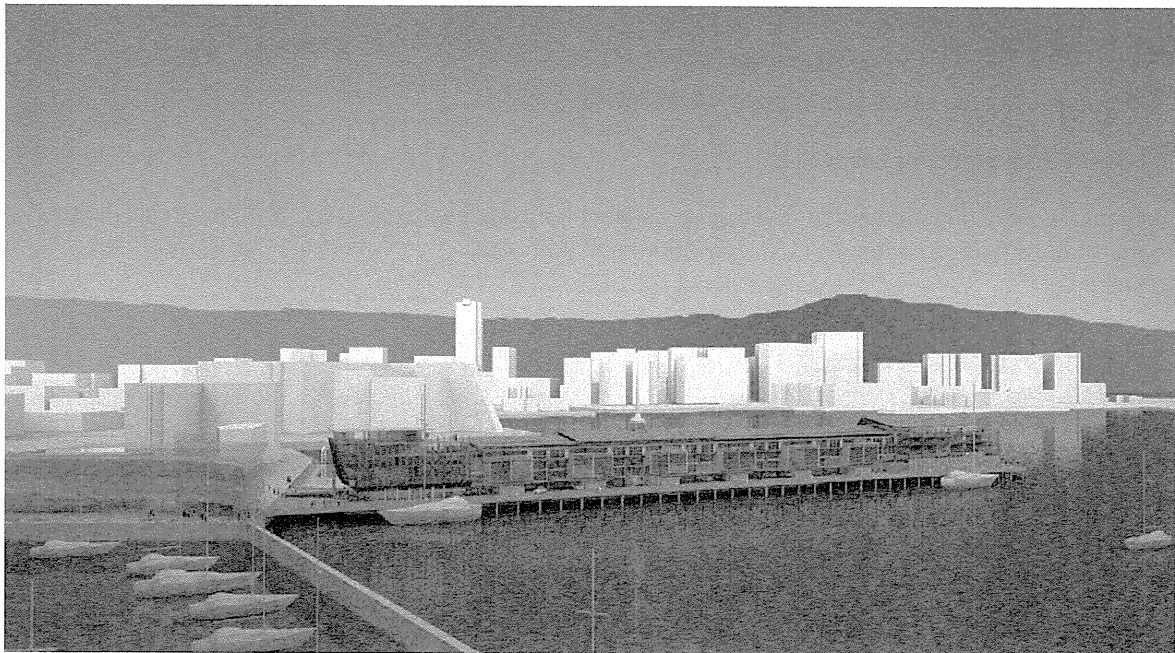


SUBMISSION TO RENAME 8 HERD STREET

