

T E A M [®]

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AKAROA WHARF



Rotomahana docked at the Wharf for the Akaroa Regatta Dec 16th 1907

HERITAGE IMPACT ASSESSMENT

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(Team Architects ChCh Limited)

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1. INTRODUCTION

Christchurch City Council (CCC) are proposing to rebuild the Akaroa Wharf (the Proposal). This is because the existing structure has reached the end of its design life, and it is no longer economically viable to maintain and repair the existing timber structure.

Team Architects Christchurch have been commissioned to provide a Heritage Impact Assessment of the proposal and consider ways that any loss of heritage significance might be mitigated.

We have been involved in the Akaroa Wharf project since 2021.

We are familiar with the Wharf and its environment having worked on adjacent sites, including the Black Cat Building, the Akaroa Sea Wall and a Chorus proposal to run services to the Wharf buildings. We visited the site specifically to consider this proposal on 12 November 2024.

We have considered the following reports and documents in considering the Heritage significance of the Wharf and actual or potential effects on heritage as associated with the proposal:

- Calibre Consulting Ltd. Condition Reports. 2018, 2019, 2021.
- Opus. Condition Report. 2015.
- Original Jetty Drawings W.D William 1887
- Origin Consultants. Akaroa Main Wharf. Draft Conservation Plan. 2019.
- Insite. Banks Peninsula Marine Structures. 2015
- Christchurch City Council. Akaroa Historic Overview. Miller. 2009.
- Christchurch City Council. Akaroa Main Wharf Area Item Number 1137 – Statement of Significance. 2014.

2. DESCRIPTION

2.1 Overview

The CCC propose to deconstruct and remove the existing Wharf including a substantial proportion of the hard standing Abutment that connects the existing timber wharf to the shoreline. The CCC then intend to construct a new Wharf using concrete piles and a concrete deck that is approximately 500 - 600mm above the level of the existing Wharf decking. The proposed Wharf is approximately the same dimensions as the existing structure but will be located 1.5 – 2.5 m to the north in order that the existing buildings (which remain in their current locations and floor levels) can be accessed via ramps from the proposed raised Wharf surface.

The existing crane will be removed, and a new crane will be installed at Daly's wharf. It will either be repositioned from Daly's back on to the new structure or a new crane commissioned.

The Abutment will be largely removed and the change in level between the existing street level and the proposed higher wharf level occurs after the abutment section, at the beginning of the piled concrete structure.

2.2 Project Proposal

The elements of the existing wharf to be removed include:

- A substantial aspect of the landward approach of the 98ft abutment (which consists of a core of 'rubble and clay'¹) retained by concrete walls and foundations and parapet.
- Timber jetty / wharf, including timber piles, capping beams, stringers and decking and associated components.
- The relatively contemporary floating pontoons as established approximately 15 years ago.

Marine, abutment and surface works

The specific elements of the proposal as associated with the proposal (excluding construction areas as discussed below), include:

- The wharf height will be raised to 3.06 m LVD-37 or 12.10 m CDD which is between 500-600 millimetres higher than the existing deck to allow for sea-level rise and storm surges.
- The proposed wharf will be offset from its existing alignment by 1.5 – 2.5 m to the north.
- New floating pontoons will be arranged on the northern and southern faces of the main wharf. The pontoons will be accessed from the main wharf by gangways. The southern floating pontoon will include infrastructure for diesel refuelling.
- A crane will be installed on the western end of the wharf to assist commercial vessels with loading/unloading
- Removal of the original 1887 abutment and associated reclamation back to the existing shoreline to accommodate the lateral shift of the wharf. This will result in changes to the wharf's integration with the land. A small area of reclamation, enclosed by a concrete 'L-wall' seawall, is proposed on the northern side of the new wharf where it will meet the shoreline
- Wharf materials will include reinforced concrete decking, steel-encased concrete piles, timber fender piles and timber deck elements along with various wharf fittings (fenders, lighting etc).
- Earthworks to remove the abutment and construct the new seawall, abutment and prepare for surface finishes.
- Trenching across Beach Road to connect services. Sealing and concrete works to provide a finished surface.

Construction and laydown areas

- Laydown Area 1 – Located within and adjoining the Akaroa Recreation Ground / Rue Brittan (Figure 1), includes small temporary loading ramp (reclamation) and dredge pocket constructed on the southern side of the Akaroa Boat Ramp to facilitate barge movements of construction materials to the main Akaroa Wharf site.
- Laydown Area 2 – Located on the landward side of Akaroa Main Wharf (Figure 2), incorporating the Main Wharf Setting (No. 526), and adjoining the Wharfingers Office (No. 1033), Britomart (No.1201). A 1.8m temporary construction fence is to be constructed to demarcate and provide protection of the relevant district plan listed

¹ Origin Consultants. Akaroa Main Wharf. Draft Conservation Plan. 2019. [B.6.1]

buildings and Britomart reserve. A Temporary Protection Plan (TPP) is volunteered as a condition of the consent relating to these matters.

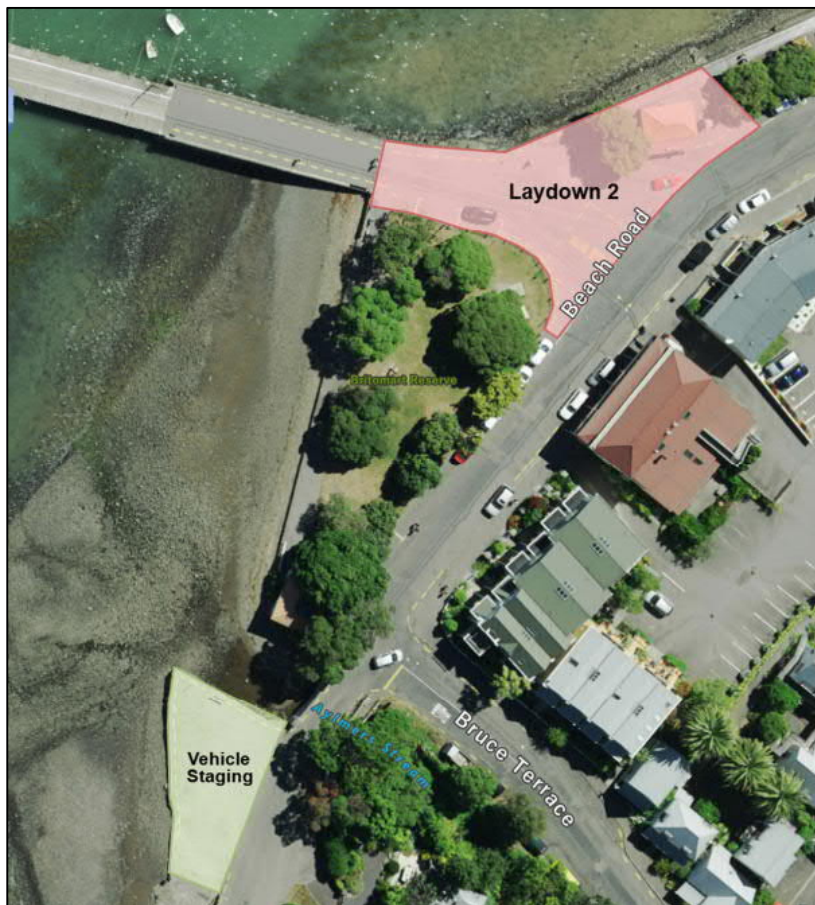
- Vehicle Staging Area – Parking for vehicles (which will on occasion contain construction materials and machinery) will be provided by the Beach Road Boat Ramp (Figure 2).
- Demolition:
 - Remove the two existing floating pontoons and associated structures
 - Deconstruct and remove the timber wharf, which will require landside storage of demolition materials. The demolition will involve the use of land and water-based equipment. The public will be excluded from water and landside construction areas. Existing piles will be removed or cut back to seabed level.
 - Excavate and remove substantial elements of the concrete abutment. This will involve excavation back to the line of the adjacent seawalls. Some of the landside abutment will remain in place.
- Construction:
 - Construct seawall and abutment (excavation, concrete works etc). A small area of reclamation, enclosed by concrete 'L-wall' seawall, is proposed on the northern side of where the new wharf will meet the shoreline.
 - Pile driving for 44-55 steel-cased concrete piles (710 mm diameter) for the main wharf, which will be socketed into the underlying basalt. Combination of vibro, drop hammer and bored installation methods will be used. Where practicable vibro driving will be used proximate to the Wharfingers Office.
 - Installation of floating pontoons that will involve 12-16 steel piles (710mm diameter) being driven. These piles will aid construction activities.
 - Installation of 18 timber construction piles between the wharf and the Black Cat and Blue Pearl buildings.
 - Installation of concrete capping beams, precast decking units, concrete form work of topping slab.
 - Install wharf furniture, including decking, furniture and salvaged heritage fabric (as subject to the volunteered Condition relating to salvaging heritage material and fittings from the 1887 Wharf).
 - Undertake surface treatment (asphalt and street furniture).

It is noted that a substantial amount of works will be undertaken by marine based plant to minimise egress through Akaroa township and Laydown Area 2.

Figure 1: Laydown Area 1 – Akaroa Recreation Ground



Figure 2: Laydown Area 2 – Beach Road, and Vehicle Staging Area



3. HISTORICAL OVERVIEW

3.1. Mana Whenua context

The following information was sourced from the Draft Conservation Plan² (Origin2021) and the Christchurch City Council Heritage records.

Akaroa Harbour has been home to local Maori who settled Horomaka (Banks Peninsula) between 1200 and 1400AD. Their present Marae at Onuku is a reminder of a continued connection with the Akaroa basin.

The area is of high significance to Ōnuku Rūnanga, with Ōnuku being the home to generations of whānau. The cultural landscape of Akaroa Harbour is rich in narrative and embedded with Ngāi Tahu values. For Māori, the foundation of identity arises from the natural world; whakapapa demonstrates a continuous thread from the primordial parents - Ranginui (Sky Father) and Papatūānuku (Earth Mother) - through decades of generations to the people that now reside on the Ngāi Tārewa and Ngāti Irahehu tribal lands.

Whilst Akaroa Wharf as an isolated item is closely aligned with the Pākehā history of Akaroa, it is aligned functionally with the identity of Ngāi Tārewa and Ngāti Irahehu which centred around mahinga kai. Contextually, the wharf sits within the cultural landscape treasured by Ōnuku over generations, and interfaces with Britomart Reserve, an area where approximately 500 Ngāi Tahu gathered in 1848 to discuss the land which later be known as Kemps Deed. The 1887 wharf, unsurprisingly as a European functional wharf, does not provide explicit cultural forms, narratives or connections linking to Ngāi Tārewa and Ngāti Irahehu associations with Akaroa.

3.2. European context – Akaroa Harbour

The protective Akaroa geography attracted early European Sealers and Whalers from the late 1790s, two decades after Captain James Cook sailed past on 16th February 1770. The first reported European landing was the ship *Governor Bligh*, skippered by Captain Grono, who spent a fortnight in Akaroa Harbour in 1815-1816. An early French Whaler, Jean Langlois, was a major influence on the planned French settlement of Akaroa in 1840. The arrival of 63 settlers aboard the *Comte de Paris* on 17th August 1840, was met by the sight of the Union Jack flying from a flagstaff on Greens Point. It had been raised by the sailors from the British navy ship *Britomart*, under Captain Stanley, that had arrived in Akaroa 7 days prior.

The French contingent came ashore at French Bay and this became the site of early jetties constructed during the 1840s. One such structure is recorded in an 1849 sketch looking along the jetty towards the shore towards the growing settlement of Akaroa.

During this period of early settlement, industries in Banks Peninsula such as boatbuilding, commercial fishing, and timber processing were set up along the Akaroa harbour coastline. Sheep farming developed after 1843, and by 1853 the area was also supplying large quantities of fruit to

² It should be noted that the purpose of a Heritage Conservation Plan is to guide management in order to conserve the significance of the heritage item or fabric. Whilst the Draft Conservation Plan provides useful context to the heritage significance of Akaroa Wharf it has not been formally adopted by the Christchurch City Council and has been overtaken by the decision to replace the Wharf.

Christchurch Lyttelton³. By land, Akaroa was isolated, with a land connection by a steep pack track which opened in the late 1850's, and the first coach road opened in 1872⁴. The sea was a vital link to small communities around Akaroa Harbour and to connect to Lyttelton and Christchurch, and during this time almost every inhabited Peninsula Bay had its own wharf or jetty. The French had built Akaroa's first jetty at the northern end of French Bay in the 1840's.

As the sea was the primary connection Akaroa had with the rest of the Colony, this was the motivation to construct a more permanent public jetty funded by the Canterbury Provincial Government in the 1850s. The original main Wharf ran out from the end of Church Street at the southern end of French Bay where the main commercial centre of Akaroa had developed. This 1850 jetty was a timber structure described as 'rather narrow for cart traffic, protected on one side by a handrail and leading into six or seven feet of water at the lowest tide'. In the 1870's Daly's Wharf was also erected to service the northern end of town (as connected to Rue Balquerie).

Figure 3: 1860's Image showing the 1850's Provincial Government Jetty, and 1860 Map showing Jetty (Auckland Museum, Archives NZ).



The 1850 jetty became an important public utility for incoming passengers including an early tourist trade as well as outgoing goods including timber and cheese. However, by the 1880s its condition was deteriorating, and by 1886 the Akaroa Jetty was in desperate need of maintenance. The Akaroa County Clerk – W.H. Henning wrote to the Minister of Marine that:

*"if they [Akaroa Wharf, Wainui and Barrys Bay] are left along for much longer, will be perfectly useless, and the settlers will have no means of getting their produce away..." No money has "been raised for repair, maintenance, or improvement, during their twelve years of existence"*⁵.

A Wharves Committee, reporting to the Akaroa Borough Council, was formed to consider the location and design of a new wharf. This new wharf was to extend into deeper water reflecting the changing needs and size of the vessels using it.

³ Origin (2021). Draft Akaroa Wharf Conservation Plan [page 11]

⁴ Lyttelton Times 'Local Intelligence'. Issue 653, 9 Feb, 1859); Oglivie, Banks Peninsula: Cradle of Canterbury.

⁵ Akaroa Mail and Banks Peninsula Advertiser, 'Harbour Board'.

3.3. The 1887 / 1888 Akaroa Wharf and immediate context

The new 1888 Wharf was a 24-foot (7.32m) wide and 450-foot (137.16m) long timber structure extending from a 150-foot (45.72m) solid filled Abutment (total 600-foot or 182.88m length). The timber was hardwood imported from Australia, Ironbark for the piles and supporting structure and Stringybark for the decking. Elements from the 1850 jetty including a Goods Shed, lamp and pillar, seat & rails and Life buoy were relocated onto the new Wharf. A new Goods crane was fitted to the wharf along with a single tramline. The original design was altered slightly to provide a solid parapet wall on the south side of the Abutment that returned along the shoreline. This wall still exists and includes a marble plaque that records W B Tosswill, the Mayor, and 1888 the year of completion.

