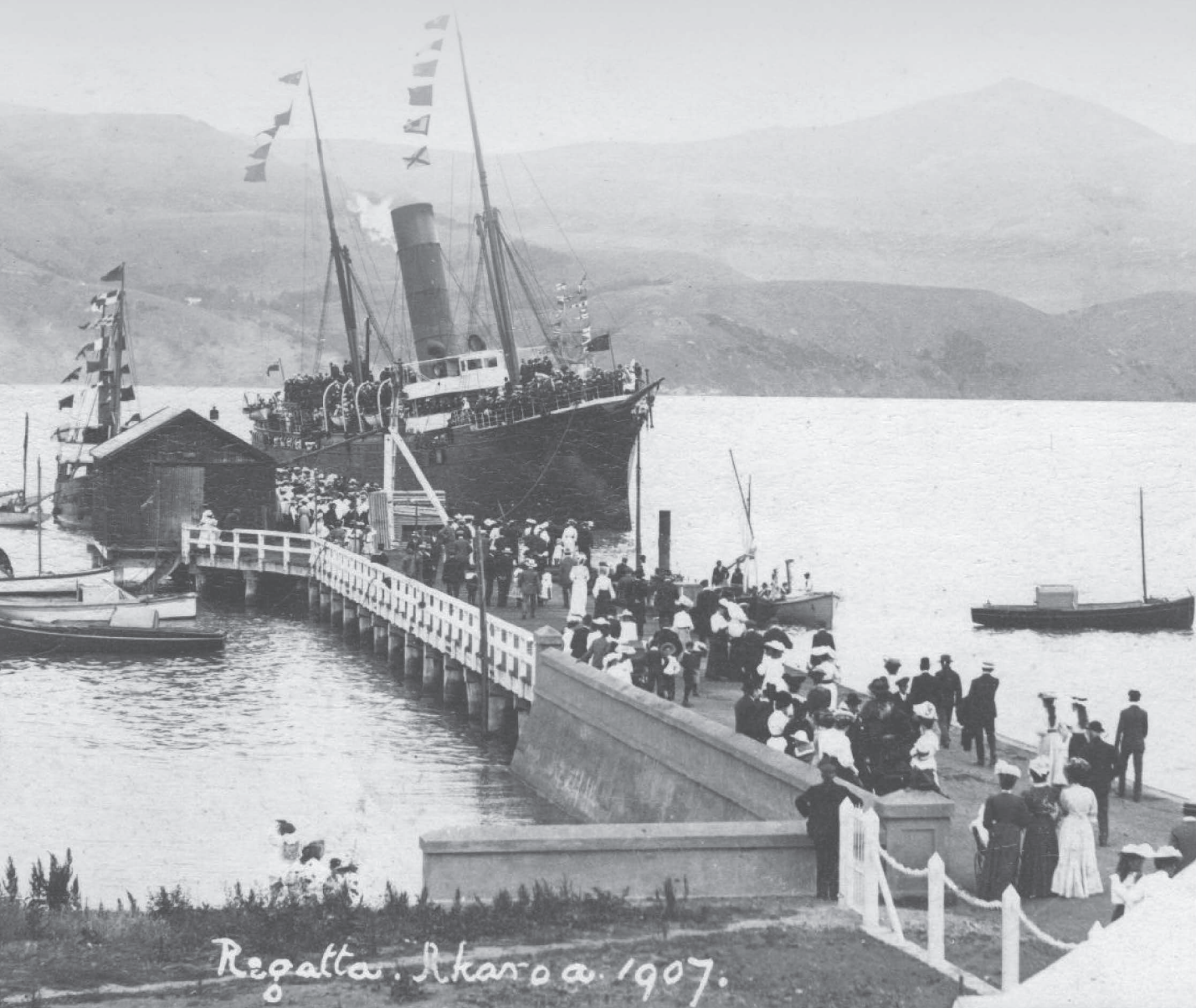


AKAROA MAIN WHARF, AKAROA

Conservation Plan
December 2021 - DRAFT



Akaroa Main Wharf, Akaroa Conservation Plan

Commissioned by the Christchurch City Council

Prepared by Robin Miller, Benjamin Teele, Jeremy Moyle, and Heather Bauchop
Origin Consultants Ltd

December 2021 - DRAFT

Front cover:

*Akaroa Main Wharf on a regatta day in
1907 (Kete Christchurch).*

Executive Summary

This conservation plan concerns the historic Akaroa Main Wharf situated between Church Street and Bruce Terrace. The wharf comprises:

- A solid landward approach comprised of a concrete abutment containing earth and gravel fill;
- A timber jetty of (originally all) timber piles, capping beams, stringers and decking and associated components;
- Modern floating pontoons; and
- The buildings situated on the wharf.

The heritage significance of the wharf is assessed as:

- High Historical and Social Value
- High Cultural and Spiritual Value
- Moderate Architectural and Aesthetic Value
- Moderate Technological and Craftsmanship Value
- High Contextual Value
- Moderate Archaeological and Scientific Significance Value

It is the conclusion of this conservation plan that the Akaroa Main Wharf is one of the most significant heritage structures in the town, and the cultural heritage significance to the town and wider district is highly significant.

The structure is a Group 2 – Significant items in the Christchurch City Council (CCC) Schedule of Significant Historic Heritage, but is not included in the HNZPT List.

In brief, construction on the Akaroa Wharf began in 1887, and was completed in 1888. This wharf replaced an older structure (Fisherman's Wharf) from the 1850s which was considered not fit for providing the necessary coastal services to a town that had grown over the last 30 years. The new wharf was built to a size that allowed it to service the complex needs of a community whose only effective means of access was by the water. Built of Australian hardwood and native timber, this new wharf became the commercial and community focus of the town for the next 130 years. During this time, the form of the structure was retained, even as parts were added to, or modified, to suit 20th and 21st century needs. Today, it remains a critical link between the community, commercial, and recreational interests of the town.

The wharf faces many challenges, including its condition (set out in a condition report by Calibre dated 5th October 2018) and the growth of tourism in the town with it becoming a popular destination for cruise ships.

The greatest threats to its heritage values are its condition, loss of some of its physical heritage features and the accumulation of late 20th century/early 21st century sheds and other equipment.

This conservation plan advises that the wharf has suffered incremental damage to its heritage significance since the 1970s, and has suffered historically from a lack of ongoing maintenance. CCC has reviewed the structural condition of the wharf as well as the ongoing maintenance costs and is looking to replace the existing structure in the future. A series of scenarios have been developed by the structural engineers for a new wharf structure to be considered as a starting point for discussions on the future of the wharf. These are considered as high-level options only and include:

<u>Option 1</u> Full restoration of the existing wharf with like-for-like hardwood timber.	<u>Option 2</u> Full replacement with a mix of concrete and hardwood timber (visible members would be hardwood).	<u>Option 3</u> Full replacement with modern concrete.
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Calibre has also suggested three possible locations for a new wharf:

<u>Option A</u> In the same location as existing.	<u>Option B</u> Along the north side of the existing wharf.	<u>Option C</u> In a new location, possibly at the site of the original town wharf.
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From a heritage conservation perspective, the following would achieve the best outcome for the existing wharf based upon the retention of at least some authenticity in materials and design as well as intangible heritage values:

- i. It is retained with the tourism/cruise ship/commercial uses relocated to a new wharf, including the modern sheds and pontoons (Option 3C);
- ii. Sufficient repairs and safety features are added to allow it to remain as a recreational feature of the waterfront for locals and tourists alike;
- iii. If the cost of repair of the whole for this lessened use is too great, the existing structure could be shortened in length as a compromise to maintain its recreational use and retain its heritage values. This may also assist in future public safety of the structure by reducing the potential for large vessels to moor against it as it would no longer extend into the deeper water.
- iv. If, for any reason, it cannot be repaired or kept safe for users, steps could be taken to deconstruct it, but allow at least some skeletal structure to remain to record its presence and importance to the town since the late 1880s.
- v. A new wharf of new design to fulfil the community, tourism, and commercial needs of the town is built in a new location away from the existing wharf site – possibly, on the ‘old wharf’ site (if it is suitable) recognising the historical precedence of this location.

A less beneficial outcome would be the combination of Options 2 and A, which would retain heritage values relating to intangible values – historical/social, aesthetic and contextual – but without any authenticity of form and materials.

Guidance has been provided in D.3 as to design elements and materials that could be incorporated into a new wharf (Options 2 & A) to create a ‘likeness’ of the existing wharf to assist in the retention of its intangible values. These have been divided into:

- Materials – concrete, timber & steel;
- The abutment;
- The plan form of the wharf;
- The elevational form of the wharf;
- Railings;
- Buildings; and
- Mooring features.

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Section A Introduction

A.1 Purpose - Conservation Plans for Places of Cultural Heritage

Conservation management and planning are now well established as being crucial to the beneficial use and guardianship of important historic buildings and places. The purpose of a conservation plan is threefold.

Firstly, the plan should describe a place and define its significance. Secondly, out of this, the plan should be able to assess the vulnerability of the place, and of its significance, to neglect or damaging actions. Finally, it should propose conservation policies to ensure the long term protection of the place and the retention (or possibly enhancement) of its significance and wider social value. In some cases, a conservation plan will be the starting point for the establishment of a management plan to develop and activate those conservation policies.