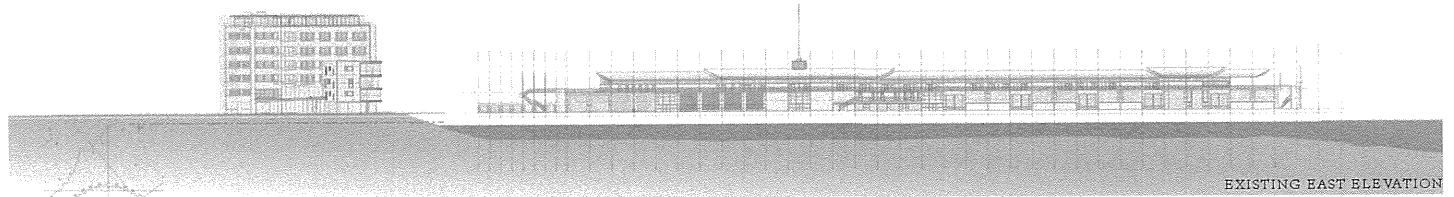
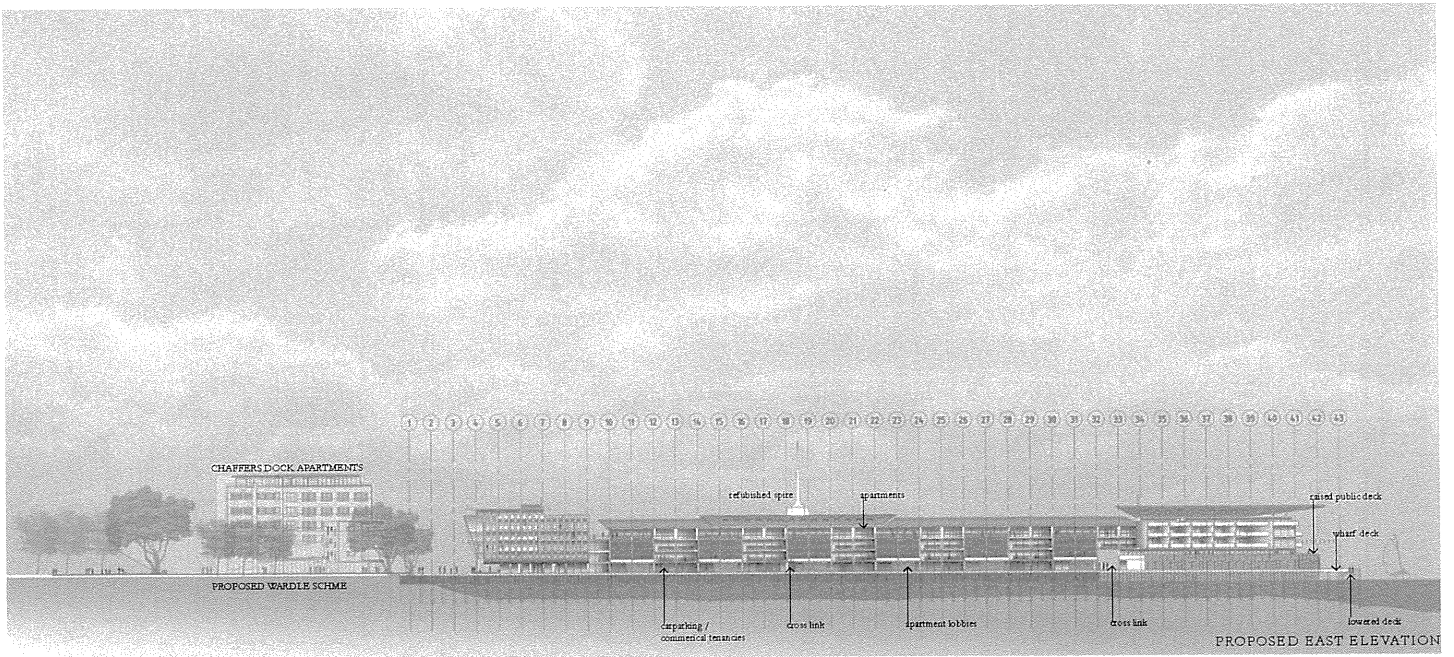
Presented by