The Abutment which interfaces between the wharf and Britomart Reserve is a concrete structure divided into two bays. The walls are solid concrete with a 'rubble and clay' core. Archaeological monitoring in 2015 (Site No. N36/229) reveals stratigraphy that the abutment is comprised of:

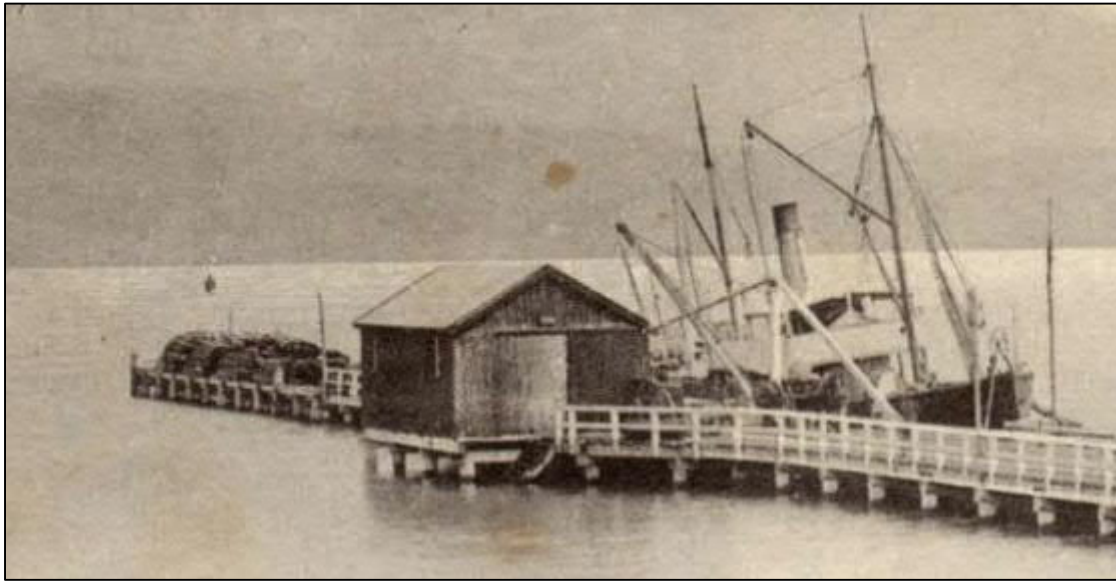
'a disturbed upper layers of hard fill, crushed shell, mixed clay and volcanic rock overlaying a light brown clay layer closer to shore. A deposit of historic refuse – including fragments of bone, glass, ceramic and clay smoking pipe – was also found during excavations'.

The white-painted railings which were present on the Abutment in the early half of the 20th Century were replaced with the galvanized steel barrier that exists today.

The 1850 jetty, which became known as the Fisherman's Wharf, remained in position until the 1930s when it was deemed to be unsafe and was removed.

There has been a shed on the Wharf from the time of its construction in 1888. The original Goods Shed (Figure 4) is thought to have been relocated from the 1850 jetty. Initially used for the storage of incoming or outgoing products, this structure was adapted over time to become associated with Tourism, either as a base for wildlife tours or as retail spaces. Electricity was run along the Wharf to service the shed soon after the electrification of Akaroa in 1911, and at some stage later in the 20th C, lighting poles were added. The original shed remained in place until at least the mid 1970's with structural repairs carried out to piles in that same decade and now is operated as the Blue Pearl. In around 1975 a chiller building was constructed, which was refitted in 2008 as part of the existing Black Cat buildings and operations which appear to have commenced with the construction of a substantial gable roofed structure in 2007.

Figure 4: Original Wharf Shed. 1910 Photograph.



The 1880 Wharf remained generally in its original form up until the 1960s when maintenance issues, storm or vessel damage, as well as changing demands on the Wharf brought about various modifications.

Whilst there were little modifications or maintenance of the 1888 Wharf structure until the 1950's, large scale extensions / alterations began after that date.

The original crane was relocated along the Wharf and then replaced with the present crane in 1971. In 1973 the timber railings along the south side between the Abutment concrete parapet wall and the Wharf Sheds were removed and replaced with the current steel railing. At the same time structural repairs were necessary to the aging pile and sub-structure. The mid-section of the decking was covered over with a concrete trafficable surface in the 1980s, and other sections of decking were replaced with new treated timber in the 1990s. As above, the original shed appears to have been substantially replaced in the 1970's with the addition of new buildings and piles extending towards the shoreline. The decking at the western end of the wharf was replaced in the 1990's.

With more private vessels using the wharf, there have been an eclectic mix of steel ladders added to the north side of the structure as well as a modern pontoon used as a mooring and landing platform for the various wildlife Tour boats. A small cast iron cover plate with the name 'Glenfield Kennedy Ltd FP Kilmarnock' cast into it. The suggestion is that this was added in the late 19th or early 20th Centuries as a fire point to a valve in a waterline running under the decking.

The 2010 Canterbury Earthquake sequence did not cause substantial damage to the wharf itself, although on the southern side of the abutment a large crack appeared extending from the base up to the top of the wall. The structure has had several post-tension rods installed through the abutment to prevent further damage.

3.4. Britomart Reserve and Wharfingers Office - Laydown Area 2

The Wharfinger (officer responsible for administering the wharf) Office that had served the 1850 jetty had deteriorated and was inconveniently located in relation to the new Wharf. It was replaced in 1910 by a new building. The Akaroa Borough Council Wharves Committee together with the newly formed Akaroa Beautifying Society realised the need to improve the appearance of the waterfront. Akaroa was becoming increasingly popular as a Tourist destination, and the 1888 Wharf was a main point of arrival for visitors. They commissioned the Christchurch architects Collins & Harman to design a new Wharfinger Office and Fisherman's Rest shelter. These buildings were designed in an Arts and Craft style using Marseille tiled bell cast roof and half-timbered and pebbledash plastered walls. This new aesthetic in turn influenced further developments in the town including the new Akaroa Post Office built in 1915.

The Britomart Reserve at the approach to the 1888 Wharf also formed part of the Akaroa Beautifying Societies efforts to tidy up the waterfront. The Britomart Reserve was originally called Reserve 86 in the 19th century. Reserve 86 was officially surveyed and vested in the Akaroa Borough Council in 1887. By 1888, when the new wharf was built, a life-boat shed was erected on the reserve. In 1856, a building on the reserve was approved for free warehousing and securing of goods under bond. In 1908 the Akaroa Beautifying Association decided to improve the reserve, the existing lawn and trees were planted and a post and chain fence erected. The Britomart Canon had been a focal point of the Banks Peninsula exhibit at the New Zealand International Exposition held in Christchurch in 1906-07. When the Exposition closed, the Canon was offered back to Akaroa where it found a permanent home in what is now known as the Britomart Reserve. Curiously, the canon has no known connection to the *Britomart*, the British navy ship that entered Akaroa Harbour back in 1840.

3.5. The Beach Road Bridge – Connection to Vehicle Staging Area

The Beach Road bridge was completed and opened in 1886. A plaque acknowledging the role of the then Mayor, Alexander McGregor, was installed in 1897. In 2001 the bridge was restored by the Akaroa Civic Trust with funding provided by the Parkinson Trust and Banks Peninsula District Council. The bridge, with its pronounced arch was designed by engineer WD Wilkins.

There is no notated or recognised heritage fabric associated with the concrete boat ramp structure proposed to be utilised as Vehicle Staging Area.

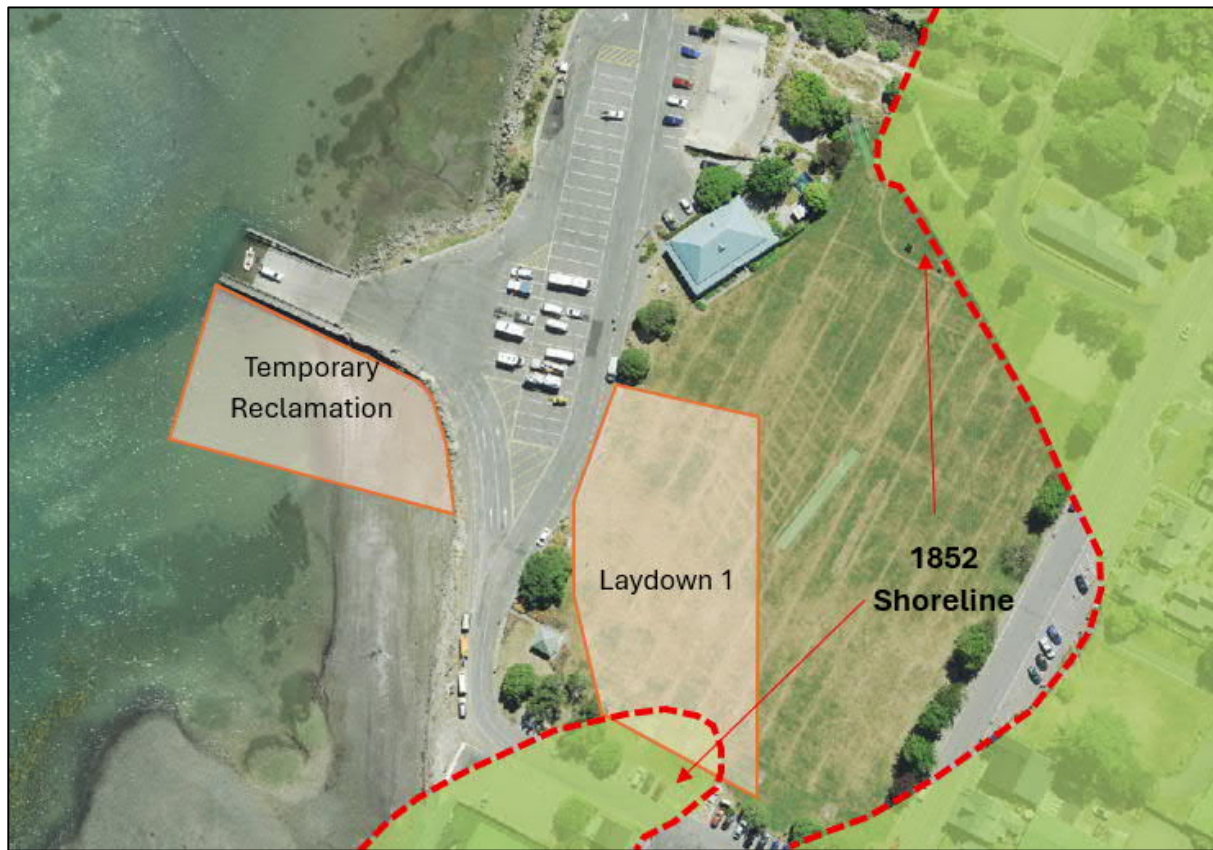
3.6. The Akaroa Recreation Ground – Laydown Area 1

Also known as Jubilee Park, the Recreation Ground is located at the northern end of Akaroa with access off Rue Joie, Rue Lavard and Rue Brittan. On the seaward side of the reserve is the Akaroa Boat Ramp, vehicle parking and manoeuvring area.

The reserve is in an area reclaimed to Akaroa's shoreline. In 1886 – 1888 (whilst the Akaroa main wharf was being constructed), this area was reclaimed and the recreation ground established on the reclaimed land (Figure 5). The existing boat ramp was constructed prior to 1980.

Whilst there may be archaeological values associated with the Recreation Ground there are no notated or recognised heritage values associated with either the Recreation Ground or Boat Ramp.

Figure 5: Shoreline 1852 overlain over existing Aerial Map. Black Map 291 (Archives NZ 1852). Source: Canterbury Maps.



4. HERITAGE STATUTORY FRAMEWORK

The legislative requirements associated with heritage and archaeology as associated with the proposal are detailed in the following sections.

4.1. Heritage New Zealand Pouhere Taonga Act 2014

The *Heritage New Zealand Pouhere Taonga Act* 2014 came into effect in May 2014, repealing the *Historic Places Act* 1993. The purpose of this act is to promote identification, protection, preservation, and conservation of New Zealand's historical and cultural heritage. Heritage New Zealand Pouhere Taonga administers the act and was formerly known as the New Zealand Historic Places Trust (Pouhere Taonga).

Archaeological sites are defined in the Act as

- (a) any place in New Zealand, including any building or structure (or part of a building or structure), that:*
 - (i) was associated with human activity that occurred before 1900 or is the site of the wreck of any vessel where the wreck occurred before 1900; and*
 - (ii) provides or may provide, through investigation by archaeological methods, evidence relating to the history of New Zealand; and*
- (b) includes a site for which a declaration is made under section 43(1)*

Additionally, Heritage New Zealand has the authority (under section 43(1)) to declare any place to be an archaeological site if the place

- (a) was associated with human activity in or after 1900 or is the site of the wreck of any vessel where that wreck occurred in or after 1900; and*
- (b) provides, or may be able to provide, through investigation by archaeological methods, significant evidence relating to the historical and cultural heritage of New Zealand.*

Archaeological sites are protected under Section 42 of the Act, and it is an offence to carry out work that may "*modify or destroy, or cause to be modified or destroyed, the whole or any part of that site if that person knows, or ought reasonably to have suspected, that the site is an archaeological site*", whether or not the site has been previously recorded. Any person wishing to carry out work on an archaeological site that may modify or destroy any part of the site, including scientific investigations, must first obtain an authority from Heritage New Zealand (Sections 44(a,c)).

Under Section 65(1), Heritage New Zealand Pouhere Taonga must continue and maintain the New Zealand Heritage List. Clause (4) requires that historic places recorded in the List are to be categorised as either:

- (i) Category 1 – places of special or outstanding historical or cultural heritage significance or value; or
- (ii) Category 2 – places of historical or cultural significance or value.

From a regulatory perspective, items recorded in the Heritage New Zealand Pouhere Taonga Heritage List (s65) of the Act are typically notated for recognition and protection within the relevant District

Plan and therefore under the legislative umbrella of the Resource Management Act 1991. Where the historic place is also deemed an Archaeological Site⁶, section 42 of the Act is also relevant, providing protection unless an Archaeological Authority is provided under Section 44(a,c).

I understand that South Island Archaeology have undertaken an Archaeological Assessment of the proposal. Archaeological Authorities under the Act will be obtained prior to works.

4.2. Resource Management Act 1991

The *Resource Management Act 1991* (RMA) defines historic heritage as those natural and physical resources that contribute to an understanding and appreciation of New Zealand's history and cultures, and it may include historic sites, structures, places, and areas; archaeological sites; and sites of significance to Māori. It should be noted that this definition does not include the 1900 cut-off date for protected archaeological sites as defined by the *Heritage New Zealand Pouhere Taonga Act 2014*. Any historic feature that can be shown to have significant values must be considered in any resource consent application.

Under the RMA, local authorities are required to develop and operate under the respective Regional or District Plan, ensuring that historic heritage is protected. This includes the identification of heritage places on a heritage schedule (or list), designation of heritage areas or precincts and documentation of the appropriate regulatory controls. All heritage schedules include, but are not limited to, all items on the New Zealand Heritage List/Rārangi Kōrero. Additional sites of significance to the local authority may also appear on the schedule. Demolition of listed heritage places are generally precluded.

Historic heritage within the coastal marine area (that is as demarcated by the mean high water springs mark) is within the jurisdiction of the regional authority as contained within the relevant regional coastal plan. Landside of the mean high water springs mark (MHWS), the registration and protection of historic heritage is the responsibility of the relevant territorial authority as contained within the District Plan.