The Christchurch City Council (CCC) has commissioned this conservation plan in accordance with its policy:

To prepare conservation plans for all appropriate listed heritage items in Council ownership and to promote the preparation of conservation plans for all other listed heritage items.

The CCC is aware that the Akaroa Main Wharf requires major remedial work and given the condition of the structure is planning to rebuild the wharf. This conservation plan is intended to provide clear guidance and robust policies to protect the wharf's heritage values and enable effective conservation management into the future. Specifically, the objectives of this conservation plan are to:

- Understand the wharf by drawing together information, both documentary and physical, in order to present an overall description of the structure and the surrounding site through time;
- Assess the significance of the wharf, both generally and for its principal parts;
- Define the issues affecting the significance of the wharf and its component parts and how these are vulnerable to damage; and
- Propose conservation policies to ensure that the significance of the wharf is retained in its future use, repair and management. This includes assessing the impact on heritage values in rebuilding the structure and advice on how to minimise any negative impacts.

This conservation plan has been prepared in accordance with "Preparing Conservation Plans" by Greg Bowron & Jan Harris, 2000 (Heritage Guidelines vols. 4-10). The general approach for the assessment of significance of the site is also based upon that advocated by J.S. Kerr's proposal for a conservation plan in 1996. It relies upon an examination of the structure, its character, and of the historical context in which it has developed. In this way, it is intended to reach an understanding of what makes the wharf special and its place within the development of Akaroa and the wider Banks Peninsula.

The ICOMOS New Zealand Charter (2010) advises that a conservation plan, based on the principles of the Charter, should:

- Be based on a comprehensive understanding of the cultural heritage value of the place and assessment of its cultural heritage significance.
- Include an assessment of the fabric of the place, and its condition.
- Give the highest priority to the authenticity and integrity of the place.
- Include the entirety of the place, including the setting.
- Be prepared by objective professionals in appropriate disciplines.
- Consider the needs, abilities, and resources of connected people.
- Not be influenced by prior expectations of change or development.
- Specify conservation policies to guide decision making and to guide any work to be undertaken.
- Make recommendations for the conservation of the place.

- Be regularly revised and kept up to date.

A conservation plan should never be regarded as a static document or one that is prepared once and then thereafter forgotten. Cultural values – the things that, collectively, we think are significant about a place – change with time and as new information comes to light. Accordingly, to be effective as a management tool, this plan must be reviewed and updated at regular intervals to ensure that it remains relevant and valid.

A.2 Approach, Methodology, and Limitations Affecting this Conservation Plan

The study process for a conservation plan involves a series of work stages. These are reflected in the format of this report.

Firstly there is ‘understanding’. This stage has involved both a physical examination of the place – its fabric, features and landscape – through visual surveys (12th & 13th November 2018) and examination of records and historical sources relating to it. The latter includes, where available, primary records and archives regarding its history, archaeology and social value and secondary sources, such as books, guides and illustrations. The process collects together existing information and does not usually involve new research or formal survey work to any significant degree. The principal sources are:

- Akaroa Museum Archives;
- The digital archives and photograph repositories of Archives New Zealand Te Rua Mahara O Te Kāwanatanga,
- Auckland Libraries Ngā Pātaka Kōrero o Tāmaki Makaurau, Auckland War Memorial Museum Tāmaki Paenga Hira, Canterbury Museum, Canterbury University Archives, Christchurch City Libraries Ngā Kete Wānanga-o-Ōtautahi, Kete Christchurch, and the Alexander Turnbull Library;
- QuickMap;
- PapersPast;
- Heritage New Zealand Pouhere Taonga List;
- Gordon Ogilvie’s histories of Banks Peninsula.

There can be no doubt that more research can be done in many of the areas covered in this report and that there is yet new information to come to light – no claim is made that the information within this plan is definitive or exhaustive.

The second stage is the assessment of ‘Significance’ and appraises the wharf in terms of significant fabric, details and elements. These are based on categories outlined in CCC’s District Plan for heritage structures.

The final stage is the assessment of “Influences on Conservation and Policies” and the writing of policies designed to safeguard the cultural heritage significance of the wharf. This includes a series of recommendations based on the information provided in this section.

The plan is only concerned with the conservation of the wharf’s heritage values, and does not deal with compliance issues, such as fire, building code, and accessibility issues, or earthquake proneness other than by way of general policies (where applicable).

Origin Consultants is not an engineering practice and this plan does not concern the structural integrity of the structure. The condition of the wharf has previously been assessed by OPUS International Consultants¹ (now WSP OPUS) and Calibre Consulting.²

¹ OPUS International Consultants, *Christchurch City Council Marine Structures: Inspection and Detailed Assessment* (Unpublished Report, 2015).

² Calibre Consulting, *Akaroa Wharf Condition Report* (Unpublished Report, 2018).

A.3 Authorship

This conservation plan has been prepared by Robin Miller, Benjamin Teele, and Jeremy Moyle, of Origin Consultants, and Heather Bauchop, a freelance historian. Robin is a Chartered & Registered Building Surveyor (RICS & NZIBS), holds RICS Accreditation in Building Conservation and is a member of ICOMOS New Zealand and The Institute of Historic Building Conservation. Benjamin Teele is the company's Principal Archaeologist with a Masters' degree in Anthropology (Archaeology). Jeremy is an Archaeologist with a BA(Hons) degree in Anthropology (Archaeology) and a Masters' degree in Folklore. Both Ben and Jeremy are members of the New Zealand Archaeological Association. Heather is a historian with a BA(Hons) degree in History and over 20 years research experience in New Zealand.

A.4 Acknowledgements

There have been many people who have given their time and energy to the preparation of this conservation plan. In particular, the assistance of the following people and organisations is recognised:

- Daniel Smith and Lynda Wallace of the Akaroa Museum;
- Akaroa Civic Trust;
- Tom Arthur of Calibre Consulting;
- Heritage New Zealand Pouhere Taonga;
- Staff at Christchurch City Council;
- Ken Paulin, ex-County engineer;
- Akaroa locals.

A.5 Legal Description

The Akaroa Main Wharf projects roughly westward from the foreshore in the southern part of the Akaroa Township. It runs more or less perpendicular to Beach Road – Akaroa's waterfront esplanade – and is situated between Church Street and Bruce Terrace. For the purposes of this report the seaward end of the wharf is identified as the western end, the landward end as the eastern end, and the wharf sides as either northern or southern.

The wharf itself is comprised of four distinct types of structure:

- A solid landward approach comprised of a concrete abutment containing earth and gravel fill;
- A timber jetty supported by piles;
- Modern floating pontoons; and
- The buildings situated on the wharf.

The majority of the Wharf is owned by the Christchurch City Council, though several of the buildings on the wharf are privately owned but still partially supported by a mixture of privately owned and Council-owned piles. Being situated over the foreshore and seabed, the wharf is not associated with any land title.

The area around the wharf is a mixture of recreational spaces (most notably the Britomart Reserve to the south of the wharf), small-scale commercial buildings, and accommodation, all catering primarily to the growing tourist trade. The wharf itself is the focal point of this seaside tourist area.

Some of this waterfront area, including the wharf, is part of the Akaroa Main Wharf Area, a cluster of four significant heritage items scheduled in the Christchurch District Plan. This area is itself encompassed by the broader Akaroa Heritage Area.

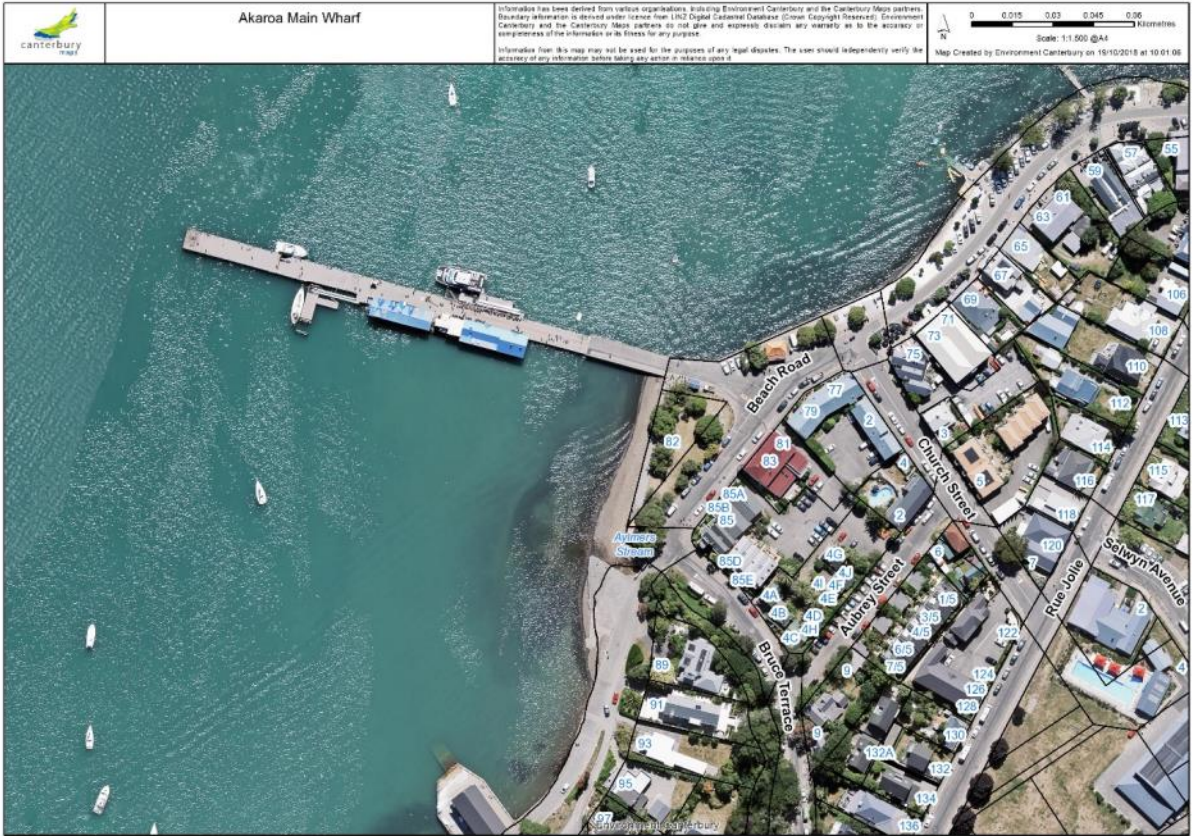


Figure 1. The Akaroa Main Wharf and its setting (Canterbury Maps).