WILLIS BOND & CO

June 2010



INDICATIVE PERSPECTIVE FROM MOUNT VICTORIA



OVERSEAS PASSENGER TERMINAL & CLYDE QUAY REDEVELOPMENT

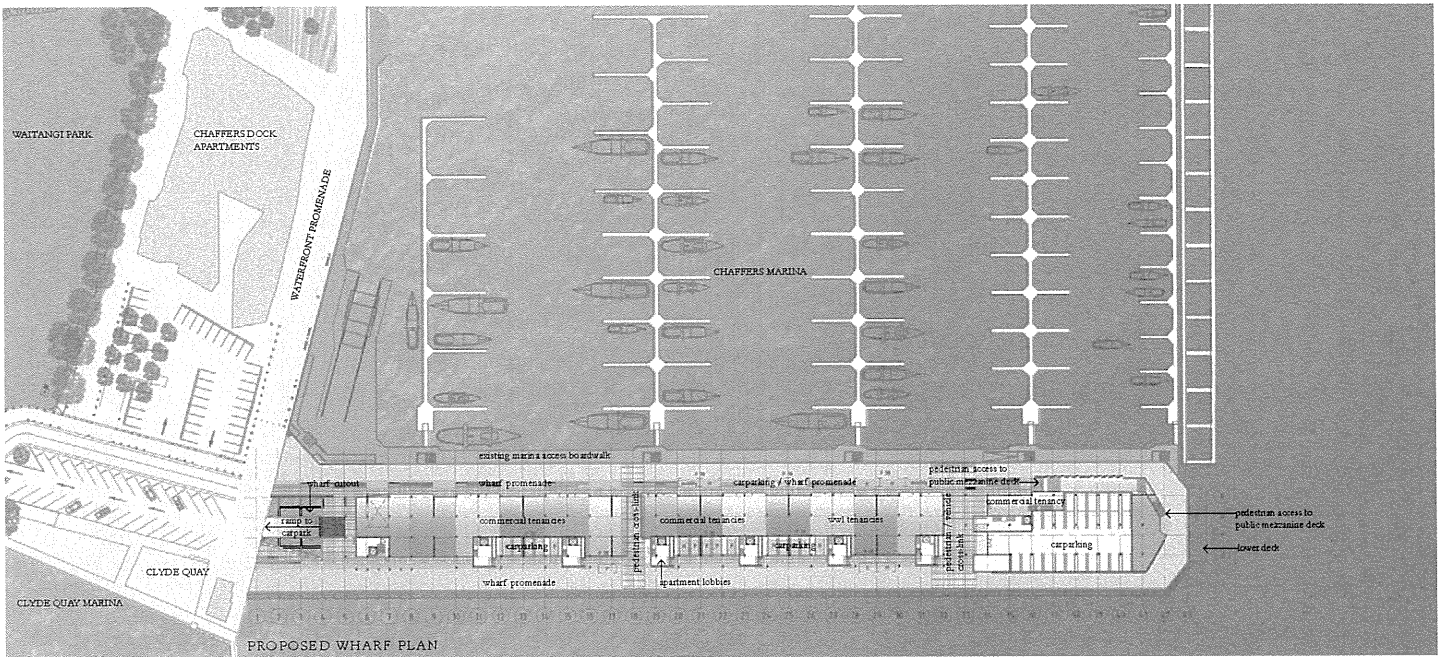
atfield architects limited

04-33

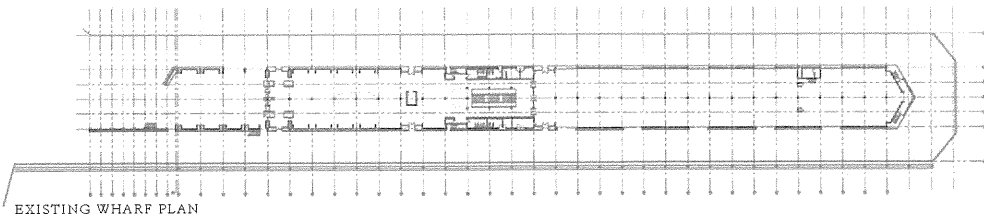
ENVIRONMENT COURT 21 NOVEMBER 2008

EAST ELEVATION EXISTING / PROPOSED
scale: 1:500 @ A1 1:1000 @ A3

RC5.00



PROPOSED WHARF PLAN



EXISTING WHARF PLAN



OVERSEAS PASSENGER TERMINAL & CLYDE QUAY REDEVELOPMENT

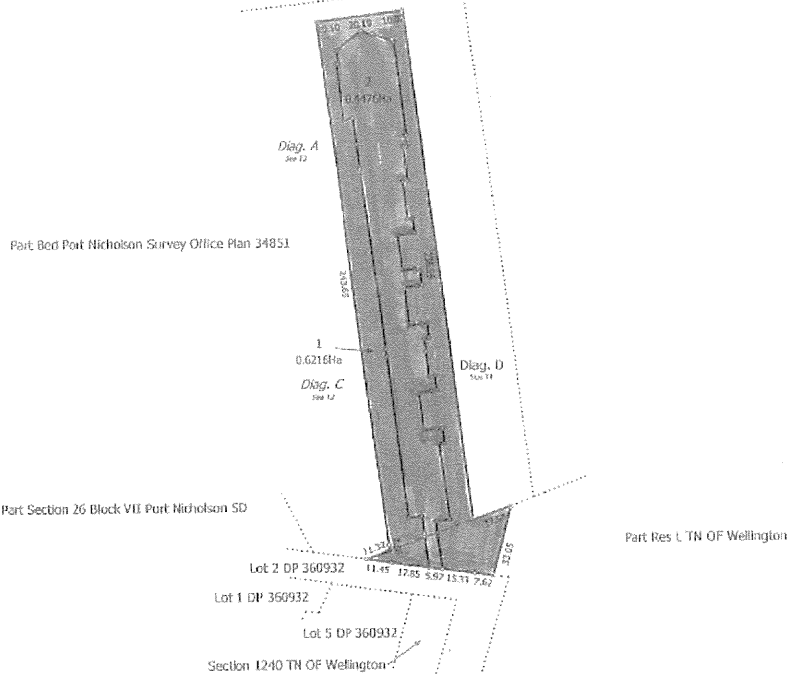
atfield architects limited

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ENVIRONMENT COURT 21 NOVEMBER 2008

WHARF PLAN EXISTING / PROPOSED
scale: 1:500 @ A1 1:1000 @ A3 Revision 03 18 February 2008 RC2.01

