resource consents.

Kind Regards,

**Mitchell Davis**

Kaitohutohu | Fixed Asset Advisor – Rail Assets

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<image003.png>

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## Laura Kellaway

---

**From:** Laura Kellaway  
**Sent:** Tuesday, 1 December 2020 3:28 pm  
**To:** Mitchell Davis  
**Cc:** Matthew Chote; Cody Waihape  
**Subject:** Re: Wellington Station - Snapper on Rail Project

Hi Mitchell  
Next Monday 7th at 2pm at the railway station -yes.

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:** Tuesday, 1 December 2020 3:24 PM  
**To:** Laura Kellaway <LKellaway@heritage.org.nz>  
**Cc:** Matthew Chote <Matthew.Chote@gw.govt.nz>; Cody Waihape <Cody.Waihape@gw.govt.nz>  
**Subject:** Re: Wellington Station - Snapper on Rail Project

Hi Laura,

Is 2pm at Wellington Station okay with you next Monday? Ian Bowman is available then too.

Regards,

**Mitchell Davis**  
Kaitohutohu | Fixed Asset Advisor – Rail Assets  
**Metlink**  
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On 30/11/2020, at 4:00 PM, Laura Kellaway <LKellaway@heritage.org.nz> wrote:

Hi Mitchell

Can I suggest we met at the station?

Ian is I think here next week- perhaps see when he is available- I do have a slot mid day Wednesday.  
Laura

Monday will need to be after 12 now.

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 | Ph: (64 4) 471 4895 | Mobile in work hours 027 445 3599

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---

**From:** Mitchell Davis [mailto:Mitchell.Davis@gw.govt.nz]  
**Sent:** Monday, 30 November 2020 3:34 pm  
**To:** Laura Kellaway  
**Cc:** Matthew Chote; Cody Waihape  
**Subject:** RE: Wellington Station - Snapper on Rail Project

Hi Laura,

How does Monday 7<sup>th</sup> at 11am suit you?

We are at Level 2 Walter Street, Te Aro. We're happy to meet at either your office or ours, please let me know your preference.

I'll check Ian Bowman's availability to attend.

I haven't made contact with WCC yet but I'm expecting we'll require a resource consent. My contact there is Eva Forster-Garbutt so I'll be in touch with her shortly.

Kind Regards,

**Mitchell Davis**

Kaitohutohu | Fixed Asset Advisor – Rail Assets

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<image001.png>

---

**From:** Laura Kellaway <LKellaway@heritage.org.nz>  
**Sent:** Monday, 30 November 2020 9:46 AM  
**To:** Mitchell Davis <Mitchell.Davis@gw.govt.nz>

Cc: Matthew Chote <Matthew.Chote@gw.govt.nz>; Cody Waihape <Cody.Waihape@gw.govt.nz>  
Subject: RE: Wellington Station - Snapper on Rail Project

Hi Mitchell

On Thursday morning or next Monday.  
In regards Ian – yes –as he is KiwiRails' heritage consultant. Ian's contact detail is Ian Bowman  
([ian@ianbowman.co.nz](mailto:ian@ianbowman.co.nz))

Did you check with council about resource consent?

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 | Ph: (64 4) 471 4895 | Mobile in work hours 027 445 3599

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**From:** Mitchell Davis [<mailto:Mitchell.Davis@gw.govt.nz>]  
**Sent:** Monday, 30 November 2020 9:22 am  
**To:** Laura Kellaway  
**Cc:** Matthew Chote; Cody Waihape  
**Subject:** RE: Wellington Station - Snapper on Rail Project

Morning Laura,

Just a reminder about this, do you have any availability to meet us in the next couple of weeks? Also do you think that Ian Bowman should be involved at this stage? Happy to include him too.

Kind Regards,

**Mitchell Davis**

Kaitohutohu | Fixed Asset Advisor – Rail Assets

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<image001.png>

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**From:** Mitchell Davis  
**Sent:** Monday, 23 November 2020 11:06 AM  
**To:** Laura Kellaway <[LKellaway@heritage.org.nz](mailto:LKellaway@heritage.org.nz)>  
**Cc:** Matthew Chote <[Matthew.Chote@gw.govt.nz](mailto:Matthew.Chote@gw.govt.nz)>; Cody Waihape <[Cody.Waihape@gw.govt.nz](mailto:Cody.Waihape@gw.govt.nz)>  
**Subject:** Wellington Station - Snapper on Rail Project

Morning Laura,

Hope you're well?

You may or may not be aware that there is an upcoming project to install electronic ticketing (Snapper) on the rail network, this will include the installation of validators at Wellington Station. As I understand our GM Scott Gallacher recently had a meeting with both Heritage NZ and KiwiRail to initiate conversation around this.