4.3. Protected Objects Act 1975

The *Protected Objects Act 1975* was established to provide protection of certain objects, including protected New Zealand objects that form part of the movable cultural heritage of New Zealand. Protected New Zealand objects are defined by Schedule 4 of the act and include archaeological objects and taonga tūturu. Under Section 11 of the *Protected Objects Act 1975*, any newly found Māori cultural objects (taonga tūturu) are automatically the property of the Crown if they are older than fifty years and can only be transferred from the Crown to an individual or group of individuals through the Māori Land Court. Anyone who finds a complete or partial taonga tūturu (protected objects that whakapapa to Te Ao Māori and embody mana, tapu or mauri), accidentally or intentionally is required to notify the Ministry of Culture and Heritage within:

- (a) 28 days of finding the taonga tūturu; or

⁶ *Heritage New Zealand Pouhere Taonga Act 2014*. Section 6 Interpretation.

- (b) 28 days of completing field work undertaken in connection with an archaeological investigation authorised by the Heritage New Zealand.

These matters are addressed through either the Archaeological Authority as sought under Section 44(a,c) of the Heritage New Zealand Pouhere Taonga Act 2014, and / or Accidental Discovery Protocol as will also be volunteered by way of conditions) through this resource consent application.

4.4. Historic Heritage and Archaeological values associated with the Proposal

The Akaroa Wharf and construction areas fall under several jurisdictions in terms of their Heritage and Archaeological protection and management. These are shown defined in and shown in Figure 7 and Figure 8.

An important demarcation is the line of mean high-water springs, or MHWS Mark. I have been advised by the Resource Management Planner for the proposal that the edge of the abutment (as above the MHWS) is the edge of jurisdiction for the Christchurch City Council. The landward zone includes the main approach to the Wharf, the Britomart Reserve and Canon, the Wharfingers Office and the Fisherman's Shed, as well as the Beach Road Bridge.

The structures seaward of that line, encompassing the timber Wharf and piles are administered under the Coastal Regional Plan by Environment Canterbury.

Table 1: Hierarchy of statutory instruments and relevance to the Proposal

Statutory Document	Notation / Section of the Act	Relevance	Akaroa Wharf	Laydown Area 1	Laydown Area 2	Vehicle Staging
Heritage New Zealand Pouhere Taonga	No 7330 – French Bay No 7193 – Beach Road Bridge	<i>"The area comprises the foreshore of French Bay (from Rue Brittain) inclusive of Red House Bay, Akaroa. The area encompasses the road reserve which runs around the foreshore, including the area 300m out from the high tide mark".</i>	✓	N/A	✓	✓
Historic Places Act 1993	Section 2 'Interpretation'	Archaeological Site: <i>archaeological site means any place in New Zealand that— (a) either— (i) was associated with human activity that occurred before 1900; or</i>	✓	✓	✓	✓
Resource Management Act 1991	Section 6(f)	<i>the protection of historic heritage from inappropriate subdivision, use, and development:</i>	✓	NA	✓	✓
Regional Coastal	Schedule 5.12	46 - The French Landing Site, French Bay, Akaroa	✓	NA	NA	NA

Statutory Document	Notation / Section of the Act	Relevance	Akaroa Wharf	Laydown Area 1	Laydown Area 2	Vehicle Staging
Environment Plan		Harbour, comprising the foreshore from the Main Wharf to Daly's Wharf. This is considered a Historic Site. 32 - The Main Wharf in Akaroa Harbour.				
Christchurch District Plan	Chapter 9.3 Historic Heritage / Schedule 9.3.7.2 (including Settings)	Refer Figure 6 and Figure 7.	✓ (Abutment only)	NA	✓	✓

Heritage New Zealand-Pouhere Taonga

Heritage New Zealand-Pouhere Taonga provides an area-wide protection for the Akaroa Historic Area (list #7443), and the foreshore known as the Akaroa Waterfront Historic Area (list #7330). The description of the waterfront extends from Rue Brittain (where the public Boat Ramp currently is) around to Red House Bay (in front of Takapuneke Reserve). Recognition of these heritage values in an RMA context is by way of inclusion in the Regional Coastal Environment Plan and the Christchurch District Plan.

The extent of the list entry is:

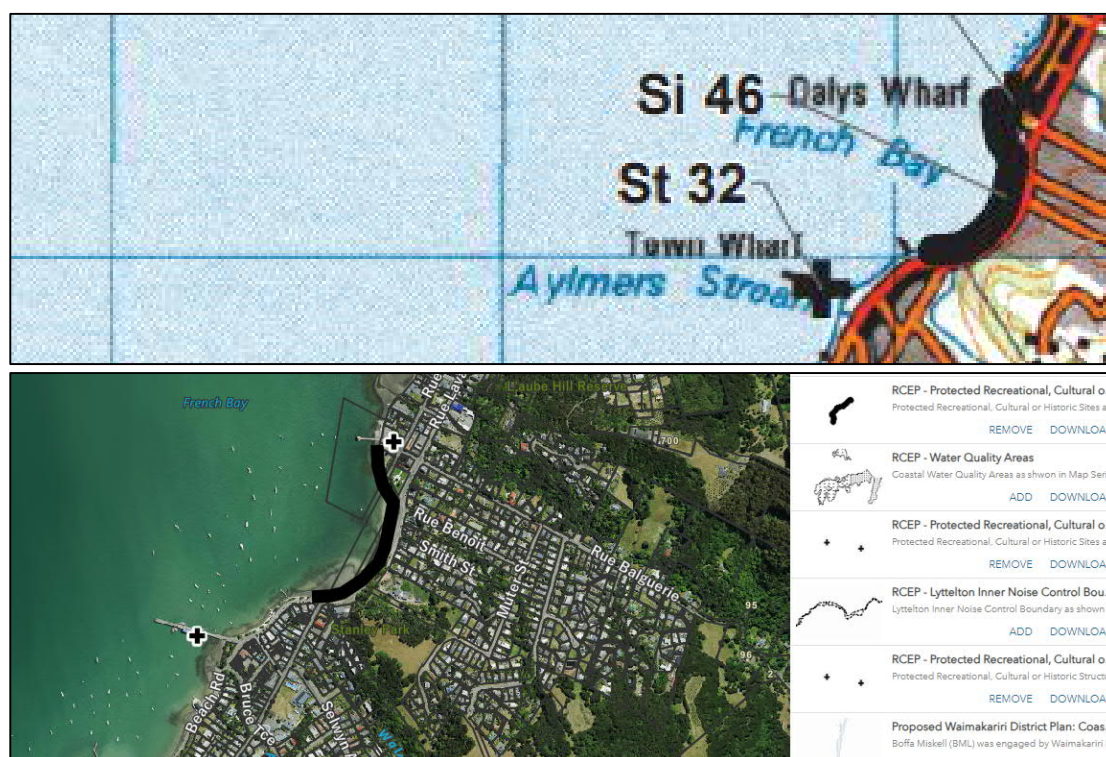
'The area comprises the foreshore of French Bay (from Rue Brittain) inclusive of Red House Bay, Akaroa. The area encompasses the road reserve which runs around the foreshore, including the area 300m out from the high tide mark. Where the road reserve no longer follows the coast, the area continues at an equivalent width of the road reserve or for those properties in private ownership 300m out to sea from the legal boundaries'.

The relevant Statement of Significance associated with the foreshore of French Bay, Akaroa is appended as Attachment A.

Canterbury Regional Coastal Environment Plan (CREP)

I understand from the Resource Management Planner that there is an inconsistency for Schedule 5.12.46 French Landing Site between the Plan Maps and the Schedule within the CREP. To be cautious, it is considered that the application engages with both notated Heritage Items 32 (Akaroa Main Wharf) and 46 (French Landing site, French Bay).

Figure 6: Notated Schedule 5.12 Overlays – Canterbury Regional Coastal Plan, Plan Map 2.17 and <https://mapviewer.canterburymaps.govt.nz/>



The French Landing site is identified in the Canterbury Coastal Regional Plan as an Historic Site⁷. The foreshore associated with Akaroa Wharf is considered to extend into this notated setting.

To avoid any doubt, whilst the Canterbury Regional Coastal Environment Plan Maps do not identify the foreshore associated with the Main Wharf as being included within Schedule 5.12.46 (Figure 6), the provisions in the Plan makes it clear that the spatial extent of the Schedule extends from Dalys Wharf in the north, to Akaroa Wharf to the south.

There is no Statement of Significance or statement of the cultural heritage value or heritage significance⁸ recorded in the CREP. Schedule 5.12 'Protected Recreational, Social or Historical Structures and Sites' records the relevant Heritage Items as:

32. *The Main Wharf in Akaroa Harbour, (Map Reference N36:068 109).*
46. *The French Landing Site, French Bay, Akaroa Harbour, comprising the foreshore from the Main Wharf, (Map Reference N36:071-110) to Daly's Wharf, (Map Reference N36:073-114)*

Objective 6.1 of the Canterbury Regional Coastal Plan seeks to '*protect and where appropriate enhance*' sites of high heritage value. Policy 6.1(a) requires any development to mitigate against any adverse effects on sites of high heritage value and where possible to avoid any significant effects on areas of high heritage value, unless there are '*special extraordinary and unique reasons*' why those effects cannot be avoided (Policy 6.1(a)(ii)). The Canterbury Regional Coastal Plan specifically

⁷ Canterbury Regional Coastal Plan. Schedule 5.12.46 'French Landing Site'.

⁸ ICOMOS NZ (2010) Conservation Principle 2 'Understanding Cultural Heritage Value'.

identifies the French landing site which comprises the foreshore between the Araroa Wharf and Dalys Wharf.

Christchurch District Plan (CDP)

I understand that the Christchurch District Plan has no statutory authority beyond the MHWS mark.

Whilst the heritage listing in the District Plan references the Wharf and its Setting (item #1137) in the Heritage schedule⁹ as a Group 2 Heritage item, the associated planning notation¹⁰ explicitly states '*District Plan rules do not apply to overlays extending into the Coastal Marine Area. The Coastal Marine Area is defined in the Resource Management Act*'.

Akaroa Wharf (excluding the abutment) is not within the jurisdiction of the Christchurch District Council. The abutment which is landward of the MHWS mark is within the jurisdiction of the Christchurch District Council.

The District Plan has provisions for the protection of Heritage value and policies and rules relating to the demolition of heritage items, protection of heritage items that are to remain in place, and management of land use activities within defined heritage settings.

For the purposes of this report, recognised heritage settings include:

- Setting No. 526 associated with the nearby and separately protected heritage items including the Britomart Reserve and Canon, the Wharfingers Office and the Fisherman's Rest – these items and associated setting are located landside of the mean high water springs mark and remain within the jurisdiction of the District Plan. As associated with Laydown Area 2.
- Setting No. 501 on the south side of the Beach Road Bridge. The bridge is another listed Heritage item and setting, protected by the Christchurch City Council as shown on Figure 8, with the setting (No. 501) extending over part of the Vehicle Staging area. As associated with the vehicle staging area.

There are no notated heritage schedule items, buildings or settings associated with Laydown Area 1 (Akaroa Recreation Ground).

⁹ Appendix 9.3.7.2 Schedule of Significant Historic Heritage

¹⁰ [HeritageBatchRevised_HAM480.pdf](#)

Main Wharf SCHED No.1137

Main Wharf SETTING No.526

MHWS Mark. CCC jurisdiction landside only (includes all of Abutment as above MHWS)

Fisherman's Rest SCHED No. 1202 SETTING No. 526

Wharfinger's Office SCHED No. 1033 SETTING No. 526

Britomart Cannon SCHED No. 1201 SETTING No. 526

Commercial Building SCHED No. 1036 SETTING No. 178

Akaroa Heritage Area

Legend:

- ☒ Coastal Environment
 - Coastal Environment
- ☒ Heritage
 - Akaroa Heritage Area
 - Heritage Item
 - Heritage Setting
- ☐ Natural Landscape
 - Significant Feature
- ☐ Ngai Tahu Cultural Significance
 - Mahaanui Iwi Management Plan Silent Files and Kaitorete Spit
 - Ngā Tūranga Tūpuna
 - Ngā Wai Coast ID 78
 - Ngā Wai Coast ID 96
 - Ngā Wai Lakes, Rivers and Streams
- ☒ Protected Vegetation
 - Significant Individual Tree
 - Significant Park Tree
 - Significant Street Tree

Figure 8: Beach Road Bridge and Setting SCHED No. 693 SETTING No. 501



5. HERITAGE SIGNIFICANCE

Several documents provide evidence of the history and the assessed significance of the Wharf, surrounding setting, and broader context. These include the CCC Heritage Statement of Significance (**SoS**) as dated 2014 (**Attachment A**), and the Akaroa Main Wharf Conservation Plan (2019) as prepared by Origin Consultants Ltd. I note that there is substantially more detail included in the latter report.

In general, and as summarised below, I rely on the factual information included in these reports in informing my peer review of the heritage significance, and consequential effects of the proposal.

It should be noted that the CCC Heritage SoS and evaluation method carries statutory weight being directly referenced in Appendix 9 of the District Plan. As identified above there is no heritage evaluation of Akaroa Wharf within the CREP.

5.1. Akaroa Wharf

The Akaroa Wharf, its Setting and environs clearly has Cultural Heritage significance. The Wharf has been at the centre of the development of Akaroa since 1888 initially as the main transport connection to the outside world, and more recently as a Tourist hub for visitors and Wildlife boat tours.

Heritage New Zealand Pouhere Taonga

Akaroa Wharf is not contained on the New Zealand Heritage List/Rārangi Kōrero. The Wharf would be spatially included in list No 7330 – French Bay. The General Description of the list includes:

'No large reclamations and wharves have changed the shoreline as they did in other major South Island port centres. The relationship between Akaroa's shoreline and its anchorages have remained relatively undisturbed by development.'

Christchurch City Council – Heritage Listing Statement of Significance

The following information is summarised from the Christchurch City Council Statement of Significance (Schedule No 1137, Attachment B) under the categories that contribute to the Heritage Value of the Wharf and its Setting.

Historical and Social Value: *Historical and social values that demonstrate or are associated with: a particular person, group, organisation, institution, event, phase or activity; the continuity and/or change of a phase or activity; social, historical, traditional, economic, political or other patterns.*

The Akaroa Main Wharf has played a vital economic and social role for over 125 years, initially serving as the town's primary gateway for goods and people arriving by sea. Over time, its function shifted from coastal shipping to supporting commercial fishing, recreational boating, and tourism, and it now primarily serves tourist boats and cruise ship tenders.

Cultural and Spiritual Value: *Cultural and spiritual values that demonstrate or are associated with the distinctive characteristics of a way of life, philosophy, tradition, religion, or other belief, including: the symbolic or commemorative value of the place; significance to Tangata Whenua; and/or associations with an identifiable group and esteemed by this group for its cultural values.*

The Akaroa Main Wharf is a culturally significant landmark that embodies the town's identity, serving as a central experience for visitors and locals while commemorating its maritime heritage. Its location also holds deep cultural and spiritual value for Māori, as the area was a significant source of mahinga kai and a means of transport and trade.

The traditional mobile lifestyle of Māori on the peninsula fostered a deep reliance on coastal resources, with the Akaroa foreshore—though not the wharf itself—holding significant cultural and spiritual value as a place rich in ancestral memory, mahinga kai, and the mauri that connects physical and spiritual life for Ngāi Tahu.