RL 3.15m - 5.50



NOTE:
SEE PLAN GRAPHICS FOR DIFFERENT STRATUM

Land District Wellington
Digitally Generated Plan
Generated on: 20/07/2009 10:24am Page 24 of 22

Lots 1 & 2 Being Subdivision of Lot 2 DP 66187 & Section 2 SO 34178 & Easements over Lots 2, 4 & 5 DP 360932 & Section 1240 Town of Wellington

Surveyor Andrew Skelton
Firm: Cadeco TCB

Digital Title Plan
DP 400563
Deposited on 19/12/2008

T 14

Appendix 2:

History of the Overseas Passenger Terminal

A Report by Ken Scadden and Wendy Adlam of Heritage Advisory Services
July 2007

Introduction

This Report was commissioned by developers Willis Bond & Co Ltd as part of the planning for their proposal for the future development of the Overseas Passenger Terminal building on Clyde Quay Wharf. The Report will outline the history of the Overseas Passenger Terminal and Clyde Quay Wharf, their uses and contribution to the harbour, port and city.

The Origins of Clyde Quay

The name Clyde Quay is used to describe an area along the shoreline on the southern side of the harbour on the Mein Smith plan of Wellington city dated 14 August 1840, although the names are believed to have been added a few months later.¹ According to L E Ward in *Early Wellington* (1928), Clyde Quay was supposedly named after the ship *Clyde* which struck a rock en route from Wanganui to Wellington and was beached at Kaiwharawhara. However, no reference has been found to any ship of this name entering Wellington Harbour or being wrecked in the area, so this attribution must remain unproven. It is possible Ward was referring to the barque *Clydeside* which first entered Wellington Harbour on 11 October 1841 and went ashore at the Heads on 15 January 1842 but the name seems to have been allocated before this.²

The road itself ran along the shoreline from what is now Kent Terrace to Fitzgerald Point (just east of Freyberg beach). After this the road became Oriental Quay until the name Oriental Parade came into use in 1915. The name Clyde Quay for the road was dropped in 1926 and the street renamed Oriental Parade.³

The Clyde Quay Precinct

In the 19th century Clyde Quay and the Te Aro area were used by boatbuilders. Among the businesses in the area was Henry Meech's boatyard. Meech was an early immigrant who operated a slip for ship repair at Clyde Quay, and was also the proprietor of the saltwater baths in the 1860s.⁴

Paul Coffey also ran a slip and repair yard at Clyde Quay between 1872-1881 at least.⁵ Another Clyde Quay boatbuilder was Richard Taylor.⁶ In 1896 there were three boatbuilders in the area: Bringins & Hogg, David Christie and Paul & Roberts.⁷

The Wellington City Reclamation and Baths Act 1898 permitted the widening of Clyde Quay (the road), the construction of the new Te Aro Baths and reclamation in the area. This meant various foreshore inhabitants were required to vacate in 1898/99.⁸ The Wellington Harbour Board Te Aro reclamation of 1901-04 filled in a considerable area of land between what is now Clyde Quay Wharf and Taranaki Street Wharf, creating much of the area to the seaward side of Wakefield Street. The Clyde Quay Boat Harbour was begun in 1902 and was ready for use in 1904, with the Te Aro Baths adjoining on the Oriental Bay side.

Eastern neighbours of Clyde Quay Wharf included, over the years, the Boat Harbour and boat sheds, the Te Aro Baths, the Royal Port Nicholson Yacht Club, the Oriental Bay band rotunda, Freyberg Pool and the Tugboat on the Bay restaurant. To the west is Taranaki Street Wharf (built 1905), the City Corporation yards in former times, and the Herd Street Post and Telegraph Office building built in the 1930s. More recent additions to the townscape are Te Papa, Chaffers Marina and the revitalised Waitangi Park.

Clyde Quay Wharf

“For many years the Clyde Quay Wharf was the lay-up berth, the usual warship visitor’s berth, the temporary refuge of marine casualties such as the *Waipiata* and *Wanganella*, *Wahine* and *Rangatira*.”⁹

Clyde Quay Wharf is the easternmost wharf on the southern side of Lambton Harbour and can almost be seen as the boundary between Lambton Harbour and Oriental Bay. Although there are other wharves in Evans Bay and Shelly Bay, Clyde Quay forms the edge of the commercial use of the harbour and the end of the business district of the central city.