Exactly as we did with the Customer Information System, it would be great to work in partnership with you again to ensure a modern system can be installed while also meeting heritage requirements.

There isn't a finalised design or confirmed placement for the validators yet, we are wanting to engage with you early so we can ensure that any solution is viable and meets requirements.

What's your availability for a meeting so we can discuss the current thinking around this project? The other 2 attendees Matt and Cody are Cc'd in.

Kind Regards,

**Mitchell Davis**

Kaitohutohu | Fixed Asset Advisor – Rail Assets

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## Laura Kellaway

---

**From:** Laura Kellaway  
**Sent:** Monday, 30 November 2020 4:00 pm  
**To:** Mitchell Davis  
**Cc:** Matthew Chote; Cody Waihape  
**Subject:** RE: Wellington Station - Snapper on Rail Project

Hi Mitchell

Can I suggest we met at the station?

Ian is I think here next week- perhaps see when he is available- I do have a slot mid day Wednesday.

Laura

Monday will need to be after 12 now.

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 | Ph: (64 4) 471 4895 | Mobile in work hours 027  
445 3599

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**From:** Mitchell Davis [mailto:Mitchell.Davis@gw.govt.nz]  
**Sent:** Monday, 30 November 2020 3:34 pm  
**To:** Laura Kellaway  
( Matthew Chote; Cody Waihape  
**Subject:** RE: Wellington Station - Snapper on Rail Project

Hi Laura,

How does Monday 7<sup>th</sup> at 11am suit you?

We are at Level 2 Walter Street, Te Aro. We're happy to meet at either your office or ours, please let me know your preference.

I'll check Ian Bowman's availability to attend.

I haven't made contact with WCC yet but I'm expecting we'll require a resource consent. My contact there is Eva Forster-Garbutt so I'll be in touch with her shortly.

Kind Regards,

**Mitchell Davis**

Kaitohutohu | Fixed Asset Advisor – Rail Assets

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---

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

**Sent:** Monday, 30 November 2020 9:46 AM

**To:** Mitchell Davis <Mitchell.Davis@gw.govt.nz>

**Cc:** Matthew Chote <Matthew.Chote@gw.govt.nz>; Cody Waihape <Cody.Waihape@gw.govt.nz>

**Subject:** RE: Wellington Station - Snapper on Rail Project

Hi Mitchell

On Thursday morning or next Monday.

In regards Ian – yes – as he is KiwiRails' heritage consultant. Ian's contact detail is Ian Bowman ([ian@ianbowman.co.nz](mailto:ian@ianbowman.co.nz))

Did you check with council about resource consent?

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 | Ph: (64 4) 471 4895 | Mobile in work hours 027 445 3599

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Also do you think that Ian Bowman should be involved at this stage? Happy to include him too.

Kind Regards,

**Mitchell Davis**

Kaitohutohu | Fixed Asset Advisor – Rail Assets

**Metlink**

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**From:** Mitchell Davis  
**Sent:** Monday, 23 November 2020 11:06 AM  
**To:** Laura Kellaway <LKellaway@heritage.org.nz>  
**Cc:** Matthew Chote <Matthew.Chote@gw.govt.nz>; Cody Waihape <Cody.Waihape@gw.govt.nz>  
**Subject:** Wellington Station - Snapper on Rail Project

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Kind Regards,

**Mitchell Davis**

Kaitohutohu | Fixed Asset Advisor – Rail Assets

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**From:** Mitchell Davis

**Sent:** Monday, 23 November 2020 11:06 AM

**To:** Laura Kellaway <[LKellaway@heritage.org.nz](mailto:LKellaway@heritage.org.nz)>

**Cc:** Matthew Chote <[Matthew.Chote@gw.govt.nz](mailto:Matthew.Chote@gw.govt.nz)>; Cody Waihape <[Cody.Waihape@gw.govt.nz](mailto:Cody.Waihape@gw.govt.nz)>

**Subject:** Wellington Station - Snapper on Rail Project

Morning Laura,

Hope you're well?

You may or may not be aware that there is an upcoming project to install electronic ticketing (Snapper) on the rail work, this will include the installation of validators at Wellington Station. As I understand our GM Scott Gallacher recently had a meeting with both Heritage NZ and KiwiRail to initiate conversation around this.

Exactly as we did with the Customer Information System, it would be great to work in partnership with you again to ensure a modern system can be installed while also meeting heritage requirements. There isn't a finalised design or confirmed placement for the validators yet, we are wanting to engage with you early so we can ensure that any solution is viable and meets requirements.

What's your availability for a meeting so we can discuss the current thinking around this project?  
The other 2 attendees Matt and Cody are Cc'd in.

Kind Regards,

**Mitchell Davis**

Kaitohutohu | Fixed Asset Advisor – Rail Assets

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otherwise stated, any views or opinions expressed are solely those of the author, and do not represent those of the organisation.