Architectural and Aesthetic Value: *Architectural and aesthetic values that demonstrate or are associated with a particular style, period or designer, design values, form, scale, colour, texture and material of the place.*

Although utilitarian in nature, the Akaroa Main Wharf holds architectural and aesthetic significance as a prominent town feature, originally designed by local engineer W. D. Wilkins. Despite upgrades and additions over time, the wharf retains its essential form, with newer structures reflecting its historical character and continued use.

Technological and Craftsmanship Value: *Technological and craftsmanship values that demonstrate or are associated with the nature and use of materials, finishes and/or technological or constructional methods which were innovative, or of notable quality for the period.*

The Akaroa Main Wharf showcases late nineteenth-century civil engineering and craftsmanship in building a large-scale wharf structure through its complex design, use of imported materials, and locally supervised construction, reflecting the technological capabilities and pride of the era.

Contextual Value: *Contextual values that demonstrate or are associated with a relationship to the environment (constructed and natural), a landscape, setting, group, precinct or streetscape; a degree of consistency in terms of type, scale, form, materials, texture, colour, style and/or detail; recognised landmarks and landscape which are recognised and contribute to the unique identity of the environment.*

The Akaroa Main Wharf holds contextual significance due to its prominent location in the town's historic commercial centre and its association with surrounding heritage features that reflect its longstanding role in maritime activity and tourism.

Archaeological and Scientific Significance Value: *Archaeological or scientific values that demonstrate or are associated with the potential to provide information through physical or scientific evidence an understanding about social historical, cultural, spiritual, technological or other values of past events, activities, structures or people.*

The Akaroa Main Wharf and its surroundings are archaeologically significant for their potential to reveal evidence of early construction methods and human activity, including Māori and European settlement prior to 1900.

Summary Statement of Heritage Significance

The Assessment Statement for the Akaroa Main Wharf listing document is set out below:

Akaroa's Main Wharf is of high heritage significance to the Christchurch district, valued for its enduring role in the town's economy through shipping, fishing, and tourism, and as a culturally defining landmark that commemorates maritime history. Its architectural, technological, and contextual importance is reflected in its Victorian design, craftsmanship, and connection to surrounding heritage features that highlight Akaroa's marine and tourism legacy.

The Christchurch District Plan classifies the Akaroa Wharf as 'Significant' (Group 2 Heritage significance).

Akaroa Wharf Draft Conservation Plan (2019)

The Draft Conservation Plan was never adopted by the Christchurch City Council, as the purpose of a Conservation Plan was overtaken by the decision to replace Akaroa Main Wharf. However, the Draft Conservation Plan provides a comprehensive assessment of the Heritage significance of the Wharf and its wider cultural and historical context.

Section C of the Draft Conservation Plan (2019) expands on each of these Statement of Significance categories (as contained above in the Christchurch City Council assessment of heritage values), providing a subjective rating in terms of Highly significant or Moderately significant Heritage value for each category. These are summarised in **Table 2**.

Table 2: Draft Conservation Plan (2019) Statement of Significance

Significance Category	Summary	Rating
Historical and Social Value	Further research confirms the historical and social significance of the structure. The wharf's most important period of use was the first 30 years after it was constructed to replace the dilapidated Fisherman's Wharf. It's location means that it continued to play a role in commercial fishery operations, and a point of use for early tourism ventures, a use which is maintained to present day.	High
Cultural and Spiritual Value	The Wharf's social and cultural values are intertwined with its long history of use by the Akaroa community. Apart from its cultural importance with coastal shipping and fishing industries, it also connects the town to early tourism and community use to the foreshore, particularly after the collapse of the original wharf to the north.	High
Architectural and Aesthetic Value	The extensive use of timber and the wharf's proportions as built to accommodate large steamers resulting in a wharf built to a robust form, visible from a distance, and a high aesthetic quality. The newer 21 st Century shed structures, built to replace the older forms have now reached a size and form out of proportion to the original sheds on the wharf, and are now impacting on the aesthetic of the wharf. The 'accretions' of different surface materials on the wharf, the plethora of modern fittings and fixtures and the floating pontoons have further eroded this aesthetic.	Moderate
Technological and	The Wharf has withstood 135 years of being in the marine environment. Some subsequent replacement parts of the wharf have impacted on the	Moderate

Significance Category	Summary	Rating
Craftmanship Value	craftsmanship values of the wharf, but enough original fabric remains for the wharf to retain moderate technological and craftsmanship value.	
Contextual Value	The wharf forms part of Akaroa's historic foreshore and shoreline area. It represents a historically significant landscape feature, visible from the surrounding hillsides, the bay and parts of the township. It forms a contextual bridge between the land and water and reflects the progression of fortunes for the town.	High
Archaeological and Scientific Significance Value	The Wharf itself has a moderate archaeological significance, which is formed by its construction details. There are only limited possibilities to form cultural layers for the site, limiting its overall archaeological value. The zone has been the focus of extensive activity, so a moderate to high level of disturbance is a possibility.	Moderate

The Draft Conservation Plan also lists out the elements of the Wharf within the spectrum of whether these contribute a 'High Significance' to the historic heritage values of the Wharf to fabric that is 'Intrusive'. These are identified in Attachment C.

The conclusions reached in the assessment of contributing fabric to the historic heritage values of the wharf are:

- *The remaining evidence of the original plan form is crucial to the heritage significance of the wharf. However, expansion of the sheds and the addition of the north and south pontoons have substantially eroded this form;*
- *There remains a good deal of original wharf fabric and form beneath deck level, but as set out in the Calibre Structural report, this fabric is now in poor condition;*
- *There are relatively few items of 'moderate' and 'some' significance; and*
- *There a very large number of items that are considered either 'non-contributory' or intrusive' as a result of incremental alteration and additions to the wharf over the last 45 years or so¹¹.*

The Draft Akaroa Wharf Conservation Plan also identifies the extent of alterations and modifications to original heritage fabric¹². These include:

- Erection of power lines (circa 1911)
- Additions to the wharf shed (circa 1950, 1971), and further new structure to the west (circa 1960) and chiller building (circa 1980's)
- Concrete added to wharf decking (circa 1960's, 1980's)
- Steel reinforcing rods added to timber cross bracing, and additional raking piles (late 1970s)
- Erection of galvanised steel barriers (1973)
- Replacement of portions of original decking and stringers (circa 1980).
- Sheathing of a number of piles with steel jackets and new treated timber added to the central part of the Wharf (circa 1980's)
- Replacement of timber decking on western end of the wharf (circa 1990's), including steel bracing between piles, and alterations to berthing piles.

¹¹ Akaroa Wharf Conservation Plan. Draft. (2019). Section C.1

¹² Akaroa Wharf Conservation Plan. Draft. (2019). Section B.8

- Alterations and replacement of the chiller building as associated with Black Cat (2007).

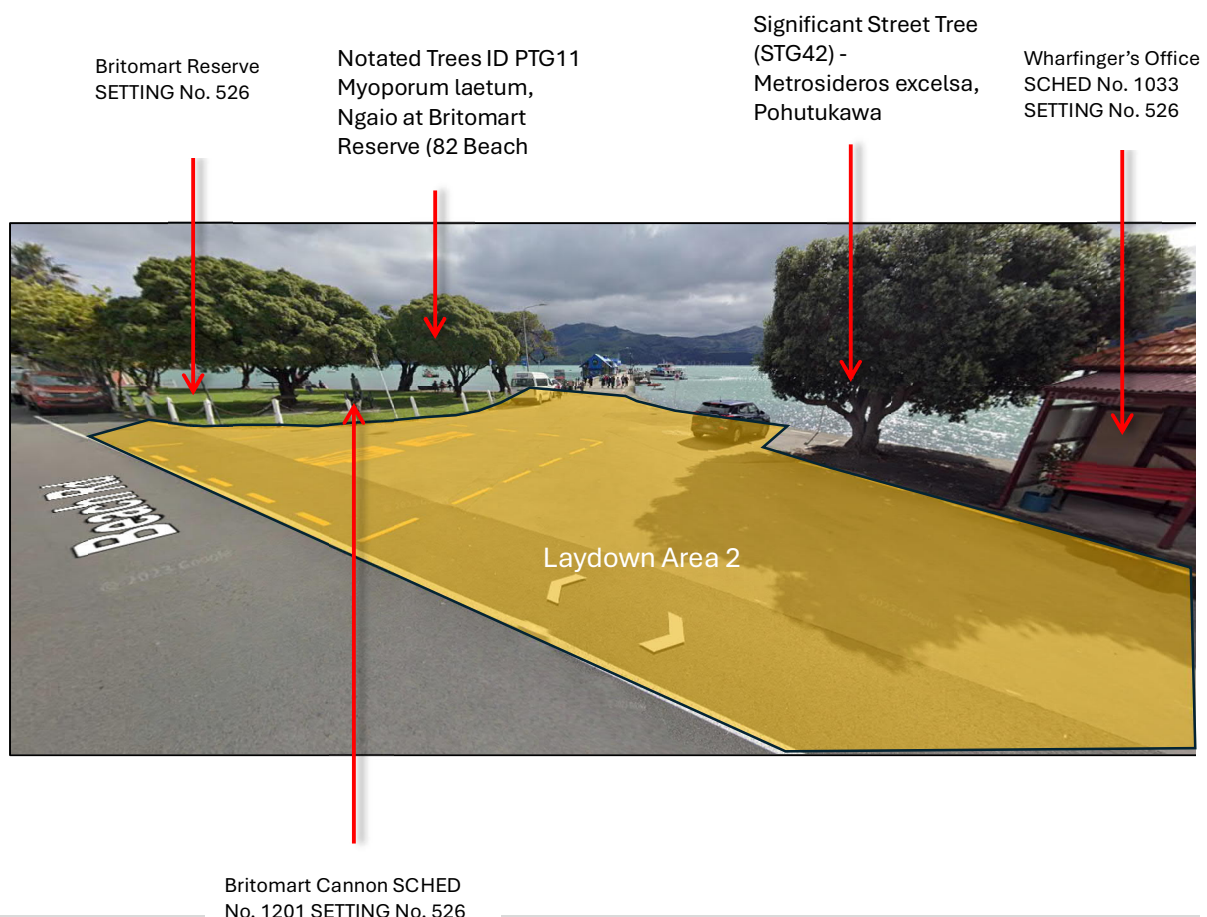
I agree that the Akaroa Wharf and its setting are Significant in terms of Cultural Heritage value. Some of its significance is intangible, given that the physical fabric of the Wharf has changed over its lifetime, but that the shape, scale and function of the wharf remains. This is also recognised in the Statements of Significance associated with both 'Historical and Social Value', 'Cultural and Spiritual Value' and 'Contextual Value' which are all rated as 'High' reflecting the functional importance of the wharf in connecting the town to the sea, and from its past to its present.

The current Wharf replaced the earlier Fisherman's Jetty and it is the current Wharfs historical association as the link between Akaroa and the wider region that underpins its Heritage significance. The Wharf, past, present and future reflects the way Akaroa is perceived as a seaside town. It connects the land to the sea both physically and metaphorically. The context of the area surrounding the Wharf which includes the foreshore and the 1911 amenity improvements (Britomart Reserve & Canon, Wharfingers Office and Fisherman's Rest).

5.2. Akaroa Wharf Setting – Laydown Area 2 and Vehicle Storage Area

The elements that contribute to the context of the Wharf all have Heritage significance in their own right and it is important to understand their individual contribution to the Wharf Setting. This information is again sourced from the Christchurch City Council Statement of Significance information for this group of heritage listed items.

Figure 9: Akaroa Wharf Setting No.526 and Laydown Area 2



Britomart Reserve Canon

The Britomart Reserve Canon has historical, social and cultural Significance for its association with the growing of awareness of Akaroa's distinctive history at the turn of the 20th Century. At that time there was a desire to represent part of their history for both residents and visitors. There is also cultural and aesthetic significance in the Akaroa Borough Council and Beautifying Society to visually improve the Wharf entry and waterfront generally for the benefit of locals and tourists alike. There is technological and craftsmanship significance in the authentic British Navy armament from the early 19th Century, even though it did not come from the ship *Britomart*.

Wharfingers Office

The Wharfingers Office has historical and social significance as a reminder of the central role the Wharf played in the local economy. The office was the administrative hub of the port activities well into the 20th Century and more recently became a Tourist shop welcoming visitors. The building has cultural significance for the way it represents former coastal shipping, the Fishing industry and the increasing civic pride associated with Tourism. There is architectural and aesthetic significance in the impact the Collins and Harman design had on reimagining the seaside image of Akaroa, and the impact that had on later civic buildings. The building has technological and craftsmanship significance for the manner of its construction and the way it introduced new materials and building techniques into the local vernacular.

Fisherman's Rest Seat

The Fisherman's Rest seat and shelter have historical and social significance as a commemoration of an early Akaroa identity Captain Jerimiah Thomas and the colonial era of the township and especially its wharf area. The shelter is a link to the 1850 jetty which became known as Fisherman's Wharf following the construction of the 1888 Wharf. The structure has cultural significance as an expression of the civic pride in response to the rise of tourism. There is architectural and aesthetic significance in the way the design reimagined a seaside experience alongside the Wharfingers Office. Technological and craftsmanship significance are reflected in the same new materials as well the dragon cast iron ends for the seat which may reference the Welsh origins of Captain Thomas.

Beach Road Bridge – Vehicle Storage Area

The Beach Road Bridge is another heritage listed item that could be impacted by the proposal. This is located to the south of the Britomart Reserve and will be used by construction traffic to access the proposed Vehicle Storage area.

The Beach Road Bridge and setting are of historical and social significance as a reflection of the phase of activity through the initiative by the newly formed Akaroa Borough Council from the 1870s to establish roads and bridges, replacing early timber bridges with permanent materials.

The bridge is of architectural and aesthetic significance for its engineered design, use of brick and incised plaster and its well portioned form and detailing. It is of technological and craftsmanship significance for its construction techniques, methodologies and materials of the late nineteenth century including the use of machine pressed bricks.

The bridge and its setting are of contextual significance having been constructed to connect the township with the foreshore area to the south and as an important contributor to a collection of bridges over the waterways in the township. The bridge is of archaeological significance as it dates from 1886 and has potential to provide evidence of past human activity including that which occurred pre-1900, materials and construction methods.

The bridge has existing wooden bollards at either end to prevent vehicle impacts on the bridge structure itself.

Figure 10: Beach Road Bridge and commissioning plaque (A Gregor Mayor 1886), Google Earth showing proximity to Vehicle Storage Area



5.3. Laydown Area 1 – Akaroa Recreation Ground

There is no notated Heritage items or settings associated with Laydown Area 1. This assessment does not reference this area further.