In October 1907 the Wellington Harbour Board let Contract No. 124 to John McLean and Son at a cost of £30,755, 11s 0d, for the construction of a wharf at the eastern end of the Te Aro reclamation. This was the first wharf built of reinforced concrete in Wellington. Dimensions were planned at “about 560 feet in length with a breadth of 63 feet” with berths on both sides of the wharf. (In fact, the final dimensions were 550 feet by 58 feet.) Fendering was to be of ironbark spring pile, adding substantially to the cost but meaning the wharf would still be usable in difficult weather. The Board planned to use the new wharf for “the coal and timber trades and for hulks and vessels lying up under repairs, act as a screen or breakwater from easterly winds and seas to the Graving Dock entrance”.¹⁰

The contract was due for completion on 30 September 1909 but the Board stopped work for a period due to concerns about the long term durability of reinforced concrete as there had been difficulties in getting the concrete to set properly in some areas of the construction. The contract was completed on 20 May 1910. The new Wharf’s facilities included a weighbridge and electric lighting.

Work on the proposed graving dock took place from 1910-13 but was abandoned due to various difficulties. Three other wharves were also planned for the area between Clyde Quay Wharf and Taranaki Street Wharf but these never eventuated. (although they were still seen in the Board’s 1917 berthage plan) This left Clyde Quay Wharf isolated and remote from the main shipping and cargo handling area. It “stuck out like a sore toe” to quote one former seaman.¹¹

Sometimes known as “Siberia”, it was a cold and windy berth with no shelter except the Wellington Harbour Board sheds at the shore end.¹² The long series of arches visible in early photographs was a gantry system for loading and discharging cargo. Compared to the northern wharves, Clyde Quay Wharf received very little traffic. It was often used for visiting warships, perhaps because it was more remote and had less activity thus providing the potential for better security if necessary.

The Changing Needs of the Port

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The work took place over several months and included repairs to the existing structure. The Board's dredge *Kerimoana* began dredging the berths, which was continued by the Timaru Harbour Board dredge *W H Orbell*, hired for that purpose from July to October 1964.¹⁷ The dredging work made the area noisy for workers and inhabitants, and also caused quite a stench from disturbed sewerage.¹⁸

Water services were improved by laying six inch copper mains for 400 feet out from the shore on each berth. The original three inch mains were re-used at Queen's Wharf. An electrical sub-station was also set up to supply power for shipping.

The Overseas Passenger Terminal

In January 1963 the Board approved a preliminary plan for the proposed passenger terminal submitted by Wellington architects Morton, Calder, Fowler and Styles, with some amendments. Detailed plans were to be ready by July 1963 when tenders would be called. The architects were also requested to provide some ideas for the interior decoration using a New Zealand flora and fauna scheme or depicting historical events.

Contract No. 338 for the Overseas Passenger Terminal Building Clyde Quay was agreed on 26 September 1963 with a scheduled date of completion in November 1964. Again the successful bidder was Fletcher Construction Co Ltd, at a cost of £369,227.

Also in 1963 the Board arranged to repossess some leasehold land on the eastern side of the Herd Street Post Office to improve the access to Clyde Quay Wharf. They also negotiated with the Wellington City Council to close part of Chaffers and Herd Streets.

In other preparations for the new Terminal the Board instituted a "use of terminal charge"¹⁹ of £90 per day for arrival and departure days, £60 for the days in between. The charge included various services and access to facilities eg lighting and power, use of gangways and barriers, and staffing. Parking fees were set at two shillings and sixpence. The same figure was set for vehicle entry; a large sum compared to the sixpence charged at other wharves. The Bylaws were amended at the July 1964 meeting and the fees were initiated in December.

By the Board's annual report of 1964, the revised costs of the Terminal were now £880,000.²⁰

The Terminal was also to be available for social events and group functions, providing some revenue to the Harbour Board. This was a new departure for the Board. Although they had on occasion made facilities available for exhibitions and other events and had hosted their own functions; generally they preferred their buildings to be used for their designated purpose only. The first function held at the Terminal was the Rotary Club luncheon on 12 December 1964.²¹

The Terminal was officially opened by the Governor-General Sir Bernard Fergusson on 7 December 1964. The Board, led by chairman Mr E. R. Toop, hosted a luncheon at the Terminal to celebrate the occasion. There was a great deal of publicity in the newspapers including a special supplement on the Wellington Harbour Board in *The Dominion*, and the Board produced a special booklet titled *Gateway to New Zealand*.