PROACTIVE RELEASE

## Laura Kellaway

---

**From:** Laura Kellaway  
**Sent:** Monday, 23 November 2020 12:01 pm  
**To:** Alison Dangerfield  
**Subject:** FW: Wellington Station - Snapper on Rail Project

Hi Alison

Has anyone from HNZ had a meeting with KiwiRail over inserting Snapper units on the Wellington railway station.

Kind regards  
Laura

---

**From:** Mitchell Davis [mailto: Mitchell.Davis@gw.govt.nz]  
**Sent:** Monday, 23 November 2020 11:06 am  
**To:** Laura Kellaway  
**Cc:** Matthew Chote; Cody Waihape  
**Subject:** Wellington Station - Snapper on Rail Project

Morning Laura,

Hope you're well?

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What's your availability for a meeting so we can discuss the current thinking around this project?  
The other 2 attendees Matt and Cody are Cc'd in.

Kind Regards,

**Mitchell Davis**

Kaitohutohu | Fixed Asset Advisor – Rail Assets

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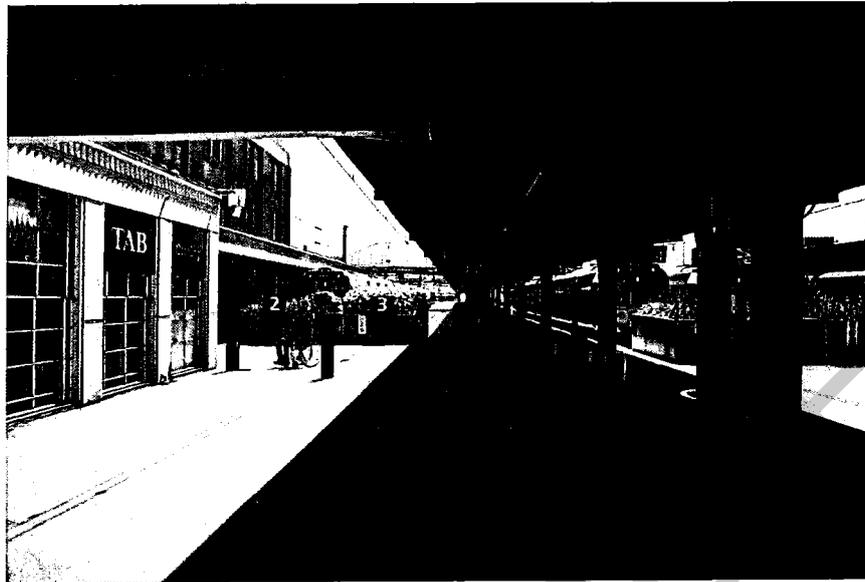
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**Assessment of Environmental  
Effects – validators  
Wellington Railway Station Platforms  
June 2021**

**IAN BOWMAN**  
Architect and conservator

# 1 Introduction

## 1.1 Commission

This heritage impacts assessment (HIA) of the installation of six validators was commissioned by Peter Wells, Project Manager, Metlink on 22 April 2021.

## 1.2 Limitations

The assessment is based on the following documentation:

- Interact Architects, *WRS Ticketing Validator Project*, Ground Floor platform 2&3, Wellington Railway Station, Building Consent Issue – Rev- 0, April 2021, sheets A-G.01, G.02, G.03;
- Stantec, *Wellington Station Validator Assessment*, Prepared for Greater Wellington Regional Council, March 2021;
- photos taken by Laura Kellaway, Heritage New Zealand Pouhere Taonga (NZHPT);
- four photo montages of four validators;
- drawing by Colin Robson, 9/11/2020, *Snapper Metlink Rectangular Column Act Top*;
- Greater Wellington Regional Council, *Wellington Railway Station – Validator Plan – Stage 2*, undated

## 1.3 Framework for this HIA

The objective of an HIA is to evaluate the potential impacts a proposed development may have on the heritage values of a listed building. The following national and international best practice guides have been considered for preparing this heritage impact assessment.

- ICOMOS, *Guidance on Heritage Impacts Assessments for Cultural World Heritage Properties*, ICOMOS, January 2011 (ICOMOS Guide)
- Buhring C., and Bowman I., *Guide to assessing historic heritage effects for state highway projects*, NZTA, March 2015 (NZTA Guide)
- City of Toronto, *Heritage Impact Assessment Terms Of Reference*, 2010 (Toronto HIA)
- The Highways Agency, Scottish Government, Welsh Assembly Government Llywodraeth Cynulliad Cymru, *Design Manual for Roads and Bridges*, HA 285/07, Volume 11 Environmental Assessment, Section 3 “Cultural Heritage”. See appendix 1.
- Queensland Government Department of Environment and Heritage Protection, *Guideline Heritage Preparing a heritage impact statement*, October 2015 (Queensland Guide).