Figure 2. The south side of Akaroa Main Wharf (2018).



Figure 3. The north side of Akaroa Main Wharf (2018).

A.6 Nomenclature

Future reference to any structure in this report will identify it as either a jetty or wharf based on common usage. Under the Oxford English Dictionary, a jetty is defined as “a landing stage or small pier at which boats can be docked or be moored”. A wharf is defined as “a level quayside area to which a ship may be moved to load or unload”. The main difference between the two structures is that wharves tend to be bigger, more robust structures to allow goods as well as passengers to be loaded/unloaded, in addition to the provision of storage on the structure itself for goods.

Technically, the majority of the Akaroa Main Wharf – and many of the other wharves and jetties described in this report – can be considered a pier. A pier is defined as raised structure in a body of water supported by well-spaced piles. However, around Akaroa and other parts of New Zealand the largely synonymous terms wharf or jetty are usually used, and this nomenclature has been followed for consistency’s sake.

A number of other technical terms are used in this report in relation to the components of the wharf (Figure 4, Figure 5). These are as follows:

Pile	A heavy stake or post driven vertically into the bed of a river, soft ground, etc., to support the foundations of a superstructure.
Bent	A transverse frame, or trestle, comprising a series of piles with a capping beam on top and bracing to provide rigidity.
Fender pile	An outer pile on a wharf that guides approaching vessels and provides a buffer to lessen the shock of contact between a vessel and the main body of the wharf.
Pile cap	A beam running along the heads of a row of piles.
Stringer	A longitudinal timber running at 90° to the pile caps that supports the decking.
Decking	The upper platform or surface of the wharf comprising a series of timber boards laid flat or on edge.
Mooring bollard	A post to which a vessel's mooring ropes (warps or docklines) are attached.
Mooring cleat	A horn- or T-shaped piece of hardware on the deck of a wharf for a vessel to tie up to.

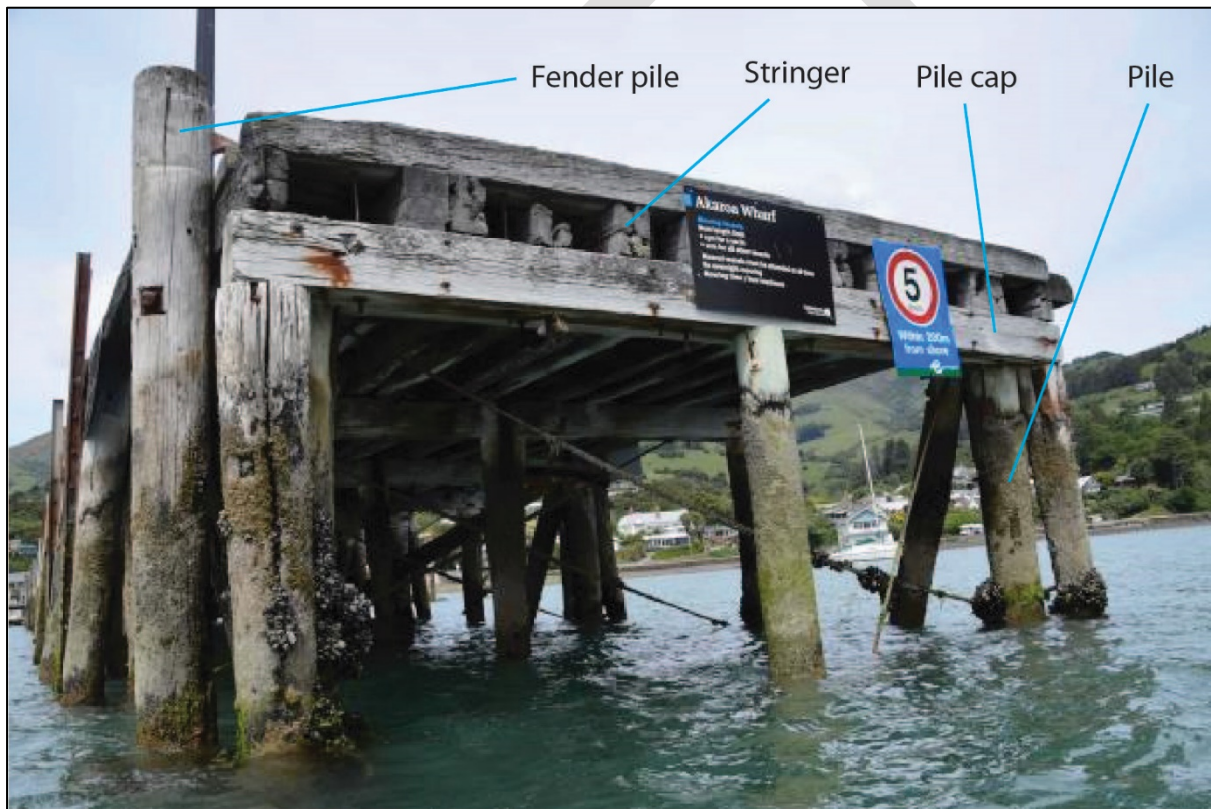


Figure 4. The end of the wharf with the principal parts of the structure identified. The whole assembly of the five piles with the pile cap running across them comprises a single 'bent.'



Figure 5. Another example of a 'bent' – the entire frame comprising, this time, three piles with a capping beam on top and bracing to provide rigidity.

A.7 Canterbury Earthquakes

It is noted in the Calibre report (October 2018) that the wharf abutment suffered from severe liquefaction during the Canterbury earthquakes. Several post-tensioned rods were installed through the abutment to prevent further damage.

A.8 The Calibre Structural Report

Between the tender date for the conservation plan and the inspections by Origin (12 & 13 November 2018), Christchurch City Council received a structural report on the wharf by Calibre dated 5 October 2018. This report raises considerable concern over the condition of the wharf and its recommendations are based on the expectation that the wharf will be replaced within 5-10 years. It is a little unusual to prepare a conservation plan for a structure that may be replaced within a reasonably short time period. This potential situation does not, however, negate the value of this plan, but rather it makes the findings even more important so that the identified heritage values of the wharf can be in part preserved into the future.

A.9 The Calibre Upgrade Options Report

Following the production of a draft copy of this conservation plan, Calibre produced a report outlining three potential upgrade options to the wharf, and three potential locations for these upgrades (15th May, 2019). These options and their potential impact on the heritage values of the wharf are discussed in more detail in D.3.

Section B Understanding

B.1 Tangata Whenua

B.1.1 Background

The Akaroa Main Wharf is located within a landscape of high significance to two hapū, Ngāi Tārewa and Ngāti Irakehu who are the tangata whenua of the takiwā which covers the Akaroa Harbour, surrounding coastal environment and hills as defined by the Ngāi Tahu Claims Settlement Act 1998. Ōnuku Rūnanga represents Ngāi Tārewa and Ngāti Irakehu. Ōnuku Rūnanga have the responsibility to act as kaitiaki over these lands and are active in the environmental management of their takiwā (Tribal Territory). For Ōnuku Rūnanga, Kaitiakitanga is an inherent responsibility which comes from whakapapa and is the act of safeguarding the mauri (life force) of the environment and ensuring the area is passed down to future generations in a state which is as good or better than its current state.

The home of Ōnuku Rūnanga today is Ōnuku Marae which is located towards the heads of Akaroa Harbour within a sheltered bay which is bound to the east by steep bush clad hills and Te Awaiti Stream. Behind the marae stands the craggy peak Ōteauheke. Ōnuku Marae is home to the hapū of Ngāi Tārewa and Ngāti Irakehu. Irakehu was the mother of many of the hapū and pā in the Te Pātaka a Rākaihautū. Directly across the harbour from Ōnuku Marae stands the distinctive Tuhiraki (Mt Bossu).

Akaroa Main Wharf as an isolated element, is more closely associated with the Pākeha history of Akaroa. However, this built structure is a prominent form within a cultural landscape embedded with whakapapa. The wharf extends into the heart of Ngāi Tārewa and Ngāti Irakehu identity and way of life which was centred around mahinga kai. The abutment to Akaroa Main Wharf also interfaces with Britomart Reserve, an area which for Ngāi Tahu holds significance as the place where approximately 500 Ngāi Tahu gathered in 1848 to discuss the sale of land which would later be known as Kemps Deed. This event also marked the beginning of land alienation and a multi-generational battle to have the principles of Kemps Deed honoured.