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The Dutch liner *Willem Ruys* had just been purchased by Flotta Lauro and was about to be transformed into the *Achille Lauro*. The mermaids were on display at the Terminal until 1991 when they were presented to the Wellington Maritime Museum.³²

Various improvements were made over the next few months. The wharf contract was officially completed on 8 March 1965; the building contract on 1 May 1965. Work was still taking place on improvements to the wharf approach and car parking area, including the demolition of nearby buildings.

Although the February 1965 berthing of the *Orcades* at Aotea Quay was seen as a very unusual event, it did actually happen again when very large ships came into the harbour. Another P & O ship, the *Iberia*, berthed at Aotea Quay on 1 December 1965 to disembark 1093 passengers. As well as the number of passengers, part of the problem was the presence of the liner *Maasdam* at the Terminal.³³ However, the Terminal could only accommodate multiple visitors if the arrival and departure times were sufficiently far apart. On 30 December 1965 the liners *Sydney* and *Oronsay* were both at Clyde Quay Wharf with a third liner, the *Fairsky*, at Queen's Wharf.

The Board was still pleased with their Terminal. In the 1966 Annual Report the chairman noted that it relieved other berthage and hosted 36 passenger ships that year, and anticipated over 50 in the following year.³⁴ The Board's Chief Engineer ordered new hydraulic gangways from local firm William Cable & Co Ltd in 1966, which were delivered in 1967.³⁵

Interestingly, the Board's 1967 annual report did not include the number of ships calling at the Terminal, only the number of passengers: 15,333 inwards, 13,657 outwards and 17,101 transit passengers. It did note that a three-ton crane was placed on the wharf to improve the facilities and that more space was needed for baggage handling. Social functions and conferences were using the Terminal more frequently than passenger ships.

Still the Terminal was receiving positive reactions from the liners and passengers who did pass through. The Board's newspaper, *The Beacon*, quoted Captain Alf Marner of the *Royal Viking Sky* which called in 1973: "[he] spoke enthusiastically about the facilities of the terminal. "Some of the finest we have used" he told our reporter, and Captain Marner was full of praise for the way in which the ship was looked after during the visit to Port of Wellington. As we went ashore one of the American passengers was heard to say that the reception area and amenities in the Terminal were in fact the best he had experienced, ..."³⁶

Despite the effort put into the design, there were some difficulties with the terminal. According to one former Wellington Harbour Board employee who was berthing master during the late 1960s/early 1970s, it was difficult to berth ships in the right place to suit the connections (eg water, power). If the connections were aligned, a gunport door (used for delivery of supplies) would be blocked by a bollard. Or if the doors were clear than a verandah roof support blocked the upper gangway.³⁷

Another issue was the wharf's openness to the public. If a ship of over 600 feet was berthed, the ropes needed to go over the town end of the wharf and there were often people standing in the way who were not always willing to move. However, unlike today, there were no serious problems with security.³⁸

Although the Terminal was used for incoming immigrants, passengers also embarked here for voyages and there were some rather solemn farewells. On one



27 october 2008

The architecture is discussed in detail in Chris Cochran's report. In terms of the historical aspect, the building is interesting as it is one of the few Harbour Board buildings which is not purely utilitarian in design and function, although the long shape does mimic the wharf sheds on the northern wharves. It is also one of the few wharf buildings primarily built for people, rather than cargo, along with the inter island ferry terminal built around the same time.

Conclusion

The Overseas Passenger Terminal is one chapter in the story of the development of the Wellington waterfront. Arising from an area used for boat building and public baths, the first Clyde Quay Wharf was begun in 1907. The Wharf was designed to be used for the coal and timber trades, which both dwindled steadily. It received little traffic and tended to be used by visiting warships and for berthing derelict vessels.

Some maritime recreational activities in and around Clyde Quay Wharf have continued throughout its history. Meech's saltwater baths have been replaced by the Freyberg Pool, and though the boat building industry has moved elsewhere, there is small scale boat repair and maintenance carried out every weekend at the Clyde Quay Boat Harbour and Chaffers Marina.

Fishing from the shore and later from the wharf has also continued to the present day and is an important part of public access to the Wharf. Because of its proximity to Oriental Bay and recent improvements along the water's edge, the Wharf has become part of the harbour promenade and a place to view the city from the eastern side of Lambton Harbour.