Based on these guides, the following framework is used for this AEE.

- statutory recognition and heritage values;
- proposal description and reasons for the development;

## 2 Statutory recognition and heritage values

### 2.1 Heritage listings

*Wellington City District Plan Chapter 21 Appendix Heritage List Buildings<sup>1</sup>*

Street	Number	Building and date of construction	Map Ref	Symbol Ref
Bunny Street		Wellington Railway Station 1933-37 (The three street facades, including the Thorndon Quay addition, the main concourse, the roof line without the air-conditioning units, the plaques in the office entrance, the Social Hall, the platforms, including all canopies)	17	44

*Wellington City District Plan Designations\Tables-Schedule of Designations<sup>2</sup>*

Desig no	Map ref	Desig title	Building & date of construction	Legal description and gazette	Comments/conditions
R4	17&18	Railway purposes.	Wellington Railway Station	Part Lot DP 10 550	For condition refer to Appendix P (see appendix 2)
R5	15, 18, 21, 22, 24, 26, 30 & 31	Railway purposes	North Island Main Trunk Railway. Starting at the Wellington Railway Station, through Kaiwharawhara, through number 1 & 2 tunnels emerging at Glenside, Tawa and Northwards and including the Waiarapa line from Kaiwharawhara to the city boundary at Horokiwi.	Railway land pursuant to various proclamations, gazettes, & statutory ownership	Includes tunnels and bridges

<sup>1</sup> <https://wellington.govt.nz/-/media/your-council/plans-policies-and-bylaws/district-plan/volume01/files/v1chap21list.pdf?la=en&hash=A9A9EFA75DF19F3EC7D31A0BBEE00CE02AE54DFA>

<sup>2</sup> <https://wellington.govt.nz/-/media/your-council/plans-policies-and-bylaws/district-plan/volume01/files/v1chap24sch.pdf?la=en&hash=324EEE5140AD9FC0C7CC26F53D4933FB1753F683>

Criteria	Values	Description	Ranking of significance
	<i>Scientific</i>	Based on current research, it is unlikely that the platforms contribute scientific information about the history of the region.	Low, local
	<i>Rarity</i>	The platforms at the Wellington Railway Station are unique in New Zealand in having multiple platforms serving more than two railway tracks. It is one of two original stations of the four major cities in New Zealand to be retained and the only one of these to have maintained all original platforms..	High, national
	<i>Representative</i>	The concrete lined platforms are of a representative design as is the use of railway irons for the canopy structure.	High, regional
	<i>Integrity</i>	The platform form, alignment, and canopy structure are original however, the roofing materials and timber structure of the canopies is recent, while the concrete edging to the platforms has been cut back. The platform adjoining the concourse has been extended into the tracks while additional metal stanchions have been installed through the platform roofs to support electrical cables and a walkway above.	High, local
	<i>Context or group</i>	The immediate context of the platforms is the Wellington Railway Station complex comprising the station building, platforms, tracks, the landscaped entry from bunny Street and the Social Hall. The complex is considered as having national significance. The wider context includes the stadium with raised concourses to the north and the underpass and bus interchange to the east.	High, national
<b>Historic Values</b>	<i>People</i>	The building and platforms are associated with the New Zealand Railways Department, which played a significant role in the early and subsequent development of the New Zealand economy. The platforms and station building are also associated with architectural firm, Gray Young, Morton and Young and builders, Fletcher Construction Co. Ltd.	High, local
	<i>Events</i>	The platforms are associated with mundane events such as daily commuting from within the region and occasional travel further afield as well as national events such as providing the location for the Michael Joseph Savage funeral cortege.	Low, local, high national
	<i>Patterns</i>	The station platforms have been modified to a minor	High, regional

## 3 Proposal description, objectives, alternatives<sup>5</sup>

### 3.1 Project Objectives

*To confirm viability of deploying an Electronic Ticketing solution onto the rail network, through an iterative program of piloting and testing of Snapper on a limited part of the network during 2021.*

- *should enhance Metlink preparedness and resilience to operate in a COVID-19 environment by reducing requirement to collect cash fares*
- *should contribute to Metlink readiness for future transition to the NTS.*
- *should be customer centric, simple and flexible, and does not deter customers from using public transport*
- *should enhance Metlink service provision by strengthening ability to collect fares and improve quality and extent of patronage data*
- *should be implemented within existing budgets*

*In particular, it has been recognised, that the upcoming implementation of the National Ticketing Solution (NTS) will be a very significant transition process, and by carrying out a limited scale pilot of electronic ticketing on rail, there is the ability to develop knowledge and systems in advance.*