6. ASSESSMENT OF EFFECTS

6.1. Framework for consideration of effects on Historic Heritage

I understand that the respective statutory framework for the consideration of historic heritage under the Resource Management Act 1991 as applied to the proposal is as follows:

Statutory document	Provision	Consideration
Resource Management Act 1991 (RMA)	Section 6(f) the protection of historic heritage from inappropriate subdivision, use, and development:	Requires a consideration as to whether the proposal is 'inappropriate' in terms of the direction to protect historic heritage.
	Section 104(a) any actual and potential effects on the environment of allowing the activity; and	Requires a consideration of the existing state and condition of Akaroa Wharf, as well as integrity of heritage fabric and values.
	Section 104(b)(iv) and (vi) Relevant provisions of any plan, and the Coastal Policy Statement	Consideration of the relevant provisions of the CDP, CREP and NZ-CPS. These will achieve and implement the requirements of s6(f) at the regional or territorial level.
New Zealand Coastal Policy Statement (NZ-CPS)	Policy 17 (Historic heritage identification and protection) seeks to protect the coastal environment's historic heritage, in the coastal environment, from inappropriate use, and development. Clause (f) seeks that Coastal Plans include provisions providing for historic heritage.	As with s6(a) of the RMA requires consideration as whether the proposal is 'inappropriate' in terms of the direction to protect historic heritage
Canterbury Regional Policy Statement (CRPS)	Objective 13.2.1 (Identification and protection of significant historic heritage) aims to protect identified significant historic heritage items from inappropriate use and development.	Requires consideration as whether the proposal is 'inappropriate' in terms of the direction to protect historic heritage
	Policy 13.3.4 Appropriate Management of Historic Buildings seeks to recognise and provide for the social, economic and cultural well-being of people and communities by enabling appropriate ... rebuilding, ... of historic buildings and their surrounds in a manner that is sensitive to their historic values	Provides for consideration of broader social, economic and cultural well-being in terms of considerations relating to the alterations and rebuilding of historic heritage as sensitive to their values.
Regional Coastal Environment Plan (RCEP)	Policy 6.1 seeks that within the Coastal Marine Area, Environment Canterbury will (ii) control activities and development to avoid any <i>significant adverse effects</i> on.... The identified values of areas of ... heritage value, <i>unless there are special or extraordinary and unique reasons why those effects cannot be avoided</i> .	The policy is directive, seeking to avoid significant adverse effects on identified historic heritage. However, a qualifier is introduced that provides for such adverse effects in situations that are deemed ' <i>special</i> ', ' <i>extraordinary and unique</i> '.
Christchurch District Plan (CDP)	Objective 9.3.2.1.1 (Historic heritage) aims to protect and conserve significant historic heritage, by enabling and support, amongst a range of management approaches, the retention, use and adaptive re-uses of the city's historic heritage. The objective acknowledges that in some situations demolition may be justified	The Objective primary seeks to maintain the contribution of historic heritage to the District's character and identity. There is a pathway for demolition subject to the matters within Policy 9.3.2.2.8

Statutory document	Provision	Consideration
	by reference to the matters in Policy 9.3.2.2.8 (clause iii).	
	<p>Policy 9.3.2.2.3</p> <p>Clause (a) seeks to manage the effects of use and development on heritage settings in a way that protects their particular heritage values from inappropriate subdivision, use and development.</p> <p>Clause (b), in support of the above objective, seeks to ensure that any works <u>on</u> heritage settings in accordance with the principles in clauses (i) to (vi).</p>	Clause (b)(iii) seeks to ensure that risks or threats to the structural identity of heritage items (as defined excludes heritage settings) are identified, minimised and managed.
	<p>Policy 9.3.3.2.8 (Demolition of heritage items)</p> <p>Provides a pathway to consider the appropriateness of demolition of a heritage item, having regard to matters (i) to (v).</p> <p>These matters are:</p> <ul style="list-style-type: none"> i. <i>whether there is a threat to life and/or property for which interim protection measures would not remove that threat;</i> ii. <i>whether the extent of the work required to retain and/or repair the heritage item is of such a scale that the heritage values and integrity of the heritage item would be significantly compromised;</i> iii. <i>whether the costs to retain the heritage item (particularly as a result of damage) would be unreasonable;</i> iv. <i>the ability to retain the overall heritage values and significance of the heritage item through a reduced degree of demolition; and</i> v. <i>the level of significance of the heritage item.</i> 	Relevant considerations in terms of this technical assessment are: (ii), (iv) and (v) as related to the wharf abutment only (as the main wharf is located below MHWS and is not subject to this provision).
	<p>Assessment matters (Rule 9.3.6.1) as associated with construction works locating within Laydown Area 2 and the Vehicle Storage area (as notated Heritage Settings), are considered to be:</p> <ul style="list-style-type: none"> (j) <i>Whether the proposed work will have a temporary or permanent adverse effect on heritage fabric, layout, form or heritage values and the scale of that effect, and any positive effects on heritage fabric, fabric, form or values.</i> 	Relevant matters to be considered include: <ul style="list-style-type: none"> (i) the temporary nature of works. (ii) potential for adverse effects on the heritage setting or adjoining heritage item. (iii) Management such as through the application of Temporary Protection Plans (TPP).

Statutory document	Provision	Consideration
	<p>(k) <i>The extent to which mitigation measures are proposed to be implemented to protect the heritage item. Such mitigation measures include but are not limited to the use of a temporary protection plan.</i></p> <p>(n) <i>For temporary event structures¹³ in heritage items which are open spaces and in heritage settings:</i></p> <p>a. <i>the duration the temporary event structure will remain within the heritage item or heritage setting; and</i></p> <p>b. <i>whether the temporary event structures will impact on views to or from the heritage item(s) or heritage setting, and reduce the visibility of heritage item(s) from public places.</i></p>	

Based on the above summary, I understand that the respective statutory policy framework requires a consideration as to:

- Whether the proposal is '*inappropriate*' in terms of the direction to protect historic heritage (RMA s6(f)), NZ-CPS Policy 17, CRPS – Objective 13.2.1).
- Whether the proposal results in *significant adverse effects* and, if so whether special or unique and extraordinary circumstances exist associated with the demolition and replacement of Akaroa Wharf (below MHWS, RCEP – Policy 6.1)
- For those aspects of the wharf extending above the MHWS (being the abutment) the criteria under CDP as associated with demolition, being threat to life, loss of heritage fabric through works, reasonable costs, reduced levels of demolition and significance (CDP Policy 9.3.3.2.8)
- Application of assessment matters for the management of the temporary effects of laydown areas within relevant Heritage settings, and proximate to notated heritage items (CDP Rule 9.3.6.1.

Matters associated with reasonable costs, threats to safety, and structural condition extend to the consideration of '*inappropriateness*' but are outside the consideration and expertise of this Heritage assessment.

6.2. The Proposal – Akaroa Wharf demolition and replacement

I rely on the evidence of the engineers as to the extent to which the structural fabric of the Wharf has deteriorated such that functional uses may be degraded, and the extent to which ongoing maintenance and safety of users may be impacted.

Relying on that engineering evidence, as summarised below, I consider that the extent of works to undertake remediation would result in material effects on the integrity and heritage fabric of the wharf. This would further reduce the heritage values associated with the Wharf. The engineering

¹³ It is understood that these activities are authorised by 6.2.4.1.1(P1) as Temporary buildings associated with construction or demoliiton projects.

evidence I am reliant on is that even under a maintenance approach, the remaining life of the structure is less than 10 years.

It is understood based on the Calibre Condition Reports (2018, 2019, 2021) and Opus Condition Report (2015) that the following relevant findings relate to the intactness of existing heritage fabric associated with the 1887 / 1888 Wharf:

- The majority of timber members show signs of deterioration, with capping beams and stringers having substantial decay at the head of the wharf.
- The majority of load bearing piles were found to be in moderate to poor condition
- Approximately 30 piles have had jacket repairs in the past, using a mixture of concrete and steel jackets, and in some cases a new softwood pile has been spliced to the base of a hardwood piles.
- Capping beams are mostly in moderate condition with early signs of decay.
- Stringers are generally in moderate to poor condition with early stages of decay and the condition deteriorating towards the seaward side.
- A large portion of the hardwood bracing has decayed and been replaced.
- The dive survey identified that the majority of damage was worm damage at the bottom of the piles.
- Much of the deterioration to the wharf has occurred in the tidal zone.
- Most of the walers have been lost, and lower portions of most braces are decayed.

The 2021 condition report produced by Calibre recommended that the wharf is to be replaced in the next 5 years.

I have enquired as to whether alterations and maintenance provide an alternative to replacement. I understand, and rely on the following engineering statement as identified in the Calibre 2021 Report:

“...submissions received during the consultation were in favour of completing the ‘minimum’ repairs required to keep the wharf in its current form. The condition of the wharf has been assessed by two independent engineering consultants, both of which have indicated that even with regular maintenance, the remaining life of the structure is considered to be less than 10 years.

A large amount of repair work is needed to keep the wharf operational and the volume, cost of repairs and level of disruption can be expected to continue increasing. Doing ‘minimum’ repairs periodically would be less efficient and more expensive than completing a rebuild of the structure The prioritisation of piecemeal repairs is difficult as much of the deterioration is hidden and a rebuild removes the increasing risk of wharf failure due to unseen defects in the ageing structure. Examples of hidden defects include marine borer eating the piles from the inside and the rotting of timber stringers from the top down”¹⁴.

The proposal therefore is to remove the Wharf including all the attached fittings while carefully retaining the existing Sheds and supporting piles.

The Abutment will also be partially removed, as primarily related to the western extent of the abutment being demolished and some 400m³ – 600m³ of material removed. This includes that part of the concrete parapet wall running along the northern length of the Abutment, and a short length of the southern extent taking care to retain the section of parapet wall running parallel with

¹⁴ <https://ccc.govt.nz/assets/Documents/Consultation/2021/12-December/711779-20211208-TA-Akaroa-Wharf-Developed-Concept-Report-reduced-file-size.pdf> [2.5]

Britomart Reserve and including the marble plaque¹⁵ that commemorates the opening of the Wharf in 1888.

The anticipated 11-14-month construction period will involve the storage of materials, plant, container sheds for staff and vehicles adjoining the Main Wharf (Laydown Area 2) and Vehicle staging on the Bruce Slipway (Vehicle Storage area) including for concrete trucks during pouring of wharf platform elements. It is understood that materials will be barged to the site. Typically, operating machinery and plant will be stored in Laydown Area 2 as notated as Heritage Setting No 526, and vehicle storage at the Slipway as associated with Heritage Setting No 501 for the Beach Road Bridge.

6.3. Effects Assessment

Akaroa Wharf

The removal of the Wharf and Abutment will have an irreversible effect on the Heritage significance of the Akaroa Wharf. The physical presence of that structure, which has existed for 136 years since 1888, will cease to be. The layers of changes including all the repairs, additional fittings and the patina of age of metal and timber surfaces will be removed.

The new Wharf will introduce new materials given that concrete largely replaces the existing timber structure. The colour, texture and feel underfoot will change from the uneven surface of the existing timber decking to a smoother more consistent concrete surface.

The way the Wharf connects to the land will change. The existing asphalt surface on the Abutment, which acts like an extension of the Beach Roadway, extends out into the sea giving way to a light-weight timber structure. The timber decking is in-part laid so that you can see the water beneath the Wharf. The proposed concrete Wharf will begin at the MHWS mark and have a concrete surface for much of the length of the wharf. With a section at the beginning and end having timber decking. The existing level transition from Beach Road to the existing Abutment and timber Wharf section will be replaced by a new concrete surface from the MHWS mark that ramps up 500 – 600mm to a higher-level concrete concourse.

The concrete parapet wall that includes the 1888 marble plaque is also vulnerable to construction traffic and has the potential to be affected by the demolition and construction of the new Wharf.

It is concluded that there will be a permanent adverse effect on historic heritage values. The magnitude of that effect is more than minor but is not considered to reach the threshold of being significant. The City Council Statement of Significance [Section 5.1, Attachment A] records high associative values (*Historical and Social Value*, *Cultural and Spiritual Value*, and *Contextual Value*) for the wharf in this prominent location and in reinforcing the town's identity with its maritime heritage. These intangible heritage values will remain with a replacement wharf of the same scale, shape and location as the existing wharf, albeit with little or the associated heritage fabric and values associated with the 1888 Wharf.

Heritage Settings and associated Heritage Items

¹⁵ Recorded as 'High Significance'. Origin Consultants. Attachment C.

The construction process, both demolition and new construction will have an impact, albeit temporarily, on the Wharf Setting and neighbouring Heritage items. The use of the proposed Vehicle Storage area on the slipway to the south of the Beach Road Bridge has the potential, unless carefully managed, to damage the heritage fabric of the bridge.

In a similar manner, the Heritage listed items that are adjacent to the entry to the Wharf will potentially be impacted by the demolition and construction of the new Wharf. The Britomart reserve and Canon, together with the Wharfingers Office sit alongside the approach to the Wharf and may be impacted by construction vehicle movement, ground vibration, and dust and debris. The Fisherman's Rest is slightly removed from the Wharf Setting as is a Heritage listed Building (item # 1036) located on the opposite side of Beach Road, however both buildings have the potential to be impacted by the new construction in terms of vibration and dust.

It is not considered that the sealed areas upon which material will be stored or transported contains heritage fabric of any specific importance or value. It has been assumed that surfaces will be reestablished at the completion of construction works.

Whilst there is a **low potential** for disturbance or damage to specific features of fabric associated with the Beach Road Bridge, or associated Heritage Items and Heritage Setting 526. Any damage or destruction would be permanent and result in a more than minor adverse effect. This potential can be further reduced to acceptable levels through the application of Temporary Protection Plans (TPPs) as mitigation as discussed below.

7. PROPOSED MITIGATION

Akaroa Wharf

When an item like the Akaroa Wharf is completely removed and replaced by a new structure, any associated mitigation measures cannot fully make up for the loss of Heritage fabric and its significance.

However, there are a number of modest measures that could be taken that lessen the impact of the total replacement proposal.

The first is to salvage any of the usable timber from the Wharf and look to incorporate some of this in the new design. Suggestions have included using large section timbers for seats, decking timbers for guard rail barriers or insets in the new concrete deck where construction joints are required. The remaining salvaged timber, which there is potentially a large quantity of, could be used by the local institutions or contractors for infrastructure projects e.g.: School playgrounds. Local residents might also find a use for the ground durable hardwood.

Other items that can potentially be salvaged include all the iron fittings currently connected to the Wharf. These include steel ladders, cleats for tying up vessels, bolts, metal caps and one cast iron service cover (*Fig 10*).



Figure 11: Service cover (Author)

Some of these fittings could be reused on the Wharf. The cast iron Fire point cover dating from the 19th Century and manufactured in Scotland is one such item that might be used as a services access point. Any remaining unusable fittings should then be offered to the Akaroa Museum for their collection and in turn offered to local residents as a piece of memorabilia from their Wharf.

It is therefore recommended that a Condition be volunteered as associated with a Historic Heritage Plan (HHP). The purpose of the HHP is to:

- (1) identify those features and materials from the 1887 Akaroa Wharf and abutment which are proposed for salvage (including but not limited to the cast iron Fire point cover, and a section of timber for reuse within the new wharf) and demonstrate how these may be reused or installed into the replacement wharf;
- (2) identify the timeframe and methodology for the removal, storage and installation of materials within the replacement wharf.

Another way to mitigate the loss of the existing Akaroa Wharf is to record the work as it proceeds prior to demolition, during construction and upon completion. This provides a lasting record of what

the Wharf once looked like and records the history making process of its replacement. It may be appropriate to create an interpretive panel using some of this photographic record, so there is a pictorial reminder of the Wharf and the story it played in the development of Akaroa.