The opening of the Overseas Passenger Terminal saw high hopes for the area to become a gateway to Wellington for tourists and immigrants, both of which would have an impact on the economic and social life of the city and hinterland. The timing was wrong however and the impact of air travel was badly underestimated.

Both Clyde Quay Wharf and the Overseas Passenger Terminal never quite seemed to quite fit into the main activities of the port. The location was too far from the main port and transport and the primary function of the Terminal soon became unnecessary due to economic and social changes. The demise of the passenger ship era saw the Terminal building converted into restaurants, retail and event space.

Interestingly, the building design deliberately emphasised maritime features and this, along with the stunning views of the harbour, meant visitors could not help but realise how close they were to the water and the myriad of activities happening in the harbour. Although these maritime features were artificially created through design rather than the original or historical use of the wharf, it was a genuine attempt to link harbour and city.



27 October 2008

14 April 1938	Outgoing inter island ferry <i>Rangatira</i> 's anchor fouls the cable of HMS <i>Achilles</i> , berthed at Clyde Quay Wharf, causing a collision
January 1955	USS <i>Atka</i> berthed at Clyde Quay Wharf
1961	Chilean naval sail training ship <i>Esmeralda</i> berthed at Clyde Quay Wharf on her first visit to Wellington
March 1961	The Board decided to promote a Loan and Empowering Bill to borrow £1,100,000 for harbour works including £485,000 for the extension of Clyde Quay Wharf
June 1961	The Board adopted a schedule to have the proposed passenger terminal at Clyde Quay operating by mid 1964, subject to legislation and financing
15 September 1961	The WHB Loan and Empowering Act of Parliament passed
September 1961	The Board applied to the Local Authorities Loans Board for permission to borrow £530,000 to extend Clyde Quay Wharf; the LALB deferred the application for 12 months
1962	Harbour Works Loan 1962 for £530,000 to help finance the proposed passenger terminal was approved by the LALB
July 1962 Engineer	Orders were placed for piles and timbers by the WHB Chief
10-15 October 1962	Warships HMS <i>Lockillesport</i> and HMS <i>Tiger</i> berthed at Clyde Quay Wharf
14 December 1962	Contract 336 for the Construction of the Clyde Quay Passenger Terminal Wharf agreed with Fletcher Construction Ltd for £151,228
January 1963	The Board approved the amended preliminary plan of the terminal building by architects Morton Calder Fowler and Styles with some alterations
11-12 February 1963	Queen Elizabeth II and the Duke of Edinburgh visit Wellington on the Royal Yacht <i>Britannia</i> , which is berthed at Clyde Quay Wharf
26 September 1963	Contract 338 for the Overseas Passenger Terminal Building Clyde Quay agreed with Fletcher Construction Ltd for £369,227
1963	Freyberg Pool built
February 1964 terminal	Two hydraulic telescopic gangways ordered for the new
July 1964 terminal	WHB bylaws amended to adjust for charges at the new



27 october 2008

May 1972	Three Russian ships berthed at the OPT: <i>Priozerske</i> , <i>SRTM8452</i> and <i>Priamurie</i>
1973	Cruise ship <i>Royal Viking Sky</i> berths at the OPT
20 February 1980	The Wellington Harbour Board marks its centenary with a special meeting, later adjourning to the OPT for a social function
21 February 1980	The <i>Nippon Maru</i> berths at the OPT on the 13 th Youth Goodwill Cruise
2 August 1980	The Hafen Restaurant opens at the OPT operated by Seachef (Wellington) Ltd
15 October 1980	Seminar on microtechnology applications run by the NZ Computing Services Association held at the OPT
8 August 1982	Svelt Fashion's Farewell Fashion Fantasy held at the OPT
March 1985 building	Nicholson's Restaurant opened in the Oriental Bay rotunda building
15 February 1986	Russian cruise liner <i>Mikhail Lermontov</i> berthed at the OPT before departing for the Marlborough Sounds where it was wrecked
17 February 1986	Survivors of the <i>Mikhail Lermontov</i> wreck arrive at the OPT
1989	Wellington Harbour Board disestablished. The OPT becomes the responsibility of Lambton Harbour Management Ltd.
1989	WHB staff farewell function held at the OPT
1991	The OPT's <i>Willem Ruys</i> mermaids are donated to the Wellington Maritime Museum
7 December 1991	First Devotion Party (gay/lesbian dance) held at the OPT
29 February 1992	The Tugboat on the Bay restaurant opened
1993	Si Ristorante opened in the OPT
October 1998 OPT	International Cape Horners Association reunion held at the OPT
22-24 May 2003	LIANZ conference 2003 held at the OPT
4 June 2003	Commercial fishing boat <i>San Liberatore</i> had a small engine room fire while berthed alongside the OPT
12 September 2003	Former fishing boat <i>Arrow</i> was berthed at the OPT while being prepared for scrapping when a fatal accident occurred to one of the workers
July 2007	Japanese warship xxx berths at the OPT