### 3.2 Proposal

*It is proposed to trial Snapper on Rail on the Johnsonville Line, by installing validators at stations in order to allow customers with Snapper cards to pay for the rail journey by tagging on and off, at the platform based validators, at the start and end of their journeys.*

*During the Pilot phase, the ability to use Snapper will be in addition to the existing paper based ticketing arrangements operated by Transdev. Fares charged when using Snapper will be equivalent to the cost of single journeys paid for with a 10 trip ticket.*

*Wellington Station will require to have validator posts installed to support the Johnsonville Line Pilot and allow passengers to tag on and off at the start and end of their journeys.*

*This will be a significant behavioural change for rail passengers, who are used to moving through Wellington Railway Station without any form of ticket check or validation. As such, one aspect of the project is to understand how and where validator posts should be deployed in the station in order to allow passengers to tag on and off at the station with minimum inconvenience to their journeys.*

### 3.3 Validator Post Design

*Snapper is the existing ticketing system supplier to Metlink for all of the bus networks and would be the supplier for the pilot of electronic ticketing on rail.*

*Snapper's technology partner (TMoney) do not have an off the shelf post design, so Snapper have partnered with HTS to develop a design for a validator post that will*

<sup>5</sup> Description from Peter Wells emailed to Ian Bowman 23 May 2021

### 3.5 Alternatives considered

Validator posts have been identified as the most appropriate solution for passengers to be able tap on and tap off to validate their fares for the rail journey. Potential alternatives to this could be

- Onboard validation – this is generally not recommended for metro and rail services, as it can lead to crowding and delays at the doors when in station.
- Barrier Gates – most major metro terminal stations use barrier gate arrangements to control the flow of customers on and off the platforms. This is not considered to be a good solution for the Pilot situation on a limited part of the network, would be intrusive to passenger flows, require additional staffing and be inflexible in the event trains need to arrive and depart from other platforms.

Preliminary discussions with stakeholders involved in the stewardship of Wellington Railway Station identified that Validator Post locations in the concourse area, booking hall or in front of the station, could have detrimental impacts to the heritage fabric of the building and should be avoided. As a result, solutions on the platform apron (are between platforms and the concourse) have been focused on.

Three principle locations were investigated and modelled by Stantec.

- Option A – three validator posts at the end of platform two. This location was found to create severe crowding and unacceptable passenger impacts
- Option B & C – With four or six validators arranged in a line on the apron. Both offered acceptable levels of performance, but option C (with more posts) offered best performance of all options considered.
- Option D – four validators arranged in the centre of platforms 1 & 2. This option performed reasonably well, but was inflexible if trains called at alternative platforms so was discounted.

Option C was selected as the preferred option, as offered the best performance, with minimal impact to passengers on Johnsonville or other lines. It also better reflects the level of availability passengers would experience at the outer stations on the line which have lower customer usage, but relatively high ratios of validators available to use.

### 3.6 Installation Requirements

Engineers have reviewed the design of the proposed validator posts and proposed a footing design of reinforced concrete, 750mm square and to a depth of 600mm. The footings will be finished flush with the existing platform level.

An archaeological desktop assessment, has concluded that it is very unlikely that any archaeological materials would be located within the area where the footings would be prepared.

Power and data cabling will be required to be connected to the validator, this will be provided by short trenches from an existing in platform duct that closely follows the proposed alignment of the validators.

The work to install the footings will likely take place 8-12 weeks prior to the proposed Go Live date in mid November. Validator post installation would likely take place around 3-4 weeks prior to the go live, with the posts being hooded until required.

## 4 Assessment criteria

### 4.1 Section 176A Outline Plan , Resource Management Act 1991

(3) *An outline plan must show—*

- (a) *the height, shape, and bulk of the public work, project, or work; and*
- (b) *the location on the site of the public work, project, or work; and*
- (c) *the likely finished contour of the site; and*
- (d) *the vehicular access, circulation, and the provision for parking; and*
- (e) *the landscaping proposed; and*
- (f) *any other matters to avoid, remedy, or mitigate any adverse effects on the environment.*

In order to consider (3) (f), the following assessment criteria are used.

### 4.2 Wellington City District Plan (WCDP)

Given that the application is for an Outline Plan, there are no specific WCDP assessment criteria. However several of the assessment criteria for Discretionary Activities (Restricted) provide a useful guide. These comprise:

- 21A.2.1.3 The extent to which the work significantly detracts from the values for which the building or object was listed.
- 21A.2.1.5
  - respects the scale of the original building or object. The Council seeks to ensure new work is not visually dominant, particularly where rooftop additions are proposed.
  - avoids the loss of historic fabric and the destruction of significant materials and craftsmanship.
  - respects the historic or other values for which the building was listed.

