



HERITAGE NEW ZEALAND
POUHERE TAONGA

16 July 2021

Imogen Wells
TVNZ
Wellington
By email: Imogen.Wells@tvnz.co.nz

Tēnā koe Ms Wells

Re: Official Information Act request

I refer to your request dated 15 July 2021 for the documents that are referenced in the following quotes:

- *“Official information documents provided to Stuff show the Crown entity told Greater Wellington Regional Council in June it did not support the colours of the proposed card validators, because they did not match the building’s design and layout.”*
- *In an email to the regional council, heritage consultant Laura Kellaway and other Heritage New Zealand staff raised concerns over the machines’ design.*
- *“The installation of the selected six validators are considered intrusive elements within a historic space,” Kellaway told the council.*
- *“Alternative types are recommended that are smaller in scale and more in keeping with a historic station.”*
- *The views were part of the entity’s preliminary assessment of the proposed location and design of the validators.*
- *“There is a concern that, long-term, any introduction of new intrusive elements does not hold or enhance existing heritage values.”*
- *“The proposed colour schemes are GWR [Greater Wellington Regional] colours,” Kellaway said. “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.”*
- *“If it is possible to reduce the degree of bold colour on the Snapper units, this would be appreciated.”*

Wellington Railway Station is a Category 1 historic place entered on the New Zealand Heritage List/Rārangi Kōrero, which means it has special or outstanding significance to the nation, and is also protected through heritage covenants. As the lead national historic heritage agency, the mission of Heritage New Zealand Pouhere Taonga is to identify, protect, and promote heritage on behalf of all New Zealanders.

The planned installation of Snapper validators in Wellington Railway Station has been a collaborative approach between different stakeholders – including Heritage New Zealand Pouhere Taonga – and is being led by Greater Wellington Regional Council and KiwiRail. Pleasingly, Kiwirail has also engaged an independent heritage consultant to provide advice on the trial system, and this advice is consistent with Heritage New Zealand’s views about the validator units and their location.

Discussions around the project have since moved on from the time when that early advice included in this OIA response had been originally provided.

We previously gave our in principle support and this was, today, followed up with formal approval in writing. As required in the heritage covenants protecting this Category 1 historic place, Heritage New Zealand Pouhere Taonga provided the owner (KiwiRail) “written consent for the trial validator system,” noting that “Heritage New Zealand supports the works.”

Discussions led by Metlink that including Heritage New Zealand, Greater Wellington Regional Council, Wellington City Council, and an independent heritage consultant, are still in progress to help make the validator programme the best it can be. Heritage New Zealand is pleased to be included in them and will continue to offer advice through this cooperative forum.

Heritage New Zealand believes that this significant heritage building can accommodate the validators and is seeking best fit with location and design through this process. The project will soon be moving to the consent stage.

I enclose all the information that has been released on the validation project to provide the source material you seek. Please note references to commercially sensitive projects under s9(20(b)(ii) on pages 3,6,9,23,28 and 30 of the Volume 1 have been redacted and on page 40 of Volume 3.

I draw to your attention your right to have the withholding of the above documents and the redactions reviewed by the Ombudsman.

Nāku noa, nā



Dr Jamie Jacobs
Director Central Region