POSITIVELY

Wellington

Wellington Waterfront Ltd

WATERFRONT

File No: ED-OPT-000

10 June 2010

Jo McFarlane
Willis Bond & Company Ltd
PO Box 24137
WELLINGTON

Dear Jo

Overseas Passenger Terminal Redevelopment

We refer to your email dated 8 June 2010 regarding Willis Bond's submission to Wellington City Council for a name change in the street address for the Overseas Passenger Terminal.

Wellington Waterfront Limited has no objection to this proposal and fully supports the change in the street address from 8 Herd Street to Clyde Quay Wharf.

Yours sincerely



Ian Pike
Chief Executive
Wellington Waterfront Limited

Wellington Waterfront Limited

Shed 6, Queens Wharf, Jervois Quay, PO Box 395, Wellington, New Zealand
Ph 64 4 495 7820, Fax 64 4 473 2912, www.wellingtonwaterfront.co.nz

Jo McFarlane

From: Rick Christie [rick.christie@xtra.co.nz]
Sent: Sunday, 16 May 2010 2:02 p.m.
To: roger n taylor; Dave Mahoney; Geoff Holgate
Cc: Albie Playford (E-mail); 'Carl Jackson' (E-mail); Michael & Mary Wiles (E-mail); Murray Lee (E-mail)
Subject: Chaffer Dock Body Corporate Committee

I am OK as well. No downside for us.

Regards
rick

From: roger n taylor [mailto:roger.taylor@xtra.co.nz]
Sent: Friday, 14 May 2010 3:09 p.m.
To: 'Dave Mahoney'; 'Geoff Holgate'
Cc: 'Albie Playford (E-mail)'; 'Carl Jackson' (E-mail); 'Michael & Mary Wiles (E-mail)'; 'Murray Lee (E-mail)'; 'Rick Christie (E-mail)'
Subject: RE: FW: Chaffer Dock Body Corporate Committee

Agreed
Roger

From: Dave Mahoney [mailto:david@taweragroup.com]
Sent: Friday, 14 May 2010 1:09 p.m.
To: Geoff Holgate
Cc: Albie Playford (E-mail); 'Carl Jackson' (E-mail); Michael & Mary Wiles (E-mail); Murray Lee (E-mail); Rick Christie (E-mail); 'Roger Taylor' (E-mail)
Subject: Re: FW: Chaffer Dock Body Corporate Committee

I cant see an issue and am happy to support the change.
Regards
David

On Fri, May 14, 2010 at 11:18 AM, Geoff Holgate <geoff@ypm.co.nz> wrote:
Hello All

We have received the email below regards Willis & Bonds request to the WCC to have the postal address for the Overseas Passenger Terminal to be "Clyde Quay Wharf". This would not alter Herd Street or Chaffers Dock address being Herd Street.

The request to the WCC does not require neighbours consent but Willis & Bond would like to be able to pass you comments, positive or negative, back to the Council.

Regards

Geoff Holgate

General Manager
Your Property Matters Ltd.
PO Box 12-123, Thorndon, Wellington 6144
Level 16, Davis Langdon House, 49 Boulcott St.
Tel: 04 473-7330, Fax: 04 473-7331

geoff@ypm.co.nz www.ypm.co.nz

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Wellington City Council has already given its indicative support to this proposal, subject to a formal procedure being completed.

There is no legal requirement to seek adjoining owners' consent for this type of process (unlike a street name change), however, we would prefer to consult with the Body Corporate of the Chaffers Dock Apartments to ensure there are no legitimate concerns regarding our approach.

We would be grateful if you would pass on this notice to the members of the Body Corporate Committee.

If there are no comments or queries, we would appreciate a reply confirming the Committee's support.

Thank you in advance for your assistance with this matter.

Kind Regards

David McGuinness

WILLIS BOND & CO

Telephone: 04 805 0024

Mobile: 027 537 2822

Fax: 04 805 0039

Email: david@willisbond.co.nz

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Auckland: Level 27 | 188 Quay Street | Auckland 1010

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