It is therefore recommended that a Condition be volunteered as associated with providing a Photographic Record as consistent with the Christchurch City Council's template requirements (photo locations, descriptions and records) at the cessation of works.

Subject to mitigation, the magnitude of adverse effects remains as more than minor, but not significant.

Heritage Settings and associated Heritage Items

Neighbouring Heritage listed items to be considered in terms of mitigating potential risks and impacts. Despite existing wooden bollards, the Beach Street Bridge will need additional protection during construction works to avoid any mechanical damage by construction vehicles. Vehicle weight limits will need to be adhered to, and regular monitoring of the vulnerable fabric (abutments and walls) and any protection measures needs to occur.

The Britomart Reserve and Canon including the metal link barrier should be protected with physical hoardings and a modest exclusion zone (of a minimum of 500mm) to avoid potential construction activity damage. The Wharfingers Office should also be protected where adjacent to construction areas.

The Fisherman's Rest structure and the commercial Building at 81 Beach Road will be expected to sit outside the construction zone, but they too will need to be monitored regularly to ensure they are not exposed to any damaging effects of the construction process.

In terms of relevant assessment matters in the CDP, the following is acknowledged:

- Works within the settings will be temporary, as associated with demolition and construction works associated with the main Wharf. No works or storage is proposed as associated with any defining characteristic or material heritage fabric associated with these heritage items or settings. At the completion of works the settings will be returned to their existing condition. *Assessment Matter 9.3.6.1(j)*.
- A recommended TPP Is proposed. *Assessment Matter 9.3.6.1(k)*.
- Associated works and occupation of the respective Heritage settings will restrict public use and views during the construction period. These are an anticipated aspect of a construction project such as proposed. It is understood that the community has been comprehensively engaged with in terms of the project, and this will not be unexpected. *Assessment Matter 9.3.6.1(n)*.

It is therefore recommended that a Condition be volunteered specifying the preparation and implementation of a Temporary Protection Plan as associated with demolition and construction works, including the use of Laydown Area 2 and the Vehicle Storage area and vehicle movements through the Beach Road Bridge. The purpose of the TPP is to:

- (1) identify potential risks and outline and implement mitigation measures to safeguard adjoining heritage fabric during the demolition of the 1888 Akaroa wharf and abutment and construction of the replacement wharf, ensuring the avoidance of damage or loss of significance for adjoining historic heritage including the notated heritage setting and heritage items within and adjoining Britomart Reserve, and the protection of the Beach Road Bridge.

Subject to the TPP, it is considered that any residual risk to associated Heritage items and settings will be negligible.

8. SUMMARY AND CONCLUSION

The identity of Akaroa is connected to the harbour and ocean. Akaroa is seen, experienced and remembered as a Seaside town. The existing Wharf is a link in that connection. It has existed in its present form and location for 136 years. Generations have used the Wharf as a public utility for trade and transport. More recently it has become the gateway for international Cruise ship visitors, continuing a tradition as a tourist destination where the Wharf formed the threshold and welcome mat to visitors.

The current Wharf replaced an earlier Jetty built in 1850 which stood alongside the current structure at the end of Church St. For over 50 years, between the 1880s and 1930s, the old Jetty (renamed Fisherman's Wharf) sat alongside the new 1888 Wharf.

In that tradition of upgrading and replacing public utilities, the current Wharf is to be replaced by the next 'new' Wharf, notably it is understood to be unreasonable or practical to restore the existing wharf for a design life of the next 100 years. Given that the most practical location is on the site of the existing Wharf, there will not be a period of transition where the old is replaced by the new. It will be dramatic with the existing structure and Abutment largely deconstructed and removed.

The new Wharf will be of a similar length and width of the existing structure. The pile set-out will be less and it will be constructed of concrete. The look and feel of the new Wharf will be different to the existing timber Wharf. The Abutment will be largely replaced and the new Wharf will sit 500-600mm above the existing Wharf level. This is being done in response to rising sea-level and increased storm swells.

The proposed Wharf can at one level be considered a replacement. It will become the new Akaroa Wharf. In the tradition of the Ship of Theseus paradox, this proposal will have new piles and a new deck, together with a new Abutment, The Sheds remain, the crane is replaced, and a new pontoon is brought up alongside, but it is still the Akaroa wharf.

While I acknowledge the almost complete loss of tangible heritage significance the Wharf holds, I can also appreciate that public utilities like the Wharf have a limited lifespan and that changing conditions can require total replacement, just as would be the case with a bridge or a section of roadway.

I also understand that the wharf has changed over its lifetime as a response to changing needs. There is a sense of longevity that tells of those 136 years, as items age or were added to the original Wharf. Materials also weather adding a physical patina, providing more visual clues to the history of the structure. When the Wharf was constructed as a replacement for the 1850s Jetty, elements including a part of the Goods Shed, were moved to the new 1888 Wharf. While these were done probably for purely pragmatic and economic reasons, there is an opportunity to reuse some of the fittings on the existing Wharf on the new structure. This process could include useable Hardwood timber for seats and balustrades, and metal cover plates for accessing new utilities.

In summary the replacement of the Akaroa Wharf including the Abutment amounts to a complete replacement with the associated loss of the Heritage significance attributed to the existing structure.

That loss is connected to the tangible value of the physical material that make up the existing Wharf.

The proposal is to construct a new Wharf in much the same location. It will be constructed of different materials, have an altered landward connection and be set higher from the water than the existing Wharf.

However, it will become the new Akaroa Wharf and continue the tradition of a functional public utility that connects the township to the Sea. In that sense it will inherit the intangible heritage values of the two previous wharfs. This transition from existing to new Wharf will be sudden compared to that between the 1850 and 1888 structures but can be softened using fittings and materials that retain a tangible link with the past.

It is considered that the adverse effects on historic heritage, and in conjunction with the proposed mitigation, will be more than minor, but would not reach the threshold of significant.

In terms of a consideration against the relevant statutory framework, I note the following:

- (a) The test of '*appropriateness*' in terms of the directive to protect historic heritage extends beyond just the heritage discipline and requires consideration against broader considerations. In terms of heritage, and as reliant on the engineering assessment it is concluded that heritage fabric would be diminished regardless of the demolition proposed. This would occur through either maintenance, or as identified the inevitable deterioration of the structure. It is acknowledged that this is not an instance of demolition by neglect as both the engineering reports and Draft Conservation Plan identify a consistent approach to maintenance as funded by the Christchurch City Council.
- (b) In terms of the RCEP, it is concluded that the adverse effects on heritage values does not reach the threshold of being *significant*, regardless it is considered that replacement is a *special or unique* circumstance.
- (c) As associated with the removal of sections of the abutment, these works are integrated with the overall wharf replacement. The heritage values of the abutment alone would not achieve the threshold of significance for protection in the CDP (Policy 9.3.3.2.8 matters (ii) and (iv)), and it is also acknowledged that the wharf as a whole is rated as 'significant' – Group 2 (matter (v)).
- (d) Volunteered conditions with any resource consent are recommended to arrest any residual adverse effects associated with heritage fabric, and to provide appropriate guidance and protection for construction works within the associated Heritage settings.



Akaroa Wharf 2024

W Fulton

Team Architects ChCh Limited

M ICOMOS

FNZIA

Attachment A: Akaroa Historic Area (list #7443)

Heritage New Zealand-Pouhere Taonga

Status¹⁶

Listed

List Entry Status

Historic Area

Access

Private/No Public Access

List Number

7330

Date Entered

6th September 1996

Date of Effect

6th September 1996

City/District Council

Christchurch City

Region

Canterbury Region

Extent of List Entry

The area comprises the foreshore of French Bay (from Rue Brittain) inclusive of Red House Bay, Akaroa. The area encompasses the road reserve which runs around the foreshore, including the area 300m out from the high tide mark. Where the road reserve no longer follows the coast the area continues at an equivalent width of the road reserve or for those properties in private ownership 300m out to sea from the legal boundaries.

Significance

Why is this place significant?

Cultural Significance

This historic area was registered under the Historic Places Act 1993. The following text is from the original Recommendation for Registration report considered by the NZHPT Board at the time of registration. Cultural/Spiritual: There are many cultural and spiritual associations connected with Akaroa. The most significant of these are the Ngati Toa massacre of Kai Tahu and the French/English imperial clash. Te Rauparaha, the Nanto-Bordelaise Company and the French Navy (which had a ship on station for 6 years) feature in the history of the area and add to the mystique of this settlement.

¹⁶ Source: <https://www.heritage.org.nz/list-details/7330/Akaroa%20Waterfront%20Historic%20Area#location>

Attachment B: Statement of Significance
Christchurch District Plan

DISTRICT PLAN – LISTED HERITAGE PLACE
HERITAGE ASSESSMENT – STATEMENT OF SIGNIFICANCE
AKAROA MAIN WHARF AREA - BEACH ROAD, AKAROA

Akaroa's **Main Wharf (1888)** was a major economic gateway until the mid twentieth century, and remains a central feature of the town. In the Edwardian period it also became the focus of beautification efforts undertaken by the Borough Council and residents in response to a growing awareness of Akaroa's history, the growth of tourism and an increase in civic pride. These civic improvements included the **Britomart Cannon (1908)** in the new Britomart Reserve, a new **Wharfinger's Office (1910)** and weighbridge, and ***The Fisherman's Rest Shelter (1910)***, which incorporated an earlier memorial bench to Captain J. H. Thomas (1905), an old Akaroa identity.

**DISTRICT PLAN – LISTED HERITAGE PLACE
HERITAGE ASSESSMENT – STATEMENT OF SIGNIFICANCE
HERITAGE ITEM NUMBER 1137
*MAIN WHARF AND SETTING -
BEACH ROAD, AKAROA***



PHOTOGRAPH : JOHN WILSON, 2009 UPDATE IMAGE

HISTORICAL AND SOCIAL SIGNIFICANCE

Historical and social values that demonstrate or are associated with: a particular person, group, organisation, institution, event, phase or activity; the continuity and/or change of a phase or activity; social, historical, traditional, economic, political or other patterns.

Akaroa's Main Wharf has high historical and social significance for its on-going role over 125 years as a major economic portal for the town. Until well into the twentieth century, the majority of goods and people arrived in and departed from the town by sea. Latterly the wharf has supported Akaroa's commercial fishing and tourism industries.

Akaroa was declared a 'Port of Entry' in 1842, but did not possess a proper public jetty until the Provincial Government constructed a facility off the end of Church St in 1859. Its replacement, the present Main Wharf, was constructed by the Borough Council in 1887-88 after central government had passed legislation permitting it to provide loans to local bodies for important public works. A plaque set at the base of the wharf record the opening by Mayor William Tosswill in August 1888. The old wharf nearby was popular with fishermen but became dilapidated and was demolished in the early 1930s.

The primary purpose for which the Main Wharf had been constructed – coastal shipping – gradually declined through the first half of the twentieth century as road travel became a viable

option. At the same time however, the wharf became more important for both commercial fishing and recreational boating. Currently the wharf is utilized mainly as a dock for tourist boats and cruise ship tenders.

CULTURAL AND SPIRITUAL SIGNIFICANCE

Cultural and spiritual values that demonstrate or are associated with the distinctive characteristics of a way of life, philosophy, tradition, religion, or other belief, including: the symbolic or commemorative value of the place; significance to Tangata Whenua; and/or associations with an identifiable group and esteemed by this group for its cultural values.

The Main Wharf has cultural significance as one of Akaroa's defining features. For visitors and locals alike, the wharf is a central part of the experience of the seaside town. No tourist visit to Akaroa would be considered complete without wandering down the length of the wharf. The wharf also commemorates the former coastal shipping and fishing industries and those who worked in them. Both industries once played a major role in Akaroa's economy, but are now largely defunct.

ARCHITECTURAL AND AESTHETIC SIGNIFICANCE

Architectural and aesthetic values that demonstrate or are associated with: a particular style, period or designer, design values, form, scale, colour, texture and material of the place.

Although a utilitarian structure, the Main Wharf has architectural and aesthetic significance as one of the more prominent features in Akaroa. It was designed by local engineer W. D. Wilkins. Wilkins migrated to Auckland in 1868 and moved to Akaroa in 1874 where he became the County Clerk and established the engineering, auctioneer and surveyor firm of W. D. Wilkins and Sons. Although the wharf itself has been maintained and upgraded through the years, it still possesses its essential form. The 1888 wharf shed (which may have been relocated from the earlier wharf) remained little altered until the second half of the twentieth century when it was extended and a terminal building added alongside. These new structures maintain the shed aesthetic, and while altering the original appearance of the wharf are testament to the ongoing use and history of the wharf.

TECHNOLOGICAL AND CRAFTSMANSHIP SIGNIFICANCE

Technological and craftsmanship values that demonstrate or are associated with: the nature and use of materials, finishes and/or technological or constructional methods which were innovative, or of notable quality for the period.

The Main Wharf has technological and craftsmanship significance as a good example of late nineteenth century civil engineering. It provides evidence of the design and construction techniques employed by engineers of the time in building a large scale wharf structure. The iron components were cast in England from drawings detailed by the engineer. The piles required specific supervision as some were 53 feet in length and weighed 2½ tons. The first 100 ft of the wharf is a rubble quay with a neat concrete parapet down one side; the remaining 500 ft was originally constructed of specially imported hard-wearing Australian timbers, locally milled totara and British ironwork. It was a particular point of pride at the opening that the engineer and contractor were both Peninsula-based.

CONTEXTUAL SIGNIFICANCE

Contextual values that demonstrate or are associated with: a relationship to the environment (constructed and natural), a landscape, setting, group, precinct or streetscape; a degree of consistency in terms of type, scale, form, materials, texture, colour, style and/or detail;

recognised landmarks and landscape which are recognised and contribute to the unique identity of the environment.

The Main Wharf has contextual significance in relation to its site, setting and wider context. The wharf is located in the marine coastal environment, opposite the end of Church Street off Beach Road, in what was and still is the main commercial area of Akaroa. The setting, which is encompassed by the Akaroa Main Wharf Heritage Place, includes a number of places which relate to the functioning of the wharf and its place as a tourism hub. These are the former Warfingers Office, *The Fisherman's Rest* Shelter and Seat, and the *Britomart* reserve and cannon. The wider context of the wharf includes the former Shipping Company Office in Church Street, the former Custom's House in Rue Balguerie and the Akaroa Lighthouse further down Beach Road.

ARCHAEOLOGICAL AND SCIENTIFIC SIGNIFICANCE

Archaeological or scientific values that demonstrate or are associated with: the potential to provide information through physical or scientific evidence an understanding about social historical, cultural, spiritual, technological or other values of past events, activities, structures or people.

The Main Wharf and its setting are of archaeological significance because they have the potential to provide archaeological evidence relating to past building construction methods and materials, and human activity on the site, including that which occurred prior to 1900. Given the significance of the site to early Maori and early European settlement, the wharf and its environs have the potential to provide marine archaeological evidence.

