

## Laura Kellaway

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**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

---

**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



IAN BOWMAN BA, BArch, MA Cons Stud (York), FNZIA  
Architect and Conservator  
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Mobile 0274 457 813



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***


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<image002.png>

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

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## Laura Kellaway

---

**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

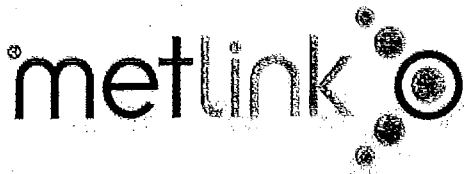
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---

**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

Mōrena 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

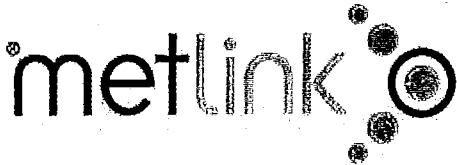
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## Laura Kellaway

---

**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

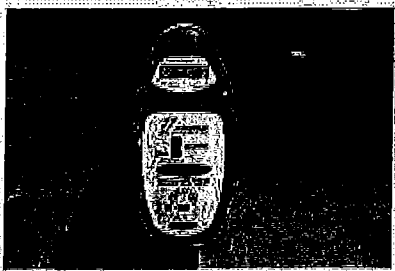
Attached is the preliminary concept which was in the scheduled invite and which MetLink have asked to be **kept confidential**.

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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**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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## 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

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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

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---

**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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**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

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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>

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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:** 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

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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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**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,

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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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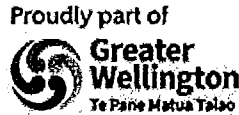
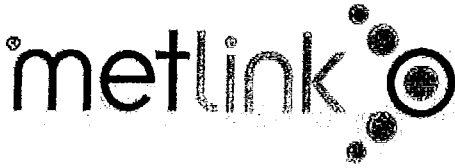
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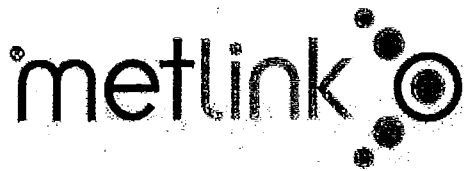
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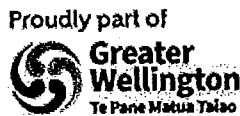
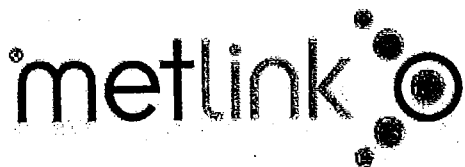
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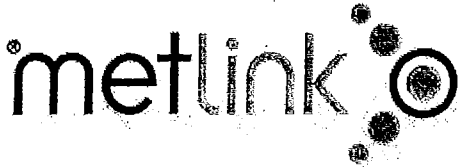
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## Laura Kellaway

---

**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

---

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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)
- Buhning 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 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>

<b>Criteria</b>	<b>Values</b>	<b>Description</b>	<b>Ranking of significance</b>
	<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*

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<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,