“Mō tātou, ā, mō kā uri ā muri ake nei.”

- For us, and our children after us.

B.1.2 Cultural and Historical Context

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) – down through more than 40 generations to the people that now reside on the Ngāi Tahu tribal lands across Te Waipounamu / the South Island. Whakapapa is embedded within the landscape through the naming of landscape features, places, waiata (songs), ancestral feats, myths and legends. Myths and legends hold fundamental knowledge and are remembered because they tell of protocols as well as practical and ethical ways to care for places and people.³

The ecologically diverse natural landscape Canterbury Plains and wealth of natural resources found within the densely forest environment and sheltered rocky harbours of Te-Pātaka-a-Rākaihautū set the scene for a sustained way of life that revolved around the concept of mahinga kai, trade and kinship.

Akaroa Harbour is the largest harbour on the southern coast of Te Pātaka-a-Rākaihautū. Whakaroa is another spelling of Akaroa which means long harbour.⁴ The harbour provided an abundance of kaimoana, such as pāua, kūtai, pipi, tuaki, tio, kina, shark, pātiki, hāpuka, mākā, pākirikiri, hoka, kōura and many other fish species.

³ Kawharu, M., (n.d.), *Ancestral landscapes and world heritage from a Māori viewpoint*. Auckland University, unpublished paper.

⁴ <http://www.kahurumanu.co.nz/atlas>

The surrounding bush provided a variety of native birds; building, weaving and rongoā resources; and the plentiful streams provided īnaka, tuna, freshwater mussels and kōura to name but a few.

B.1.3 Aotearoa and Te Waipounamu

Ngā Tiritiri-o-te-moana, the Southern Alps of New Zealand are said to be the youngest mountain range on earth. It was also the last substantial land mass to be colonised by humans. Ngāi Tahu whānui are tangata-whenua over a large proportion of Te Waipounamu. The modern iwi originates from three main tribal strands; Waitaha, Ngāti Māmoe and Ngāi Tahu. Ngāti Hāwea and Te Rapuwai are two iwi known to inhabit Te Waipounamu before the arrival of the Waitaha people but very little is known of them today.⁵

It was the ancestor Rākaihautū who brought the Waitaha people to Te Waipounamu on the waka called Uruao that is believed to have been guided by the tail of the summer constellation Scorpio.⁶ The Uruao then became one of the principal navigational stars that guided the many waka that were to follow. Rākaihautū is famed for carving the biggest lakes of the South Island using his enchanted kō named Tūwhakaroria. After exploring the whole of Te Waipounamu, Rākaihautū and his son Rokohuia had a reunion in south Canterbury, eventually arriving at Banks Peninsula. Here, Rākaihautū sculpted two more lakes, Te Kete-Ika-a-Rākaihautū, and Akaroa Harbour. After Rākaihautū finished carving the island, he planted his kō into Tuhiraki, the mountain known by the Pākehā as Mt Bossu, which stands directly across the harbour from Ōnuku Marae and is the prominent peak in Akaroa Harbour. Rākaihautū, thus named Banks Peninsula, Te Pātaka-a-Rākaihautū in recognition of the abundance of food sources in the area and claiming Akaroa as his home where he settled and was buried.⁵

Tuhiraki is a kōhatu mauri that rises to a height of 712m above sea level on the western ridge of the volcanic crater rim that defines Akaroa Harbour. It holds great significance to Ōnuku Rūnanga and wider Ngāi Tahu whānui. It is a wāhi tapu in the traditional, spiritual and mythological senses for its association with the Waitaha ancestor Rākaihautū. Māori maintain that, “mountains were the most significant of landmarks, their physical presence inseparable from their human association”.⁷ Rocky outcrops often held special significance as rock was enduring and everlasting. Such rock formations are called wāhi kōhatu, and through spiritual personification become kaitiaki of the surrounding landscape, binding the whakapapa of tangata whenua to the land.

B.1.4 Cultural Landscape of Akaroa Harbour

The migration story of Ngāi Tahu from the east coast of the North Island to Canterbury is often told through the oral tradition of the accounts of Moki and his elder brother Tūrākautahi. Moki was the war chief of this expedition and the youngest son of Tūāhuriri, the senior Ngāi Tahu chief of the hapū Ngāi Tūhaitara (later to become Ngāi Tūāhuriri). It is not the intention to tell this story in any detail here, but in brief, Ngāi Tahu historians Te Maire Tau and Atholl Anderson in *Ngāi Tahu: A Migration History* tell us that the riches of Te Pātaka-a-Rākaihautū had been noted by Takakino and Kaiapu on their way back to Kaikōura after hostilities further south.⁸ They told of the thickly forested Banks Peninsula, the immense number of rats and weka which were running amongst the tussock and scrub, the luxurious growth of tī kōuka, the rivers and streams which were teeming with tuna and other fish, and the endless number of flat fish within Te Waihora.

As was the custom of that time, areas of land were proclaimed in advance of land being seized. Te Ake, on hearing of the kuku, pipi and mako in Akaroa Harbour, made his claim there.⁹ After landing at the head of the

⁵ Sciascia, P., Cultural Narrative written for the Ōnuku Rūnanga video series.

⁶ Prendergast-Tarena, E, R., *He Atua, He Tipua, He Takata Rānei: The Dynamics of Change in South Island Māori Oral Traditions*. University of Canterbury, Unpublished Thesis, 2008.

⁷ Orbell, M., *Māori Myths and Legends*, pp.50.

⁸ Anderson, A., and Tau, T., *Ngāi Tahu: A Migration History*. Bridget Williams Books in association with Te Rūnanga o Ngāi Tahu, Christchurch, 2008.

⁹ Beattie, J. H., *Tikao Talks*, Penguin Books, Christchurch, 1939 (1990 2nd ed). p129

harbour, Te Ake attempted to make his way round to Wainui but due to the rugged terrain he retraced his steps and went back around to the other side of the harbour. It is at the headland between Duvauchelle Bay and Kakakaiaiu (Robinsons Bay) that he placed his tokotoko.¹⁰ According to Tikao, Te Ake then proclaimed “Taku kaika, ko Ōtokotoko” and so named Ōtokotoko for the headland.¹¹ At the request of Te Ake, Te Rakitaurewa crossed over the harbour to a specific headland where he held up his whalebone patu to mark the boundary of the land Te Ake had claimed. This headland was named Te Iringa-patu-parāoa-o-Te-Rakitaurewa which means ‘the holding-up of the whalebone club of Te Rakitaurewa.’¹²

Te Rakitaurewa was married to Te Ao Taurewa. They had a son named Manaia. The story, as told by Teone Taare Tikao, explains how Te Rakitaurewa was killed when he insulted Tutepopoarangi at Waipapa. As was custom at that time, the widow, Te Ao Taurewa married her younger sister’s husband, Te Ruahikihiki. Te Ruahikihiki at that time had a settlement at Whakamoa, near the south eastern head to Akaroa Harbour (he would later relocate to Te Waihora). He fell in love with Te Ao Taurewa, which had a devastating effect on the younger sister, Hikaiti. She fell into a deep depression and resided to commit suicide (whaka-momori).¹¹ She cast herself over the cliff near Whakamoa with her cloak wrapped around her. The place where her body lay was named Te Tarere a Hikaiti (the place where Hikaiti left). The son of Te Rakitaurewa and Te Ao Taurewa, Manaia would remain at Whakamoa and later marry Irakehu, granddaughter of Makō who claimed Wairewa and daughter of Te Wheke, great granddaughter of Te Rakiwhakaputa who had claimed Te Whakaraupō during the time of the Ngāi Tahu migration south as noted above. The hapū, Ngāti Irakehu descend from the union of Irakehu and Manaia.

Directly across the harbour from Akaroa Main Wharf is Ōpukutahi, one of the traditional settlements on the western side of the harbour. It originally stretched from Te Whatamango (just north of Tikao Bay), which relates to the shark meat that used to be dried there, and Otutereinga, an ancient burial place to the south.¹² Ōkoropeke (Tikao Bay) means “to be doubled up” and is said to be named to commemorate the death of an elderly chieftainess, who was found dead in a doubled-up position from the cold. The more recent name of Tikao Bay was named after Hone Tikao, also known as John Love and Piuraki Tikao, who had lived there and was an uncle of the renowned Ngāi Tahu leader and scholar Teone Taare Tikao.¹³

North of Otutereinga is Mairangi, a point which lies almost directly opposite Takapūneke, forming the shortest distance for crossing the harbour. Mairangi was believed to have been a place where tī kōuka was cultivated for the root and stem (kōuru) which was an import source of carbohydrate for Ngāi Tahu. This point was also one of the locations on the western side of the harbour where Māori would light fires to signal to other settlements.

