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kumutoto sites 8 & 10

resource consent application
section 92 response – **heritage**

In response to the Wellington City Council Section 92 request for further information with respect to the application submitted we have pleasure in responding to the three heritage matters raised (the numbers used are as per the particular items raised in Council's Section 92 request). This response should be read in conjunction with the Isthmus resource consent drawings.

Heritage

27 *Please provide details of proposed treatment of various historic gates (including reconfiguring entranceways, lighting and planting in the vicinity of them) including details of where that are to be altered, moved, retained or restored. Please provide an assessment as to what impact such changes may have on historic heritage values and the interpretation of this portion of the Wellington Waterfront Area.*

Archifact – architecture & conservation ltd comment

There are four sets of historic gates within the application area, being those (from north to south) refer specifically to the Isthmus drawing 0.030 B and 1.044 B – 1.044 B:

- at the Wool Store Plaza gates (between Shed 21 and the proposed new building on Site 10;
- the proposed Whitmore Street gates;
- the Balance Street gates; and,
- the Warring Taylor Street gates.

All these gates and gate posts will be conserved (including repainting).

The proposed concept is to provide a consistent alignment of gates relative to Waterloo and Customhouse Quays. It is of note that the Balance Street and Warring Taylor Street gates remain as found and will be conserved (including repainting). It is equally of note that the Warring Taylor Street gates were restored as part of the Kumutoto redevelopment in 2007. The Gates at Whitmore Street are to be subtly realigned from their current post-1970s locations to be aligned to the same degree of setback from the road as all the other gates in the proposed development area. Of the Wool Store Plaza gates the same subtle relocation provides and ensures a common and consistent alignment of the gate line relative to the road. These gates were relocated and restored in their current location in 2002 and the final location in the proposed scheme is subject to consultation and agreement with the Waterloo-on-Quay Apartments / Shed 21 users.

Further to the existing gates a series of existing gate posts relocated to their current positions in 2002 are to be realigned relative to the architectural and rhythms of Shed 21 following final confirmation.

28 *Please provide an assessment (from a Heritage perspective) of the impacts of the Toll Booth Building that is to be situated within the public space - (eg what is the rationale behind this? What effect does this have on the historic heritage landscape and its readability in this area?)*

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Refer to the Isthmus drawings 1.046 B, 2.049 B, and 2.050 E.

The reintroduction of the historic (as distinct from heritage) Toll Booth building reflects a practical restoration of an authentic remnant of the Wellington waterfront to the waterfront. The Toll Booth originally sat on Queens Wharf and was removed from the waterfront for non-waterfront purposes until Waterfront Wellington purchased the building. The opportunity to restore this historic waterfront building on the waterfront to an albeit temporary location provides a valuable interpretative opportunity and it is considered that the introduction of smaller scaled historic building fabric reflects and enhances the historic and proposed mix of scales, materials, and spaces in the public realm. Its proposed location seaward of the conserved Balance Street gates and its considered position within the compositional fabric of the proposed landscaping establishes a compelling sense of place for this built insertion.

29 *The Architectural Design Report identifies the consideration of historic heritage items and their setting has informed design and materials of the proposed new building. Please clarify/explain to what extent and provide an assessment of how the new building contributes to the historic heritage value of individual items and the area as a whole.*

Archifact – architecture & conservation ltd comment

The sense and memory of the now accessible working port is refelected in the gantry expression at the south end of the proposed Site 10 building. The scale and form of this architectural interpretation of the historic maritime activity associated with the harbour edge also becomes a framing device to the important view shaft down Whitmore Street which frames the views to and from the heritage Eastbourne Ferry building. The combination of built scale, form and framing collectively enhance historic references to this important part of the harbour edge, its historic references, and its surviving heritage assets. This comenatry should be read in conjunction with further responses to the Section 92 request from Athfield Architects Limited.