### 4.3 Heritage New Zealand Pouhere Taonga (HNZPT)

An appropriate guide for assessing the installation of validators is HNZPT Heritage Guidance Sheet 16 *Assessing Impacts on the Surroundings associated with Historic Heritage*, 2007.

The relevant criteria from the guide comprise:

- a The proposed activity should not visually dominate or distract from the qualities of the heritage place.
- b The proposed activity should provide for adequate visual catchments, corridors or sightlines to the heritage item.
- c Any new building should not affect the character and setting of the historic building.
- d the height, location and proportions of any new building should be compatible with the existing historic environment, with heights and proportions reflective of the predominant height and proportions of adjacent buildings.

# 5 Assessment of impacts

## 5.1 WCDP criteria

Criteria	Relevant value	Description of change	Magnitude of effect on all platforms
21A.2.1.3	<i>Architecture</i>	<p>The will be no change to the platform canopies, however there will be a visual change to the “simple and airy dignity” of the southern end of platforms 2, 3, 4 and 5 with the installation of the temporary validators. The design of the validators comprises 1280 mm (between waits and chest high) high by 350 wide by approximately 300 deep, cranked posts at between 1500 mm and 3000 mm centres. These are a little higher than other elements on the platform such as the seating and, while they will not be a solid barrier they will be more visible as they will be located across the platform.</p> <p>The validators are at an angle to the main station building but generally aligned with the south end of the platforms. While angled connection with the ends of the platforms can be appreciated on drawings, it is less obvious on site as the platforms are staggered, rather than in a continuous line.</p> <p>There will be additional queuing time on weekdays of 15 seconds between 7.45 am and 8.00 am from the current situation without validators for the 15 month trial period.</p> <p>The colours of the validators are those of Metlink which will contrast with the colours of the painted elements on the platform, which are dark browns. In addition Metlink are currently updating all signage so that it is consistent with the traditional colour pallet of the station which are dark browns and bronze. The Trax bar and café colours are not consistent with the traditional colours of the station, however. The yellow non-slip surface around the validators matches that on the edges of the platforms.</p>	Minor

Criteria	Relevant value	Description of change	Magnitude of effect on all platforms
	<i>Respects values</i>	See above	

## 5.2 HNZPT Heritage Guidance Sheet 16 *Assessing Impacts on the Surroundings associated with Historic Heritage, 2007*

Clause	Description and assessment of effect	Magnitude of effects
a, no visual dominance or distraction from qualities of heritage place	The scale and number of validators will not visually dominate the platforms, however, as described above there may be visual impacts on the impression of openness at the southern end of platforms 2, 3, 4 and 5. The bright yellow non-slip surface matches that elsewhere on the platforms and will create minimal additional distraction.	Minor
b, appropriate visual catchments, corridors or sightlines	Given the size and location of the validators there will be little if any visual impact on significant catchments, corridors or sightlines.	Negligible
c, effect on character and setting	The immediate setting of the platforms will not change. However there will be a slight change in the character of platforms southern end of 2, 3, 4 and 5 from being open and largely unobstructed accessways from trains to the station, with the validators creating a small but permeable barrier that will create short, temporary queues to the exit.	Minor
d, compatibility with the existing environment	The existing historic environment comprises the platforms and the railway station building. There will be no impact on the exterior or interior of the railway station but there will be a slight, temporary, visual impact on the southern end of platforms 2, 3, 4 and 5.	Negligible
e, compatibility of new and old	A definition of compatible is "capable of existing together in harmony".  The proposed validators are at an angle generally aligned with the southern ends of the platforms, however the platforms are stepped rather than a continuous line. The validators are small in relationship to the platforms and canopies, however they will provide a slight barrier to egress from the platforms and their cranked form is not consistent with other elements on the platforms.	Minor
f, adoption of colours and	As discussed above, the colours are not consistent with the palette of colours used in the remainder of the railway station,	Minor



## 6 Conclusions and mitigation

### 6.1 Conclusions

The magnitude of impacts of the temporary installation of six validators at the southern end of platforms 2, 3, 4 and 5 are assessed as being between **no change** and **minor**. The significance of impacts to the platforms are assessed as being between **slight** to **moderate** from both visual and physical impacts and are direct. However, as the installation is a trial, the impact will be temporary for the duration of the trial and the installation is reversible.

### 6.2 Mitigation measures

The following are recommended mitigation measures to reduce the impacts of the installation:

- modify the design of the validators to a smaller, less bulky design and one that could have back-to-back validators to reduce the number of future installations required;
- modify the colours to be consistent with the historic colour scheme that is currently being applied to signage;
- align the validators with the wall of the railway station rather than the proposed diagonal alignment proposed;
- confirm the length of the trial after which the validators will be removed.