Another story relating to Mairangi, is about taniwha. According to Teone Taare Tikao¹⁴, two taniwha in the form of great fish dwell within a bottomless hole off Mairangi Point near Ōpukutahi on the western side of Akaroa Harbour. The detail of this story can be found in *Tikao Talks*. The story spans the distance between Sumner and Akaroa and has resulted in the names of landscape features and traditions of these two places. The story concludes, that before Te Ake died, he asked the two taniwha, Te Wahine-maru-kore and Te Rangiorahina to safeguard the friendly people on the sea. It is believed that when Akaroa Harbour and the sea turns red, the fishermen know that the two taniwha are under the water. They have also been known to guide waka and boats to shore in times of rough weather.¹⁵

If you stand at the end of Akaroa Wharf and look back towards the town, you can see a number of peaks. The most prominent of which is Ōteauheke (also called Otehore), translates as the place where the mist comes

¹⁰ Anderson, J.C., 1927. Place Names of Banks Peninsula. p91

¹¹ Beattie, J. H., *Tikao Talks*, Penguin Books, Christchurch, 1939 (1990 2nd ed). p.126

¹² Ogilvie, G., *Banks Peninsula Cradle of Canterbury*. 1990. Phillips and King Publisher, Christchurch. p192

¹³ Ibid

¹⁴ Beattie, J. H., 1939. *Tikao Talks*, AH & AW Reed. Forward section.

¹⁵ Beattie, J. H., *Tikao Talks*, pp.87-88.

down. It is the site of an ancient Pā and the maunga of the Ngāi Tārewa chief, Wiremu Harihona Karaweko Puhirere. The maunga is often hidden in mist and has been regarded by tangata whenua as a dwelling place for atua and as a place associated with tīpuna. *'Heke' references the freshwater springs that emerge from the outcrops of the peak, descending the mountain into waterways such as Te Awaiti Stream, which flows beside Ōnuku Marae.'* The springs from Ōteauheke feed the many streams within the catchment which includes the stream that runs through Takapūneke and the supplementary fresh water supply to Akaroa Township. One of streams is Pākaiariki (Aylmers Stream) which runs along side the Britomart Reserve. Ōteauheke is an ancestral maunga and wāhi tapu and is always referred in the whaikōrero on Ōnuku marae when speakers mihi to the sea and hills.¹⁶

Two other landscapes of high significance form an important part of the cultural identity of Ngāi Tārewa and Ngāti Irakehu within Akaroa Harbour. Although not visible from Akaroa Main Wharf, sitting just out of view is the giant tear drop form of Ōnawe Pā located at the head of the harbour, and Takapūneke, located approximately 1.8 km south-west of Akaroa township. Both landscapes were sites of massacre during the Ngāti Toa raids of 1830-31. The massacre that occurred on Takapūneke in 1830 sent shock waves back to England because this event was aided by a British ship, the Brig Elizabeth. It was this incident that prompted England to appoint a British Resident in 1832. This appointment in turn led to Britain assuming sovereignty over New Zealand and the signing of the Treaty of Waitangi in 1840.¹⁷

Takapūneke Reserve and Ōnawe Pā are a registered Wāhi Tapu with Heritage NZ Pouhere Taonga, which provides statutory protection under the HNPT Act. The HNPT Act defines wāhi tapu as "a place sacred to Māori in the traditional, spiritual, religious, ritual, or mythological sense."¹⁸

"Kō a mātou kainga nohoanga, kō a mātou mahinga kai me waiho mārie mō mātou, mō a mātou tamariki, mō muri iho i a mātou."

"Our permanent and seasonal settlements and our mahinga kai are to be set aside for us and our descendants after us." Waitangi Tribunal's Ngāi Tahu Land Report (section 2.4).

B.1.5 Kemps Deed

On the 10th of June 1848 on the HM sloop Fly, Commissioner Kemp, after sailing into Akaroa Harbour met with 500 Ngāi Tahu who had assembled at the English Blockhouse near Bruce's Hotel to discuss the purchase of Canterbury. *"This was the greatest gathering of Ngāi Tahu since the threat of war -to land., kainga and mahinga kai. The senior chiefs held precedence on matters of policy and were expected to express the views and defend interests of their hapū as a whole. Watching over everybody was Rākaihautū, the shaper of the land, the foot piece of whose digging stick towered across the harbour in the form of the tall crag of Tuhiraki, where he had planted it after completing his work in days gone by."*¹⁹

Various hapū of Ngāi Tahu held title over a vast territory, comprising most of Canterbury, Westland and Otago. Kemp explained to those gathered, that his mission was to purchase the land between the Wairau Purchase and the Otago Purchase. Governor Grey had already purchased the land north of Kaiapoi (known as the Wairau Purchase) from Ngāti Toa, to which Ngāi Tūāhuriri chiefs fervently protested, was not their land to sell.²⁰

¹⁶ Mahaanui Kurataiao Ltd, 2017. *Cultural Values report for Misty Peaks.*

¹⁷ Christchurch City Council, 2013. *Takapūneke Conservation Report.* Unpublished report. P10.

¹⁸ <https://www.heritage.org.nz/>

¹⁹ Evison, H., *Te Wai Pounamu* p 257

²⁰ Evison, H., *The Ngai Tahu Deeds.* Canterbury University Press, 2006.

Kemp had been instructed by Governor Grey to purchase this massive area of land for the paltry sum of 2,000 pounds. Piuraki Tikao, signatory to the Treaty of Waitangi and speaker of several languages, had calculated the true value of the land to be five million pounds, and insisted that if the Crown wished to purchase the land, that nothing less would suffice. The first meeting between Kemp and Ngāi Tahu Rangatira ended in a heated argument with Kemp saying he would leave Akaroa in two days and Ngāi Tahu had to decide by then whether to accept his terms. Although many of the Rangatira, including Tikao, wanted to call off the sale, others were anxious that Grey might pay Ngāti Toa for their remaining lands. They thought that selling the land themselves, was now the only way to save their mana.²¹ Most of the chiefs eventually came around and boarded the *Fly* on 12 June to sign the deed and received the first instalment of the purchase price in cash. Captain James Bruce's signature is on the deed as a witness. The promised reserves of land however were not marked out before the deed was signed. This was to become significant two months later when Commissioner Mantell arrived to set out the promised reserves. Māori were surprised and angered when Mantell produced a map of Kemp's deed that extended the western boundary from the Canterbury foothills all the way to the West Coast. Mantell quelled their anger by promising much larger reserves and a large extra payment including schools and hospitals.²²

The result of all this deceit was that the transaction, now considered a swindle rather than a sale. The reserves conferred to them were not large enough to sustain future generations and were made up of the land considered unfit for agriculture. What was promised to Ngāi Tahu, was their cultivations and places of residence and their mahinga kai and natural food resources "ample reserves as a means to securing permanently comforts and necessities of civilised life."²³ The Crown then transferred most of Kemp's purchase over to The New Zealand Company, and later to the Canterbury and Otago provincial governments without honouring Mantell's promises or the terms of Kemp's Purchase. This act more than any other single factor in the colonisation of Aotearoa left Ngāi Tahu destitute upon their own land.

B.1.6 Mahinga Kai

As stated above, one of the conditions of sale was that "mahinga kai" would be reserved for Ngāi Tahu. The relevant part of the text stated:

Ko o matou kainga nohonga, ko a matou mahinga kai, me waiho marie mo matou tamariki, mo muri ihi ia matou, a ma te kawana e whakarite mai hoki tetahi wahi mo matou a mua ake nei, a te wahi a ata ruritia te whenua e nga kai ruru. (A Mackay vol 1: 238. Emphasis by Dr Te Maire Tau).

The Crown interpreted the above text thus: ... our places of residence and cultivations must still be left to us, for ourselves and our children after us. And the Governor must appoint a quantity of land for us hereafter when the land is surveyed. (Ibid)²⁴

The incorrect translation of mahinga kai as merely plantations, resulted in the gradual exclusion of Ngāi Tahu from the places where they had exercised ahikā for centuries. They became either landless, or were confined to tiny plots of land. They were no longer able to participate, along with pakeha farmers, in earning a living in the new economy.²⁵

Bill Dacker, in *The People of the Place: Mahika Kai*, states that in 1876 the Rangatira Horomona Pohio describe Kāi Tahu as "living as maneen." Meaning that Ngāi Tahu were living as beggars and as strangers in their own land.²⁶

²¹ Ibid. p.83

²² Ibid

²³ Evison, H.C., *The Treaty of Waitangi and the Ngāi Tahu Claim*. Ngāi Tahu Māori Trust Board 1988. P.10

²⁴ Tau, DR TM., *The Grand Narrative: The Values and History of the Ōtākaro North and East Frames*. CERA, Christchurch, 2016. P48

²⁵ Dacker, B., *The People of the Place: Mahika Kai*. New Zealand 1990 Commission 1990. P23

²⁶ Ibid. P23

Ngāi Tahu had developed a way of life that responded to the natural resources of the area. These natural resources, the places where these resources were obtained, and the philosophies and practices that surround them are all part of the system of mahinga kai. Mahinga kai is still to this day of central importance to Ngāi Tahu culture and identity, it literally means to work (mahi) the food (ngā kai) and refers to the seasonal migration of people to key food gathering areas to gather and prepare food to sustain them through the year.

The information provided in the Tangata Whenua statement above, is only for the purpose of informing and accompanying this Conservation Plan and remains the intellectual property of Ōnuku Rūnanga. Use of the information above for other purposes shall only be with the written approval of Ōnuku Rūnanga.