ASSESSMENT STATEMENT

Akaroa's Main Wharf is of high heritage significance to the Christchurch district including Banks Peninsula. The wharf has historical and social significance as for its on-going role as the town's economic portal; supporting imports, exports, fishing and tourism for over a century. The wharf has cultural significance as a defining feature of the town and a key part of the maritime experience of Akaroa. It also has cultural significance for its role in commemorating historic marine commerce and its participants. The wharf's cultural importance is increasing as traditional public access to working wharves becomes increasingly difficult in most centres. The wharf has architectural and aesthetic significance as a well-preserved Victorian wharf, and as an Akaroa landmark, visible from many parts of the town. The wharf has technological and craftsmanship significance as a good example of late nineteenth century civil engineering. The wharf has contextual significance in relation to the many surviving features in the immediate vicinity and in a wider Akaroa context that relate to nineteenth and early twentieth century marine commerce, and to tourism in the same period.

REFERENCES:

CCC Heritage File: Beach Rd *Main Wharf*

Akaroa Mail and Banks Peninsula Advertiser 24 August 1888, p. 2

REPORT DATED: 24/03/14 **UPDATED:** 19/12/14

PLEASE NOTE THIS ASSESSMENT IS BASED ON INFORMATION AVAILABLE AT THE TIME OF WRITING. DUE TO THE ONGOING NATURE OF HERITAGE RESEARCH, FUTURE REASSESSMENT OF THIS HERITAGE ITEM MAY BE NECESSARY TO REFLECT ANY CHANGES IN KNOWLEDGE AND UNDERSTANDING OF ITS HERITAGE SIGNIFICANCE.

PLEASE USE IN CONJUNCTION WITH THE CCC HERITAGE FILES.

**DISTRICT PLAN – LISTED HERITAGE PLACE
HERITAGE ASSESSMENT – STATEMENT OF SIGNIFICANCE**

HERITAGE ITEM NUMBER 1201
CANNON AND SETTING - 82 BEACH ROAD, AKAROA



PHOTOGRAPH : ROSEMARY BAIRD, 2013

HISTORICAL AND SOCIAL SIGNIFICANCE

Historical and social values that demonstrate or are associated with: a particular person, group, organisation, institution, event, phase or activity; the continuity and/or change of a phase or activity; social, historical, traditional, economic, political or other patterns.

The *Britomart* Reserve Cannon has historical and social significance for its association with the growth at the turn of the last century of an awareness of Akaroa's distinctive history, and with the rise of tourism in the same period – and more particularly, the participation of Banks Peninsula communities in the Christchurch exhibition in 1906-07.

One of the 'founding legends' of Akaroa is the so-called race between British warship *HMAS Britomart* and the French settlers and navy personnel aboard the *Aube* and *Compte de Paris* to assert national sovereignty in Akaroa in 1840. By the turn of the century, an appreciation was growing of Akaroa's unique colonial history, and the historical committee charged with assembling Banks' Peninsula's contribution to the 1906-07 Exhibition in Christchurch requested of Admiralty that they lend some *Britomart* items. To the committee's disappointment, the Imperial Authorities shipped a 6 pound bronze gun and travelling carriage, and some other small arms of the type that the *Britomart* carried, rather than anything from the ship itself. After the Exhibition these items were presented to Akaroa. The gun was placed in the newly-created *Britomart* Reserve at the foot of the Main Wharf in 1908; the fact that the gun probably did not come from the *Britomart* seems to have been conveniently forgotten. Together with a few tripods, the gun provided an object of historical interest for the tourists who

were beginning to frequent the town in this period. Social and economic change at the end of the nineteenth century saw ordinary New Zealanders have sufficient leisure and money in their pockets to take holidays away for the first time. Located close to Christchurch, picturesque Akaroa was well-situated to take advantage of this trend, and many hotels and guest houses were built.

CULTURAL AND SPIRITUAL SIGNIFICANCE

Cultural and spiritual values that demonstrate or are associated with the distinctive characteristics of a way of life, philosophy, tradition, religion, or other belief, including: the symbolic or commemorative value of the place; significance to Tangata Whenua; and/or associations with an identifiable group and esteemed by this group for its cultural values.

The *Britomart* Reserve Cannon has cultural significance as evidence of a growing awareness of and pride in the unique history of Akaroa at the turn of the last century and a desire to commemorate that history. It also shows a growing awareness of the role that that history played in attracting tourists to the town. Though the cannon has no direct link to the event it commemorates, it and the reserve it is situated in have now represented that event for tourists and townspeople for over a century.

ARCHITECTURAL AND AESTHETIC SIGNIFICANCE

Architectural and aesthetic values that demonstrate or are associated with: a particular style, period or designer, design values, form, scale, colour, texture and material of the place.

The *Britomart* Reserve Cannon has aesthetic significance as part of an early twentieth century effort by the Akaroa Borough Council and the Akaroa Beautifying Society (1907-12) to improve the appearance of the waterfront. When the cannon was offered back to Akaroa at the end of the 1907 Christchurch Exhibition, it provided an opportunity for the Beautifying Society to develop the *Britomart* Reserve with its chain-link fence, shrubs and cannon. The Wharfinger's Office and *Fisherman's Rest* Shelter were also part of this broad beautification endeavour.

TECHNOLOGICAL AND CRAFTSMANSHIP SIGNIFICANCE

Technological and craftsmanship values that demonstrate or are associated with: the nature and use of materials, finishes and/or technological or constructional methods which were innovative, or of notable quality for the period.

The *Britomart* Reserve Cannon has technological and craftsmanship significance as an authentic piece of royal navy ordinance from the early nineteenth century. The 6 pound S. B. bronze gun was manufactured by Kinsman & Sons of London in 1808.

CONTEXTUAL SIGNIFICANCE

Contextual values that demonstrate or are associated with: a relationship to the environment (constructed and natural), a landscape, setting, group, precinct or streetscape; a degree of consistency in terms of type, scale, form, materials, texture, colour, style and/or detail; recognised landmarks and landscape which are recognised and contribute to the unique identity of the environment.

The *Britomart* Reserve Cannon has contextual significance in its setting and within its wider context. The cannon is located in a small vegetated triangular reserve on the waterfront to the south of the Main Wharf. The reserve is named for the cannon and the event with which it was supposedly associated. The cannon and its reserve are elements in the Akaroa Main Wharf

Heritage Place, which contains the Wharf itself, and other items of early twentieth century waterfront civic improvement in its vicinity such as the new Wharfinger's Office and the *Fisherman's Rest* shelter and seat. Within the cannon's wider context are other items which commemorate the early history of the town such as the French Landing Site, two sets of whaling tri-pots and particularly the *Britomart* Memorial at Greens Point, which commemorates the same event.

ARCHAEOLOGICAL AND SCIENTIFIC SIGNIFICANCE

Archaeological or scientific values that demonstrate or are associated with: the potential to provide information through physical or scientific evidence an understanding about social historical, cultural, spiritual, technological or other values of past events, activities, structures or people.

The *Britomart* Reserve Cannon and its setting are of archaeological significance because they have the potential to provide archaeological evidence relating to past building construction methods and materials, and human activity on the site, including that which occurred prior to 1900. The site of the *Britomart* Reserve was one of the busiest areas of the Akaroa foreshore in the 1840s, and was in use for storage until it was cleared for beautification in 1907-08.

ASSESSMENT STATEMENT

The *Britomart* Reserve Cannon is of heritage significance to the Christchurch district including Banks Peninsula. The cannon has historical, social and cultural significance for its association with the rise of an awareness of Akaroa's distinctive history at the turn of the century, and a desire to represent that history for the edification of residents and an emerging tourist industry. It also has cultural and aesthetic significance as part of an initiative by the Borough Council and Akaroa's Beautifying Society to clean up and re-present the town for the benefit of the tourists. The *Britomart* Reserve Cannon has aesthetic significance as part of an early twentieth century effort by the Akaroa Borough Council and the Akaroa Beautifying Society (1907-12) to improve the appearance of the waterfront. The *Britomart* Reserve Cannon has technological and craftsmanship significance as an authentic piece of royal navy ordinance from the early nineteenth century. The 6 pound S. B. bronze gun was manufactured by Kinsman & Sons of London in 1808. The cannon has contextual significance in relation to the other items and features of early twentieth century beautification efforts in Akaroa – particularly those in close proximity to the Main Wharf - and in relation to the other commemorative items unveiled in the township in the same period. The *Britomart* Reserve Cannon and its setting are of archaeological significance because they have the potential to provide archaeological evidence relating to past building construction methods and materials, and human activity on the site, including that which occurred prior to 1900.

REFERENCES:

CCC Heritage File: Beach Rd Britomart Reserve Cannon

REPORT DATED: 24/03/14 UPDATED: 19/12/14

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**DISTRICT PLAN – LISTED HERITAGE PLACE
HERITAGE ASSESSMENT – STATEMENT OF SIGNIFICANCE
HERITAGE ITEM NUMBER 1033
*WHARFINGER'S OFFICE AND SETTING -
BEACH ROAD, BETWEEN CHURCH-BRUCE, AKAROA***



PHOTOGRAPH : BRENDAN SMYTH, 2014

HISTORICAL AND SOCIAL SIGNIFICANCE

Historical and social values that demonstrate or are associated with: a particular person, group, organisation, institution, event, phase or activity; the continuity and/or change of a phase or activity; social, historical, traditional, economic, political or other patterns.

The Warfinger's Office has historical and social significance as a reminder of the central role that the port played in the economy of Akaroa well into the twentieth century, and of the rise of Akaroa as a popular tourist destination at the turn of the nineteenth century.

The 'wharfinger' was the council official who had responsibility for administering the wharf. Akaroa's first wharfinger was merchant Edward Latter. In 1860 he erected a store adjacent to the new Government Wharf at the foot of Church Street where he stored cheese and timber prior to export. In return for occupying this prime site on government land, Latter was also charged with collecting wharf dues.

By the early twentieth century Latter's former building was in poor condition and inconveniently located – a new principal wharf having been constructed nearby in 1888. In 1908 the Borough Council's Wharves Committee decided to build a new wharfinger's office, weighbridge and a matching seat shelter. The structures were completed by the end of 1910, and the old office was demolished. Akaroa's wharfinger from the 1880s through to about 1910 was Henry

Robinson. Robinson, who lived at 16 Aubrey Street South (a Notable heritage building in the Banks Peninsula District Plan), also served as the borough's returning officer and auditor, and was a prominent auctioneer in the town.

Wharf rates were calculated partly on the basis of weight, so carters were weighed as they went to and from the wharf. At the time the wharfinger's office and weighbridge were constructed most goods still entered and left Akaroa by sea. By the end of WWII however most goods were travelling by road, so the weighbridge was removed. The Wharfinger's Office itself appears to have fallen from use in the early 1930s and was used subsequently as a school dental clinic and the office of a chartered accountant before becoming a shop – a use it still retains.

The Wharfinger's Office is also a reminder of the growing importance of tourism for Akaroa from the turn of the nineteenth century. In this period, the working conditions of urban New Zealanders improved significantly. This meant there was much more opportunity for leisure activities such as holidays. The proximity of Akaroa to Christchurch, allied with its obvious charms, meant that the town became a popular resort. This popularity led to the Akaroa Borough Council undertaking a number of civic improvements in the early twentieth century. The new Wharfinger's Office was one of these beautification measures. It was designed as an ornamental building that would project an appropriately 'seaside resort' image.

CULTURAL AND SPIRITUAL SIGNIFICANCE

Cultural and spiritual values that demonstrate or are associated with the distinctive characteristics of a way of life, philosophy, tradition, religion, or other belief, including: the symbolic or commemorative value of the place; significance to Tangata Whenua; and/or associations with an identifiable group and esteemed by this group for its cultural values.

The Wharfinger's Office has cultural significance for the manner in which it commemorates the former coastal shipping and fishing industries in Akaroa, and those who worked in them. It also has cultural significance for its connection with a rise in civic pride that was associated with the growth of the tourist trade at the turn of the nineteenth century.

Coastal shipping and fishing once played a significant part in Akaroa's economy and employed a number of the town's residents. Both industries are now largely defunct however. The former Wharfinger's Office remains to commemorate the trade once transacted at Akaroa's Main Wharf.

A significant growth in tourism from the end of the nineteenth century both fostered civic pride amongst Akaroa's residents and made them aware of the need to improve the appearance of their town to cater to the new industry. A beautifying association was formed in 1907, and although it only lasted until 1912, it made significant improvements to the wharf reserve, amongst other sites. When the borough council decided in 1908 to replace the wharfinger's office, they also went to some effort to have a building designed that would ornament the waterfront and project an appropriately 'seaside resort' image. The nearby commemorative seat to Captain Thomas was also provided with a matching shelter, known as *The Fisherman's Rest* at the same time.

ARCHITECTURAL AND AESTHETIC SIGNIFICANCE

Architectural and aesthetic values that demonstrate or are associated with: a particular style, period or designer, design values, form, scale, colour, texture and material of the place.

The Wharfinger's Office has architectural and aesthetic significance as part of a broader initiative by the Akaroa Borough Council and the town's citizens to beautify their town and give it the ambiance of a seaside resort. It also has significance as a building by prominent Christchurch architectural practice Collins and Harman.

When in 1908 the council decided to replace the existing wharfinger's office, they also took it as an opportunity to augment the beautification measures that they and the town's beautifying association were undertaking at that time. To ensure that they got something appropriately ornamental and cosmopolitan, the council decided to commission prominent Christchurch architectural firm Collins and Harman to design the diminutive office and an adjacent seat shelter. Collins and Harman introduced an Arts and Crafts pavilion aesthetic into the structures, with the pebble-dashed office having a half-timbered effect and a slightly flared roof of exotic Marseille tiles – with their implied suggestion of the Mediterranean. The Wharfinger's Office and *The Fisherman's Rest* shelter set the aesthetic tone for future town improvements. The Powerhouse (1911 and later), the waterfront Post Office (1915) and Women's Rest Room (1930) are all designed in a similar style.

The firm that later became Armson, Collins and Harman was established by William Barnett Armson in 1870. After serving his articles with Armson, John James Collins (1855-1933) bought the practice after the former's death in 1883 and took Richard Dacre Harman (1859-1927) into partnership four years later. In the early years of the twentieth century, Armson, Collins and Harman became one of Christchurch's leading architectural practices. Notable examples of the firm's work included the Christchurch Press Building (1909), the Nurses Memorial Chapel at Christchurch Public Hospital (1927), and many of the buildings at Canterbury College. In 1928 the firm's name was simplified to Collins and Harman. The firm continued until 1993 as Collins Architects. At the time of its demise, it was one of the two oldest architectural firms in New Zealand.

TECHNOLOGICAL AND CRAFTSMANSHIP SIGNIFICANCE

Technological and craftsmanship values that demonstrate or are associated with: the nature and use of materials, finishes and/or technological or constructional methods which were innovative, or of notable quality for the period.

The Wharfinger's Office has technological and craftsmanship significance as it appears to have introduced the new materials and techniques of roughcast and Marseille tile to Akaroa. The Wharves Committee decided that they wanted the new office and associated shelter to be distinctive structures. Unsure that local tradesmen would be able to give them something appropriately ornamental, the committee decided to advertise the tender in the Christchurch papers. Collins and Harman introduced an Arts and Crafts pavilion aesthetic, with a material palette of pebbledash and Marseilles tile. This would appear to be the first time that these materials were employed in Akaroa, although they were used frequently from this time onwards.

