



Assessment of Environmental Effects – validators

Wellington Railway Station Platforms

June 2021

IAN BOWMAN

Architect and conservator

Contents

1	Introduction	3
1.1	Commission	3
1.2	Limitations	3
1.3	Framework for this HIA.....	3
2	Statutory recognition and heritage values	5
2.1	Heritage listings.....	5
2.2	Heritage values of the platforms.....	6
2.3	Heritage values of the railway station.....	8
3	Proposal description, objectives, alternatives	9
3.1	Project Objectives	9
3.2	Proposal	9
3.3	Validator Post Design	9
3.4	Wellington Station Validator Installation	10
3.5	Alternatives considered.....	11
4	Assessment criteria	13
4.1	Section 176A Outline Plan , Resource Management Act 1991	13
4.2	Wellington City District Plan (WCDDP).....	13
4.3	Heritage New Zealand Pouhere Taonga (HNZPT).....	13
5	Assessment of impacts	15
5.1	WCDDP criteria.....	15
5.2	HNZPT Heritage Guidance Sheet 16 <i>Assessing Impacts on the Surroundings associated with Historic Heritage</i> , 2007	17
5.3	Evaluation of impact	18
6	Conclusions and mitigation	19
6.1	Conclusions	19
6.2	Mitigation measures	19
Appendix 1	20	
	Assessment of values and effects	20
	Grading of heritage values	20
	Magnitude of effect	20
	Significance of effect	21
Appendix 2	23	
	Wellington City District Plan Appendix P Conditions.....	23
Appendix 3	24	
	Heritage values of the railway station.....	24

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 Buildings¹

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 Designations²

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

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

² <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 platforms³

Criteria	Values	Description	Ranking of significance
Physical values	<i>Archaeological information</i>	<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”⁴</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
	<i>Architecture</i>	<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
	<i>Technology and engineering</i>	<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

³ Bowman, Ian, *Heritage Assessment, Platforms, Wellington Railway Station*, March 2021

⁴ 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
Historic Values	<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
----------	--------	-------------	-------------------------

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, alternatives⁵

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

⁵ 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:-

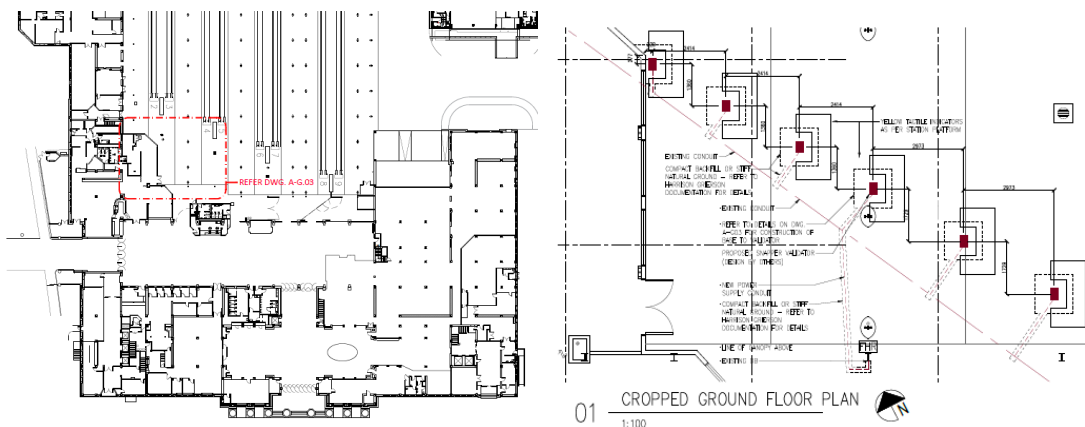
- enable the mounting of the Snapper Validator and Cradle units securely;
- be physically suitable for installation in outdoor environments and resistant to damage;
- make identification and location of the posts, and the validation point, easy for customers;
- meet accessibility design standards;
-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

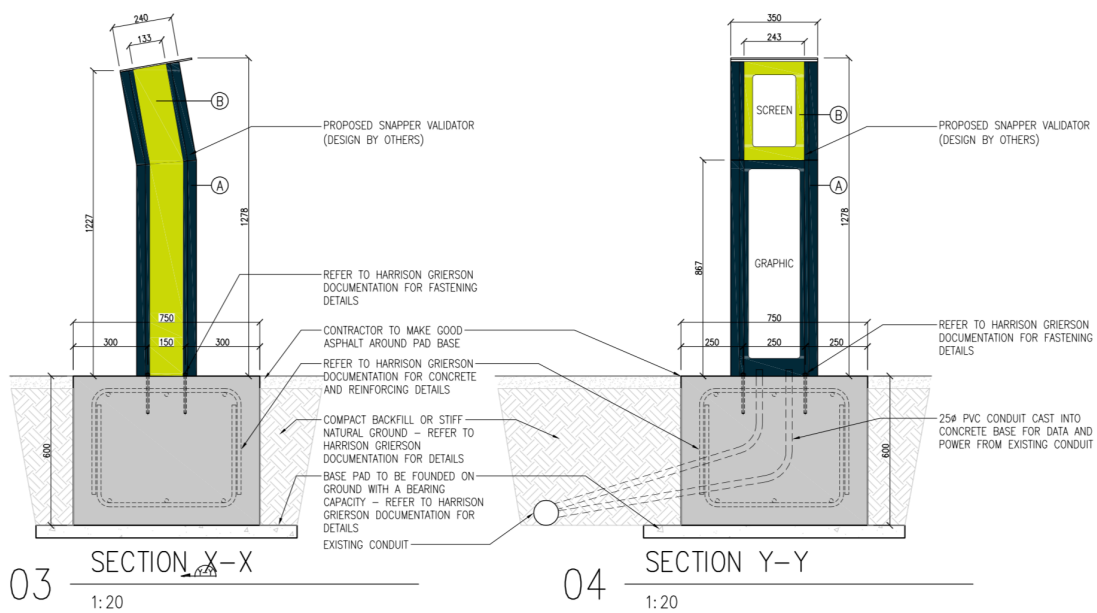
The work to install the footings will likely take place 8-12 weeks prior to the proposed Go Live date in mid November. Validator post installation would likely take place around 3-4 weeks prior to the go live, with the posts being hooded until required.



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
----------	----------------	-----------------------	--------------------------------------

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 high 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 minor .	Based on the matrix in Appendix 1 the magnitude of impact is assessed as moderate/slight

6 Conclusions and mitigation

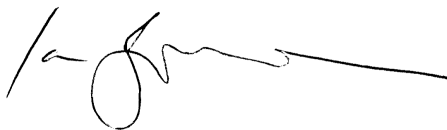
6.1 Conclusions

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 magnitude⁶.

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

⁶ UK Highways Agency, HA 208/07

Factors in the Assessment of Magnitude of Impacts	
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



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

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 inventory⁷.

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

⁷ <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.