B.2 European Settlement at Akaroa and Early Jetties

Flax traders and sealers were the first European visitors to Banks Peninsula – beginning in the first decades of the 1800s. Whalers were the first Europeans to “make more than passing contact”²⁷ with the peninsula and its Māori population. Whaler Jean Langlois was responsible for the train of events which led to the French settlement of Akaroa in 1840.²⁸ In 1838 Jean Langlois negotiated the purchase of Banks Peninsula from local Maori. In 1840, he came back as agent for the Nanto-Bordelaise Company with a shipload of French and German colonists. In the meantime, New Zealand had been annexed by the British (under the Treaty of Waitangi), but the French decided to land the settlers at Akaroa “which became a small town with French connections in a British colony.”²⁹ In the 1840s there were possibly two jetties erected at Akaroa (Figure 6)³⁰, and between 1843 and 1846 a protective breakwater was built. This new marine infrastructure indicates the importance of Akaroa in the earliest stages of New Zealand’s European settlement. Indeed, the total tonnage of the ships that called into the town in the early 1840s was ‘far greater’ than the new settlements of Wellington and Nelson.³¹

²⁷ Ogilvie, *Banks Peninsula: Cradle of Canterbury*.

²⁸ Peter Tremewan, *French Akaroa* (Christchurch: Canterbury University Press, 2010).

²⁹ Tremewan.

³⁰ Tremewan (p. 230) notes a French Wharf built in 1844 on the site that would become Dally’s wharf in the northern or ‘French’ part of Akaroa town. Alongside this, Figure 6 depicts a wharf in 1849 at approximately the same site as the modern-day Akaroa Main Wharf in the southern or ‘English’ part of town (next to the Kaitangata Stream).

³¹ Tremewan.



Figure 6. An 1849 sketch by Walter Mantell – looking from one of the settlement’s early jetties – showing the approximate site of the Akaroa Main Wharf during the early period of pakeha settlement at Akaroa. Note the waka being drawn onto the beach at the bottom right of the image (Alexander Turnbull Library).³²

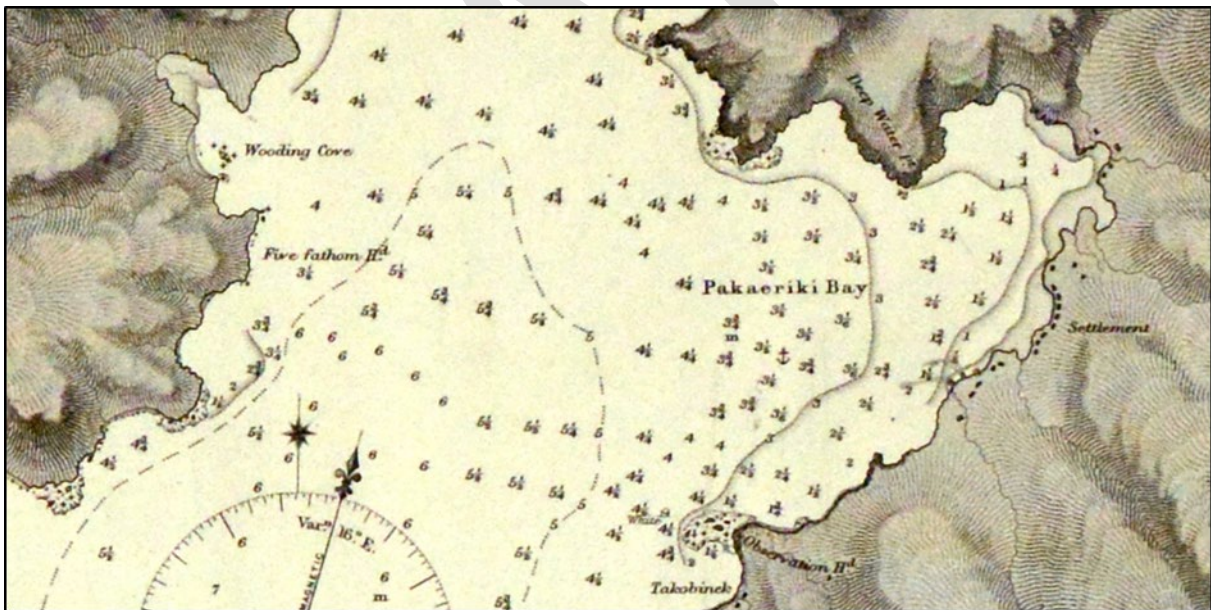


Figure 7. Detail of Akaroa Harbour Chart drawn from the survey of the HMS Acheron in 1849 (Archives New Zealand).

During this early period of settlement, a range of industries began to gradually develop, many of which would remain significant for the entirety of the settlement’s history. Boat building, commercial fishing, and timber processing ventures were set up along the harbour coastline. Sheep farming developed after 1843, when Captain Berard landed a flock of ewes at Akaroa. By 1853, the area was supplying large quantities of fruit to Christchurch and Lyttelton. Grain and seed production began in the mid-1840s, with the propagation of Cocksfoot seed becoming a major industry in its own right – at its heyday between 1880 and the 1930s.

³² reproduced from Gordon Ogilvie, *Banks Beninsula: Cradle of Canterbury* (Wellington: GB Publications, 1994).

Organised tourist excursions to Akaroa began in the 1850s, shortly after the arrival of the Canterbury Association settlers in Christchurch.³³

By land, Akaroa was isolated. Banks Peninsula was steep and difficult to traverse and the sea was a vital link to the small communities around Akaroa Harbour. The town was connected over land by a steep pack or bridal track opened in the late 1850s, and there was no coach road until 1872.³⁴ In time “almost every inhabited Peninsula bay had its wharf and for generations of residents the ‘boat day’ was their chief contact with the rest of the world.”³⁵ However for the settlements without any wharf or jetty, landing was a tedious process that involved wading ashore carrying goods and luggage.

By the end of the 1850s there were discussions about the establishment of a regular Akaroa-Lyttelton service.³⁶ Given the importance of the Akaroa Harbour sea link – both for communication and trade – it seems there was an impetus to replace or improve the first jetties erected during the 1840s.³⁷ A new public jetty was erected in the southern part of Akaroa at some point during the 1850s, with funding coming mostly from the Canterbury Provincial Government. This new timber structure ran out from the end of Church Street, and was described as “rather narrow for cart traffic,” protected “on one side by a hand-rail,” and leading into “six or seven feet of water at the lowest tides.”³⁸ Akaroa’s jetty was part of a wider 1850s wharf-building initiative by the Provincial Government and the structure served as the focal point for the Harbour’s marine traffic: “all the Bays in the Harbor [sic] were feeders of the Akaroa jetty, by sending in the whole of their produce, and likewise purchasing all their stores here.” In the 1870s Daly’s Wharf was also erected to serve the northern end of town (running from Rue Balguerrie).³⁹



Figure 8. Detail of an 1860s image showing the 1850s Provincial Government jetty (Auckland Museum).

³³ Ogilvie, *Banks Beninsula: Cradle of Canterbury*.

³⁴ Lyttelton Times, ‘Local Intelligence’ (Issue 653, 9 February, 1859); Ogilvie, *Banks Beninsula: Cradle of Canterbury*.

³⁵ Gordon Ogilvie, *Picturing the Peninsula: Early Days on Banks Peninsula* (Christchurch: Hazard Press, 1992), p. 64.

³⁶ Ogilvie, *Banks Beninsula: Cradle of Canterbury*.

³⁷ By 1854, the French Jetty in the northern part of the town had been reduced to a few rotten piles, and would be rebuilt later as Daly’s wharf (Ogilvie, *Banks Peninsula: Cradle of Canterbury*, p. 38).

³⁸ Lyttelton Times, ‘Local Intelligence’.

³⁹ Akaroa Mail and Banks Peninsula Advertiser, ‘Harbour Board’ (Issue 1032, 8 June, 1886).

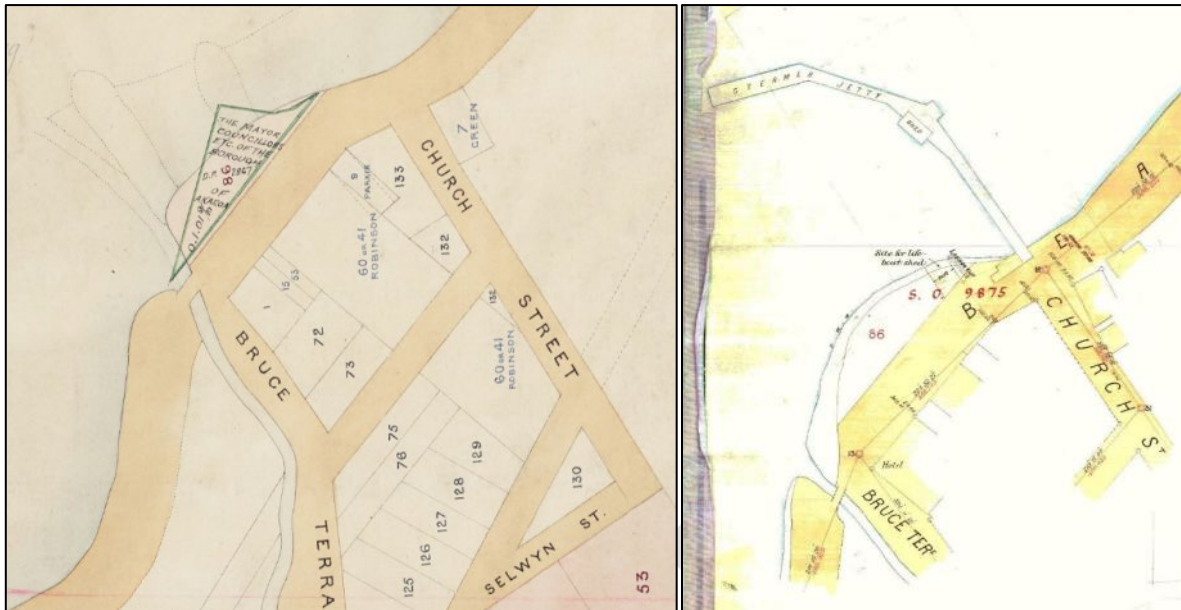


Figure 9. Left – Detail of an 1860 map showing the jetty area (though not depicting the jetty itself) in the southern (English) part of town. The Kaitangata Stream and the early iteration of what would become the Britomart Reserve (the triangular parcel outlined in green) are visible. One of the two protrusions from the shore marked by dotted lines likely indicates the remains of the earlier 1840s jetty (Archives New Zealand). Right – Detail of SO 813 from 1883 showing the 1850s jetty extending out from Church Street (QuickMap).