Ian Bowman  
8 June 2021

<b>Factors in the Assessment of Magnitude of Impacts</b>	
<b>Major</b>	Change to key historic building elements, such that the resource is totally altered. Comprehensive changes to the setting.
<b>Moderate</b>	Change to many key historic building elements, such that the resource is significantly modified. Changes to the setting of an historic building, such that it is significantly modified.
<b>Minor</b>	Change to key historic building elements, such that the asset is slightly different. Change to setting of an historic building, such that it is noticeably changed.
<b>Negligible</b>	Slight changes to historic buildings elements or setting that hardly affect it.
<b>No change</b>	No change to fabric or setting.

Possible effects could include changes to use, access, views, topography, structures, vegetation, sound environment, approaches and context. The effect on the heritage resource has been ranked without regard to its level of significance.

### **Significance of effect**

The matrix below illustrates that combining the magnitude of impact/effect (before mitigation) and the heritage significance of the heritage resource will determine the extent of impacts of the project. Mitigation measures however influence the evaluation of effect. Where the matrix suggests more than one likely outcome, for instance moderate/slight, professional judgement has been used in conjunction with the descriptors in the following table to arrive at an appropriate result.

The scale of possible effects is:

- Very large (beneficial or adverse)
- Large (beneficial or adverse)
- Moderate (beneficial or adverse)
- Slight (beneficial or adverse)
- Neutral

## Appendix 2

### Wellington City District Plan Appendix P Conditions

The following condition shall apply to the designation of the Wellington Railway Station (designation R4) in the Wellington District Plan:

(i) Nothing in this designation authorises the demolition or partial demolition of the following parts of the Wellington Railway Station:

- the 3 streets facades including the Thorndon Quay addition • the main concourse
- the roofline without air-conditioning units
- the plaques at the office entrance

which are heritage features. Any such proposal shall require Tranz Rail to either obtain any necessary resource consent or to seek the alteration of this designation by the removal of this condition. For the avoidance of doubt, this condition does not cover repairs or maintenance, or additions or alterations, or any other activity requiring an outline plan under section 176A.

(ii) Prior to the preparation of any proposal to undertake any additions or alterations to the identified heritage features of the Wellington Railway Station building, Tranz Rail shall meet with the NZ Historic Places Trust to discuss the proposal.

(iii) Tranz Rail shall provide any subsequent plan(s) of any additions or alterations, as specified above, for comment by the NZ Historic Places Trust within 15 working days. In the event that there are any points raised by the NZ Historic Places Trust, Tranz Rail shall arrange to meet with the Trust to discuss the points raised.

(iv) Tranz Rail shall provide a copy of any application for outline plan approved in respect of the identified heritage features of the Wellington Railway Station building to the NZ Historic Places Trust at the same time it is lodged with the Council. The Trust will then forward its comments on the proposal to the Council within 5 working days.

development in Wellington.

### ***Scientific value***

#### *Technological*

This building has technical value for the innovation of its construction. It was designed using the latest technology utilising steel framing and reinforced concrete and bricks to withstand earthquakes. At the time it was constructed it was one of the largest buildings in New Zealand and its size, scale, and construction on reclaimed land provided a significant building challenge that was overcome by the architects and engineers.

### ***Social value***

#### *Identity Sense Of Place Continuity*

This building is a focus of community identity as it is a major landmark building for the city of Wellington. The retention of this building has helped to promote a sense of continuity in Wellington with its history. As a major development for the Railways Department in the 1930s, it also contributes to a sense of continuity for the presence of the railways in Wellington.

#### *Public Esteem*

This building is held in high community esteem. It has significant heritage values for the people of Wellington.

#### *Sentiment Connection*

This building is a focus of community sentiment and connection – it is a public space that is still in use.

#### *Symbolic Commemorative Traditional Spiritual*

This building has traditional values for the community of commuters who use it daily. It has been in continuous use as a station since its construction.

### ***Level of Cultural Heritage Significance***

#### *Authentic*

This building has authenticity and integrity as it retains significant original materials. Modifications and additions have been carried out in mostly harmonious ways.

#### *Rare*

This building is of outstanding heritage significance for its architectural, historical, townscape, technical, public education and esteem, values.

#### *Representative*

This building is an excellent example of the work of Gray Young, Morton, and Young designed in the Neo-Classical Revival style with Beaux Arts influenced interiors. It is also influenced by Modernism and Art Deco, making this building a good representative of New Zealand interpretations of these architectural forms.