CONTEXTUAL SIGNIFICANCE

Contextual values that demonstrate or are associated with: a relationship to the environment (constructed and natural), a landscape, setting, group, precinct or streetscape; a degree of consistency in terms of type, scale, form, materials, texture, colour, style and/or detail; recognised landmarks and landscape which are recognised and contribute to the unique identity of the environment.

The Wharfinger's Office has contextual significance in relation to its setting and wider context. The Office is an element in the Main Wharf Heritage Place, a setting which (in addition to the wharf) contains associated items of early twentieth century waterfront civic improvement such as *The Fisherman's Rest* seat and shelter and the *Britomart* Cannon. The wider context of the Wharfinger's Office are those items, structures and buildings placed or constructed along the broader Akaroa seafront in the early twentieth century with the object of improving its appearance and adding points of interest. These include tri-pots, a chain-link fence, the Post Office, the war memorial and the Plunket Rooms.

ARCHAEOLOGICAL AND SCIENTIFIC SIGNIFICANCE

Archaeological or scientific values that demonstrate or are associated with: the potential to provide information through physical or scientific evidence an understanding about social historical, cultural, spiritual, technological or other values of past events, activities, structures or people.

The Wharfinger's Office and its setting are of archaeological significance because they have the potential to provide archaeological evidence relating to past building construction methods and materials, and human activity on the site, including that which occurred prior to 1900.

ASSESSMENT STATEMENT

The Wharfinger's Office is of overall heritage significance to the Christchurch district including Banks Peninsula. The Office has historical and social significance as a reminder of the central role that the port played in the economy of Akaroa well into the twentieth century, and of the rise of Akaroa as a popular tourist destination at the turn of the nineteenth century. The Office has cultural significance for the manner in which it commemorates the former coastal shipping and fishing industries in Akaroa, and those who worked in them. It also has cultural significance for its connection with a rise in civic pride that was associated with the growth of the tourist trade. The Office has architectural and aesthetic significance as part of a broader initiative by the Akaroa Borough Council and the town's citizens to beautify their town and give it the ambience of a seaside resort, and as a building by prominent Christchurch architectural practice Collins and Harman. The Office has technological and craftsmanship significance as it appears to have introduced the new materials and techniques of roughcast and Marseille tile to Akaroa. The Office has contextual significance in relation to the setting of the Main Wharf Heritage Place, and within the wider context of the other remaining elements of early twentieth century beautification arrayed along the Akaroa seafront. The Wharfinger's Office and its setting are of archaeological significance because they have the potential to provide archaeological evidence relating to past building construction methods and materials, and human activity on the site, including that which occurred prior to 1900.

REFERENCES:

CCC Heritage File *Beach Rd (Weighbridge Building)*

REPORT DATED: 19/03/14 **UPDATED:** 22/12/14

PLEASE NOTE THIS ASSESSMENT IS BASED ON INFORMATION AVAILABLE AT THE TIME OF WRITING. DUE TO THE ONGOING NATURE OF HERITAGE RESEARCH, FUTURE REASSESSMENT OF THIS HERITAGE ITEM MAY BE NECESSARY TO REFLECT ANY CHANGES IN KNOWLEDGE AND UNDERSTANDING OF ITS HERITAGE SIGNIFICANCE.

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HERITAGE ITEM NUMBER 1202
***SEAT, SHELTER AND SETTING, THE FISHERMAN'S REST -
BEACH ROAD, BETWEEN CHURCH-BRUCE, AKAROA***



PHOTOGRAPH : R. BAIRD, 2013

HISTORICAL AND SOCIAL SIGNIFICANCE

Historical and social values that demonstrate or are associated with: a particular person, group, organisation, institution, event, phase or activity; the continuity and/or change of a phase or activity; social, historical, traditional, economic, political or other patterns.

The Fisherman's Rest shelter has historical and social significance for its connection with early Akaroa identity Captain Jeremiah Hughes Thomas (1815-1899) and the manner in which it signals the central role that the port played in the early development of Akaroa. It could also be understood to indicate the changing nature of New Zealand society at the turn of the century, where the first European settlers and the frontier society they created were perceived to be passing, and in need of commemoration.

Welsh-born Captain Thomas came to Canterbury in 1849 and commanded many coastal vessels during a long career. Towards the end of his life he settled in Akaroa where he was employed by the borough council as a lamp lighter. He died in 1899 after suffering an accident whilst lighting the wharf lamps.

In 1905 businessman William Henning suggested that seats be erected to the memory of recently deceased old identities. He started a collection for a seat commemorating the late Captain Thomas. Townsfolk gave generously, and the Borough Council consented to the seat being placed near the wharf.

In 1908 the Council's Wharves Committee decided to build a new wharf office, weighbridge and a matching seat shelter to shield Captain Thomas's seat from the elements. The structures were completed by the end of 1910. Research to date is not clear when the moniker

'The Fisherman's Rest' was attached to the shelter and seat but it is thought to relate to the shelter's location near the old wharf, otherwise known as Fishermen's Wharf, which was a popular fishing spot until it was removed in the 1930s.

CULTURAL AND SPIRITUAL SIGNIFICANCE

Cultural and spiritual values that demonstrate or are associated with the distinctive characteristics of a way of life, philosophy, tradition, religion, or other belief, including: the symbolic or commemorative value of the place; significance to Tangata Whenua; and/or associations with an identifiable group and esteemed by this group for its cultural values.

The Fisherman's Rest seat and shelter has cultural significance as a memorial to Captain J. H. Thomas, and more generally as a sign of an awareness in early twentieth century Akaroa that the colonial era and its people were passing into history. The seat and shelter also have significance for their association with the growth of the tourist industry in Akaroa at the turn of the century and an associated rise in civic pride.

From the late nineteenth century, the working conditions of urban New Zealanders improved significantly. This meant there was much more opportunity for leisure activities such as holidays. The proximity of Akaroa to Christchurch, allied with its scenic charms, meant that the town became a popular resort. As tourism increased in the borough, the citizens of Akaroa recognised the need to improve the appearance of their town. A beautifying association was formed in 1907, and although it only lasted until 1912, it made significant improvements to the wharf reserve, amongst other sites. William Henning's commemorative seats and the borough council's intentionally ornamental wharf office and matching seat shelter can be understood as part of the same Edwardian initiative to beautify the seaside town.

ARCHITECTURAL AND AESTHETIC SIGNIFICANCE

Architectural and aesthetic values that demonstrate or are associated with: a particular style, period or designer, design values, form, scale, colour, texture and material of the place.

The Fisherman's Rest seat and shelter have architectural and aesthetic significance as part of a broad initiative by the Akaroa Borough Council and the town's citizens to beautify their town and consciously give it a seaside resort ambiance.

The commemorative bench with its cast iron dragon legs (perhaps in appreciation of the Welsh heritage of Captain Thomas) was once one of several such benches arrayed along the waterfront. In replacing the existing wharf office, the council perceived an opportunity to augment existing improvements. To ensure that they got something appropriately cosmopolitan, rather than commission a local tradesman they had prominent Christchurch architectural firm Collins and Harman design the structures. Collins and Harman introduced an Arts and Crafts pavilion aesthetic, with (in the case of the shelter), board and batten cladding, pierced corbel brackets, and a slightly flared roof of Marseille tiles – an implied suggestion of the Mediterranean. The wharf office and the *Fisherman's Rest* shelter set the aesthetic tone for future town improvements; the waterfront Post Office (1915) and Plunket Rooms (1930) are (for example) designed in a similar idiom.

TECHNOLOGICAL AND CRAFTSMANSHIP SIGNIFICANCE

Technological and craftsmanship values that demonstrate or are associated with: the nature and use of materials, finishes and/or technological or constructional methods which were innovative, or of notable quality for the period.

The *Fisherman's Rest* shelter has technological and craftsmanship significance with the contemporary wharf office as these structures appear to have introduced a new palate of materials such as the Marseille tile to Akaroa. The Wharves Committee decided to advertise the tender for the Wharf Office and shelter in the Christchurch papers as they considered the new structures to be out of the ordinary, and were not sure that they local tradesmen could execute the work to their satisfaction. The cast iron 'dragon' legs of the Thomas memorial bench also exhibit the skill of the iron founder who cast them.

CONTEXTUAL SIGNIFICANCE

Contextual values that demonstrate or are associated with: a relationship to the environment (constructed and natural), a landscape, setting, group, precinct or streetscape; a degree of consistency in terms of type, scale, form, materials, texture, colour, style and/or detail; recognised landmarks and landscape which are recognised and contribute to the unique identity of the environment.

The *Fisherman's Rest* shelter and seat have contextual significance within their setting and wider context. The shelter and seat are elements in the Main Wharf Heritage Place, a setting which in addition to the wharf contains items of early twentieth century waterfront civic improvement in its immediate vicinity such as the seat and shelter and the former Wharf Office with which it is paired. The wider context of the shelter and seat are those items, structures and buildings placed or constructed along the broader Akaroa seafront in the early twentieth century with the object of improving its appearance and adding points of interest. These include tri-pots, a cannon, a chain-link fence, the post office, the war memorial and the Plunket Rooms.

ARCHAEOLOGICAL AND SCIENTIFIC SIGNIFICANCE

Archaeological or scientific values that demonstrate or are associated with: the potential to provide information through physical or scientific evidence an understanding about social historical, cultural, spiritual, technological or other values of past events, activities, structures or people.

The *Fisherman's Rest* shelter and seat and its setting are of archaeological significance because they have the potential to provide archaeological evidence relating to past building construction methods and materials, and human activity on the site, including that which occurred prior to 1900. The earlier Wharfinger's office and 1859 jetty stood nearby.

ASSESSMENT STATEMENT

The *Fisherman's Rest* seat and shelter have heritage significance for the Christchurch district including Banks Peninsula. They have historical and social significance for their role in commemorating Captain Jeremiah Thomas and Akaroa's colonial era, and more generally, the role of the port in Akaroa's development. The shelter has cultural significance as an expression of Edwardian civic pride, a phenomena particularly associated in Akaroa with the rise of tourism. The shelter and seat have architectural and aesthetic significance as part of a concerted effort by Akaroa citizens to improve the appearance of their town and give it a seaside aesthetic. They have technological and craftsmanship significance for the 'dragon' iron castings of the bench ends, and for what was probably the introduction of a new material

(Marseille tiles) to the town. The shelter and seat have contextual significance in relation to other elements of early twentieth century waterfront beautification in Akaroa – particularly the contemporary Wharfinger's Office – and the wharf itself. Those items in the wharf's proximity together form the Main Wharf Heritage Place. *The Fisherman's Rest* shelter and seat and its setting are of archaeological significance because they have the potential to provide archaeological evidence relating to past building construction methods and materials, and human activity on the site, including that which occurred prior to 1900.

REFERENCES:

CCC Heritage File *Beach Rd (Fisherman's Rest)*

REPORT DATED: 18/03/14 **UPDATED:** 19/12/14

PLEASE NOTE THIS ASSESSMENT IS BASED ON INFORMATION AVAILABLE AT THE TIME OF WRITING. DUE TO THE ONGOING NATURE OF HERITAGE RESEARCH, FUTURE REASSESSMENT OF THIS HERITAGE ITEM MAY BE NECESSARY TO REFLECT ANY CHANGES IN KNOWLEDGE AND UNDERSTANDING OF ITS HERITAGE SIGNIFICANCE.

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Attachment C: Fabric Significance

Draft Akaroa Wharf Conservation Plan

Origin Consultants Ltd

C.1.2 Significance of spaces, elements & fabric

High Significance (where these remain)

- Section of concrete abutment including original concrete and stone aggregate walling with weep holes and internal fill;
 - Stone plaque with the opening date of the wharf and the mayor's name;
 - Concrete abutment walls;
 - Original form of the timber wharf – 40 bents/39 bays, being 11 bays with five piles each and 28 with 3 piles each;
 - Original timber piles and fender piles made of ironbark;
 - Original timber cap beams to these piles;
 - Original timber stringers to these cap beams;
 - Original timber braces and wales;
 - Original iron splice/strap connectors and bolt fixings;
 - (Likely) original mooring cleat and remains of another;
-
- Original timber deck kerbs; and
 - Iron band to fender pile head at gridline 37-38.

Moderate Significance

- Cast iron cover plate – 'Glenfield Kennedy Ld FP, Kilmarnock' – between bents 19 and 20.

Some Significance

- Ladders formed by railway irons – although these are late 20th century, they do represent a change in, and intensification of, the use of the wharf where by the part of the structure closest to the abutment became used for mooring purposes rather than solely the western end with the fender piles
- Mooring rings – for the same reason as the ladders above
- Crane – although late 20th century, it is representative of operations on the wharf
- 20th century timber decking with older steel fixings
- Early steel jacket sheathing to piles representing a traditional form of pile repair
- Early steel pile braces – again representing a traditional form of bent repair/strengthening

Non-Contributory

- Modern steel mooring cleats
- Modern steel ladders
- Modern street lamps
- Galvanised steel box set flush with decking planks
- Wharf history signage
- Tanalised piles and other structural timbers and decking (latter particularly between bents 0-12, 23-40)
- Tanalised timber handrails and post and rail barriers
- Galvanised steel barrier
- Asphalt finish to concrete abutment
- Safety equipment
- Galvanised steel water pipe
- Modern seating benches
- Concrete and steel stringers
- Modern shed buildings and their paraphernalia
- Lowered deck structure and stair on the south side of the wharf
- Timber running boards

Intrusive

- Modern signage
- The extent/growth of the footprint of the modern sheds.
- Modern shed design
- Galvanised steel electrical boxes
- Concrete ramp towards western end of wharf
- Fish sales caravan
- Steel bollards
- Steel barrier bolted to concrete surface
- BSP payment station kiosk and diesel pump
- Steel tie rods and pattress plates on concrete abutment
- Modern aluminium, timber, and steel pontoons
- Modern service conduits including PVC
- Steel props under the southern side of the wharf/sheds
- Steel cover plates
- Plastic non-slip mesh to steps

Historic Significance

Historical Significance or Value This historic area was registered under the Historic Places Act 1993. The following text is from the original Recommendation for Registration report considered by the NZHPT Board at the time of registration.

Historical:

Akaroa is an important pre-colonial/early colonial contact place and its foreshore has a long history of human activity. Maori had long ago established a settlement at Takapuneke (Red House Bay) and had been supplying European traders from the 1820s.

A Ngati Toa war party under Te Rauparaha's lead attacked the settlement in November 1830, massacring between 100 and 200 people.

The bays were later the focus of attention as European colonisation got under way. People have lived near the Akaroa waterfront since the 1840s. The Akaroa Waterfront including French Bay and Red House Bay is an important pre-colonial and early colonial contact place, and is particularly noted for its connection with Te Rauparaha's massacre of the Ngati Tahu people, and the later settlement of the area by the French.

Physical Significance

This historic area was registered under the Historic Places Act 1993. The following text is from the original Recommendation for Registration report considered by the NZHPT Board at the time of registration.

Archaeological:

The events on the Akaroa Waterfront predate 1900, and as such define the area an archaeological site. The waterfront has associations with people, events and ideas of importance. Most of these take on an archaeological context as they relate to events which occurred pre-1900. It is possible, though unlikely through the sea action, that there would be any physical material associated with the French landing of 1840, or with the previous activities associated with Maori and European settlers.