Figure 10. Detail of SO 811 from 1883 showing the northern (French) part of town with Daly's Wharf extending from Rue Balguerie (QuickMap).

Despite the apparent utility of this jetty network, there were ongoing issues with the structures' maintenance and the funding they demanded. A visitor in the 1860s offered some wry criticism of the Akaroa jetty's crane, describing it as "one of the most primitive and curiously-constructed cranes that has ever been our lot to contemplate" and noting that it was slated for replacement but no administrative body had taken

responsibility for the job.⁴⁰ Some modifications were apparently made to increase 'storage accommodation' in the mid-1870s,⁴¹ but by 1886 the Akaroa jetty and its neighbours were apparently in desperate need of maintenance. In that year the Akaroa County Clerk – W. H. Henning – wrote to the Minister of Marine explaining that in Akaroa Harbour "there are three wharves, viz: at Wainui, Barry's Bay, and Duvauchelle's. They were erected at great expense by the Provincial Council, but nothing has been done to them since the abolition of provinces." Henning told the paper that "if they are left alone for much longer, will be perfectly useless, and the settlers will then have no means of getting their produce away." No money had been "raised for repair, maintenance, or improvement, during the twelve years of their existence."⁴² This was the beginning of the community demands for a new Akaroa wharf.

The somewhat complex administrative responsibilities for the harbour's wharves – alluded to above by the 1860s commentator – added to the difficulties of maintaining the existing jetty or planning for a new structure. Following the abolition of the Provincial Government in 1876 the area around the harbour was administered by the Akaroa County Council and the Akaroa Borough Council, but the seabed was the responsibility of neither – instead being in the mandate of Central Government, specifically the Marine Department. There was a suggestion that it would be appropriate to form a Harbour Board to manage the structures, but while much debated and proposed as the Akaroa Harbor [sic] Board Bill, this idea did not come to fruition. A note by Henning in the *Akaroa Mail and Banks Peninsula Advertiser* gives an example of the Borough Council's anxiety over jurisdiction, suggesting that the body had "no power whatever, either to extend the present jetty one foot or to build a new one."⁴³

Yet – in spite of this issue – the plans for a new wharf moved ahead. The new *Government Loans to Local Bodies Act*, facilitated financial assistance for local public works and the Akaroa Borough Council decided that "a new wharf should be built partly out of the money saved from the old jetty, and the remainder borrowed under this Bill."⁴⁴ In parallel with this, the Marine Department issued an Order in Council under the provisions of the Harbours Acts approving the Borough Council's plans for a wharf at Akaroa on 28 June 1887, and on the same day licensed the Akaroa Borough Council to occupy the foreshore for the wharf at Akaroa.⁴⁵ Funding procured and permission secured, the way ahead was clear for the construction of what would become Akaroa Main Wharf.

⁴⁰ Lyttelton Times, 'Akaroa Jetty' (Issue 1897, 18 January, 1867).

⁴¹ Star, 'The Peninsula' (Issue 2157, 9 February, 1875).

⁴² Akaroa Mail and Banks Peninsula Advertiser, 'Harbour Board'.

⁴³ Akaroa Mail and Banks Peninsula Advertiser, 'Harbour Board'.

⁴⁴ Akaroa Mail and Banks Peninsula Advertiser, 'The Opening of the Wharf' (Issue 1263, 24 August, 1888). Presumably the 'money saved from the old jetty refers to wharfage fees.

⁴⁵ Appendix to the Journals of the House of Representatives, 'Report of the Marine Department' (H-19, 1887).



Figure 11. Akaroa in 1882, looking southwards from the north end of town prior to the construction of the Akaroa Main Wharf (Auckland City Libraries).

B.3 The Construction of Akaroa Main Wharf

Careful consideration went into the potential positioning and design of the new wharf prior to its construction. The Wharves Committee, reporting to the Akaroa Borough Council in early February 1887, outlined three proposals that had been discussed: “To carry it out from the present end into deeper water; to carry it out in a straight line from the first bend where the shed was; or to start from the reserve.” The report recommended that “we consider that the best site for the new jetty will be upon the line of soundings shown upon the drawing in blue figures (opposite reserve No. 86)” (what is now the Britomart, see Figure 8, left). The committee’s reasons were that;

as the reserve projects beyond the adjacent portions of the coast line, it offers the greatest facility for making deep water may be obtained in a little over five chains, starting from the reserve point, which is now reached in the present jetty by seven chains and a quarter, and if a portion of the new jetty is built solid as suggested below, there will be less filling to do; or if it eventually decided to make the construction entirely of wood, shorter timbers will be required for piles. [Also] by building in a new place, the present jetty can be used during the construction of the new one, and the trade of the port in no way interfered with, thus overcoming a serious difficulty.[Finally,] that on the line indicated a straight jetty may be built, which is much more easily worked than one with an angle.⁴⁶

⁴⁶ Akaroa Mail and Banks Peninsula Advertiser, ‘Akaroa Borough Council’ (Issue 1101, 4 February, 1887).



Figure 12. Detail of a photograph from the 1850s jetty (c. 1880s?) showing the shoreline prior to the construction of the Akaroa Main Wharf (Te Papa)

Regarding the construction, S. Derbidge, the inspector of works of the Lyttelton Harbor [sic] Board, and William Wilkins, the engineer, considered “the jetty should be of solid earthwork, retained by concrete walls for about 200ft from high water mark, and the remaining portion of timber, to extend an additional 400ft, or 600ft in all, reaching about 13ft of water, the timber, except decking, hand rails, etc., to be ironbark; deck to be 4in stringybark or totara.” Further advice was offered by William Tosswill, the mayor and chairman of the wharves committee, who suggested:

that by making the wharf for another 100ft (by) 24ft wide they could enable vessels drawing 6ft 6in to 8ft 6in to be moored there. This would allow vessels like the Akaroa or Clyde to come in there, and with that width the drays could come right to the vessels over 200ft of solid and 100ft of stringy bark stringers. The crane would of course be erected there, and it would be a great convenience for the carts to come right up to the vessels and load under the crane.⁴⁷

At a special meeting of the council five days later, the engineer approved of the mayor’s suggestion that the wharf be specified to a 24ft width for the 300ft length, and thought it would be good to carry out the wharf at that width for the whole structure. The meeting “moved to adopt the report and plan of the site prepared by Wilkins and Derbidge” and that the “Engineer be instructed to prepare plans and specifications in accordance with the report and plans.”⁴⁸

In July 1887, after approval from the Marine Department, tenders were invited for the “new jetty...600 feet in length, the first 150 feet from the shore end to be solid work, with concrete retaining walls and the outside 450 feet of ironbark timber.”⁴⁹ Tenders were open until 24 August 1887, and shortly after that deadline the council had settled on the proposal of contractors Place and Wheeler, who offered to construct the wharf for £3,437 9s.⁵⁰

Work began in September in 1887, with stone-breaking for the concrete portion.⁵¹ In early October Wilkins reported that the contractors had commenced the concrete retaining walls after he had put in the necessary levels, though work could only be completed between tides. The mixing of concrete on the site was supervised by George Piper, who appears to have been the site foreman.⁵²

⁴⁷ Akaroa Mail and Banks Peninsula Advertiser, ‘Akaroa Borough Council’ (Volume XIV, Issue 1101, 4 February 1887).

⁴⁸ Akaroa Mail and Banks Peninsula Advertiser, ‘Akaroa Borough Council’.

⁴⁹ Akaroa Mail and Banks Peninsula Advertiser, ‘Advertisements’ (Issue 1145, 8 July, 1887).

⁵⁰ Temuka Leader, ‘Interprovincial News’ (Issue 1626, 27 August, 1887).

⁵¹ Akaroa Mail and Banks Peninsula Advertiser, ‘Peninsula News’ (Issue 1164, 13 September, 1887).

⁵² Akaroa Mail and Banks Peninsula Advertiser, ‘Akaroa Borough Council’.