#### *Importance*

This is a nationally important building for its architectural, historical,



HERITAGE NEW ZEALAND  
POUHERE TAONGA

27 July 2021

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

Bonnie Parfitt  
Kaiwhakahaere Matua, Te Aka me Kiritaki  
Metlink  
PO Box 11646, Manners St  
Wellington 6142

E: [Bonnie.Parfitt@gw.govt.nz](mailto:Bonnie.Parfitt@gw.govt.nz)

Dear Bonnie

**Written Consent for Heritage Covenants and Resource Consent  
Validator Trial  
Wellington Railway Station Bunny Street Wellington**

Heritage has received documents for the proposed trial validator system for the Wellington Railway Station for Metlink. Heritage New Zealand has received the Metlink pre consent documentation as well as the heritage assessment report from Ian Bowman, and has provided earlier comments.

The Wellington Railway Station is a category 1 historic place entered on the New Zealand Heritage List /Rārangi Kōrero. It is listed on the Council inventory and recognised through its heritage listing and scheduling as a place of outstanding or special historic importance. The List Entry can be seen on our website at <https://www.heritage.org.nz/the-list/details/1452>. Wellington Railway Station also is the subject of heritage covenants.

Heritage New Zealand has looked at the proposed validators for the Wellington Railway Station and is of the view that there will be no adverse heritage effects from their installation, size, design or colour. Their installation is a balance of visibility and amenity with appropriate size and usability. Heritage New Zealand is able to fully support this installation and gives written approval for the system.

Heritage New Zealand fully supports the works. This letter is the written consent as required for any alteration under the Wellington Railway Station heritage covenants, and for resource consent.

Yours sincerely

Alison Dangerfield  
Area Manager

**From:** [Dean Raymond](#)  
**To:** [Bernard Nunns](#)  
**Subject:** Snapper kiosks at Wellington Station  
**Date:** Tuesday, 20 June 2023 4:39:07 pm  
**Attachments:** [HNZPT Covenant Letter Wellington Railway Station Platforms Validator Project.pdf](#)

---

Kia ora Bernard

Following on from emails and call earlier today I am attaching letter HNZPT sent to Kiwirail regarding stage 2 of the validator project, May 2022.

Ngā mihi

Dean Raymond

---

---

**Dean Raymond** | Kaiwhakahaere ā Takiwā / Area Manager | Te Takiwā o Te Pūtahi a Māui / Central Region | Heritage New Zealand Pouhere Taonga | P O Box 2629 | Level 1, 79 Boulcott St | Wellington 6140 | Ph: (64 4) 494-8320 | Mobile: 027 350 9875 |

***Tairangahia ā tua whakarere; Tātakihia ngā reanga o āmuri ake nei – Honouring the past; Inspiring the future***

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HERITAGE NEW ZEALAND  
POUHERE TAONGA

Central Regional Office  
Te Tari o te Takiwā o te Pūtahi a Māui  
Level 1, 79 Boulcott St  
PO Box 2629, Wellington 6140

25 May 2022

File ref: 12021-011

Simone Hadley  
General Manager – Southern Property Portfolio  
KiwiRail Holdings Limited  
Email: [Simone.Hadley@kiwirail.co.nz](mailto:Simone.Hadley@kiwirail.co.nz)

Tēnā koe Simone,

**WELLINGTON RAILWAY STATION PLATFORMS HERITAGE COVENANT:  
INTERIM VALIDATOR ELECTRONIC TICKETING POSTS**

Thank you for consulting Heritage New Zealand Pouhere Taonga on Greater Wellington Regional Council's project to provide an interim electronic ticketing system to the Wellington rail network. Stage 2 of this project requires the installation of twenty Snapper-based electronic ticketing validators on the Wellington Railway Station platforms. This will be an extension to the Stage 1 validator posts previously supported by Heritage New Zealand Pouhere Taonga that were installed for the Johnsonville line last year, and is an interim system until the National Ticketing Solution is implemented after 2024.

Heritage New Zealand Pouhere Taonga entered into a heritage covenant with the Crown in 2018 for the Wellington Railway Station Platforms to protect the heritage values of this Category 1 Historic Place. Greater Wellington Regional Council has engaged thoroughly with Heritage New Zealand Pouhere Taonga and KiwiRail on the number of validators, their location and arrangement, and user flow modelling of the Stage 2 works. We support the Assessment of Environmental Effects, which considers the impact of these validators to the heritage values of the platforms to be minor, and we are satisfied these heritage values can continue to be protected under the heritage covenant.

In accordance with Clause 3 of the heritage covenant for the Wellington Railway Station Platforms, this letter constitutes our written consent for KiwiRail Holdings Limited to effect the installation of twenty additional interim validator posts and the incorporation of the existing 6 trial validator posts into the same consent status, as detailed in plans WRS Ticketing Validator Stage 2, Wellington Railway Station, Building Consent Issue Rev-0, May 2022, sheets A-G.01, G.02, G.03.

Thank you for consulting Heritage New Zealand Pouhere Taonga on this project.

Nāku noa, nā,

Dr Jamie Jacobs  
Director Central Region  
Heritage New Zealand Pouhere Taonga