By 9 December 1887 the concrete retaining walls were apparently almost completed, with only a fortnight's further work expected. The "rubble retaining walls at the inshore end" were finished except for the coping and pointing". Wilkins told the council that the "concrete work is settling in a very satisfactory manner, and the walls keep the tide out even without the backing. The work of filling has been commenced, and will probably be completed about Christmas."⁵³ Some issues with the concrete structure also became apparent as works progressed. Wilkins reported to the council that "there was a scour" associated with a part of the wharf, but this appears to have been a minor problem, and was resolved "by placing large stones in a certain position." More troublesome was some erosion of the wharf's interior fill: "Cr Staples further called attention to the fact of the sinking of the earth over the weep holes in the concrete sustaining wall. The clay washed through these and did considerable damage by causing the upper surface to sink."⁵⁴

In the New Year the construction of the wharf's timber component began, with timber supplies arriving intermittently from Australia from February till March 1888.⁵⁵ By April, construction was proceeding well; the contractors had "already driven twenty rows of piles" and were "7ft over half the whole length of the wharf."⁵⁶ Just a month later all of "the piles for the whole of the bays of the new Jetty" were in place and the fender and shed piles were being "pushed on with."⁵⁷ However, several delays had been overcome to reach this point, most notably issues with the timber supply, a major storm that damaged the half-built structure, and the wait to source longer piles (45 feet rather than the 37-foot piles used in the rest of the structure) to address soft ground at the 34th pile.⁵⁸

The shed and other wharf furniture began to be organised towards the end of the construction process. It appears that the shed on the 1850s jetty was taken for use on the new structure. In August 1888, the shed was "in process of removal" from the old jetty and Council discussed what alterations to make before it was re-erected. It was decided that the wharf tramline was not to be routed through the shed – as it was on the old jetty – in order to increase storage space and make the building easier to secure. A recommendation was also made to lower the shed floor from 2 feet 3 inches to only 18 inches above the jetty in order to facilitate the easier movement of goods. This separate floor was made to extend across the base of the shed and was apparently made of stringy bark boards. It was also agreed that the shed would be given a coat of 'hematite' paint. Several further features were removed from the old jetty for use on the new wharf: a lamp and pillar, as well as "seat and rails at the seaward end of the [old] Akaroa wharf, with the life-buoy support." For cargo management on the wharf a new crane was sought after inspecting options in Lyttelton, and a single (rather than double) tramline was decided upon because "it would leave 18 or 19 clear feet for the drays to go to the shed."⁵⁹ There was also a proposal to construct a verandah over the door of the shed to "protect the door and trucks," but this was not agreed in council.⁶⁰ A final small design alteration was the recommendation "that the parapet wall on the south side of the new jetty be returned along the shore end, a distance of twenty feet."⁶¹

On 22 August 1888 the wharf was finally opened by the mayor on a fine late-winters day. Given the importance of maritime trade and communication to the port town, the wharf opening was a major event and a public holiday was observed. The crowds that gathered for the ceremony cheered the contractors and engineer – it

⁵³ Akaroa Mail and Banks Peninsula Advertiser, 'Akaroa Borough Council'.

⁵⁴ Akaroa Mail and Banks Peninsula Advertiser, 'Akaroa Borough Council' (Issue 1211, 24 February, 1888).

⁵⁵ Akaroa Mail and Banks Peninsula Advertiser, 'The Akaroa Mail' (Issue 1215, 9 March, 1888); Akaroa Mail and Banks Peninsula Advertiser, 'The Wharf' (Issue 1224, 10 April, 1888); Akaroa Mail and Banks Peninsula Advertiser, 'Akaroa Borough Council'.

⁵⁶ Akaroa Mail and Banks Peninsula Advertiser, 'The Wharf'.

⁵⁷ Akaroa Mail and Banks Peninsula Advertiser, 'Akaroa Borough Council'.

⁵⁸ Press, 'Akaroa Items' (Issue 7027, 2 April, 1888); Akaroa Mail and Banks Peninsula Advertiser, 'Akaroa Borough Council' (Issue 1290, 17 February, 1888); Akaroa Mail and Banks Peninsula Advertiser, 'Akaroa Borough Council'. The description of the finished wharf suggests that even longer 55 foot piles were ultimately required.

⁵⁹ Akaroa Mail and Banks Peninsula Advertiser, 'Akaroa Borough Council'.

⁶⁰ Akaroa Mail and Banks Peninsula Advertiser, 'Akaroa Borough Council'. (Issue 1261, 14 August, 1888).

⁶¹ Akaroa Mail and Banks Peninsula Advertiser, 'Akaroa Borough Council'. (Issue 1261, 17 August, 1888).

was matter of pride that “the wharf was designed by a Peninsula man, and erected by two Peninsula contractors” – and a formal dinner and public ball was held later in the day.⁶²



Figure 13. A public gathering at the Akaroa Main Wharf during a regatta in 1907. Though this event occurred well after the wharf’s construction, it is likely representative of the scene on opening day in 1888. Contractors

B.3.1 Place and Wheeler

Place and Wheeler were contractors operating in Akaroa between c. 1886 and 1891. Their projects included Duvauchelle’s Bay bridge (1886); Robinson’s Bay bridge (1886); Gillespie’s, Pound and Cross Bridges (1887).⁶³ They also won the contract for the construction of the new Wainui Jetty in March 1890.⁶⁴

A.H. Wheeler came to New Zealand with his wife, landing at Port Chalmers in 1885. In 1887 he came to Akaroa to work on the main wharf and remained in the town for some three years. In 1890 he moved to Christchurch.⁶⁵ His obituary records that Wheeler was a native of Wiltshire, who left for Lyttelton soon after his marriage in 1883. He was a stonemason by trade, working first in the Motukaraka district before later working on the Akaroa Main Wharf in partnership with Thomas Place. Wheeler was also involved in the construction of the Otira-Stillwater section of the Midland railway – working on culvert construction – and the railway extension towards Cheviot from Christchurch. Eventually, he settled in the Rotomanu block and was among the first to introduce Jersey cattle to the district. In the 1920s he retired to Christchurch, residing at Shirley, before taking up farming at Styx where he was a renowned breeder of Lucerne.⁶⁶

Unfortunately, no information can be found relating to the biography of Thomas Place. It is possible that after completing the Wainui Jetty in 1890, he shifted to Western Australia.

⁶² Press, ‘News of the Day’ (Issue 7152, 23 August, 1888).

⁶³ Akaroa Mail and Banks Peninsula Advertiser, ‘Akaroa County County’ (Issue 1038, 29 June, 1886); Akaroa Mail and Banks Peninsula Advertiser, ‘Pigeon Bay Road Board’ (Issue 1137, 10 June, 1887).

⁶⁴ Akaroa Mail and Banks Peninsula Advertiser, ‘Akaroa County Council’ (Issue 1422, 4 March, 1890).

⁶⁵ Akaroa Mail and Banks Peninsula Advertiser, ‘No Title’ (Issue 5945, 20 November, 1934).

⁶⁶ Press, ‘Obituary’ (Issue 22514, 23 September, 1938).

B.4 Engineer

B.4.1 William Davy Wilkins

Born in 1842 in Farnfawr, Glamorganshire, Wales, as a child Wilkins moved with his parents to London, where his father worked at the British Museum. In 1867 he sailed for Jamaica, and on to New Zealand in 1868. He married Kate Elizabeth Cane in 1879, daughter of architect Thomas Cane. After a short period in Auckland and on the Thames goldfields, Wilkins joined his brother in Government survey work in Auckland and the Waikato. Moving to Canterbury, he laid out the north railway at Rangiora and the main south line at Studholme Junction. He then joined the Government survey staff on Banks Peninsula – working mostly in the Wainui district. After a period in private practice in partnership with a man named Fenton, he became the County Clerk and Engineer for the Akaroa County Council where he was responsible for many bridges and roads in the district. At the end of the 1880s, he left Akaroa and took up a position in Zeehan, Tasmania, where he supervised the construction of tramways. In November 1892 he returned to New Zealand, moving to Riverton, where he was appointed the Wallace County Engineer. However, he did not hold this position long before returning to Akaroa in 1897 to again serve as County Clerk and Engineer. Ill health forced him to resign this role in 1910. He was also acting-engineer to the Akaroa Borough Council, supervising the waterworks and septic tank drainage schemes.⁶⁷

B.5 Construction Details of the 'New Wharf'

The original plans of the wharf are limited to four pages, originally held by the Marine Department and now stored in Wellington at Archives New Zealand. Historic accounts of the structure and photographs provide additional insight into construction details of the wharf.

The first page of the construction plans shows the results of sounding undertaken along the shoreline. Soundings were taken at the wharf line, 1 chain (20 metres) north and south of the wharf, 3 chains (60 metres) north and south, and 5 chains (100 metres) north and south. This was presumably done to ensure there was sufficient draft for large ships to navigate to and from the wharf at low tide.

The second page shows the wharf in plan, elevation, and section. The eastern portion is detailed as a solid fill with concrete walls. The portion of the wharf over water is hatched as timber, with steps on the northern and southern sides to allow access to moored boats. The location for the goods shed is shown on the southern side, and it appears that the shed from the existing jetty (Fisherman's Wharf) was to be relocated on the new wharf. The substructure of the wharf was in the form of stringers or 'floor beams', which provided a place to fix the wharf decking. Section and elevation details show how the piles and bracing were to be installed with iron fixings.

⁶⁷ Western Star, 'No Title' (Issue 1715, 16 November, 1892); Western Star, 'Presentation' (Issue 2152, 30 October, 1897); Akaroa Mail and Banks Peninsula Advertiser, 'Obituary' (Issue 3800, 19 November, 1918); George Ranald Macdonald, 'William Davy Wilkins', *Canterbury Museum: Macdonald Dictionary Records, 1952-1964* <<https://collection.canterburymuseum.com/objects/718732>> [accessed 31 October 2018].

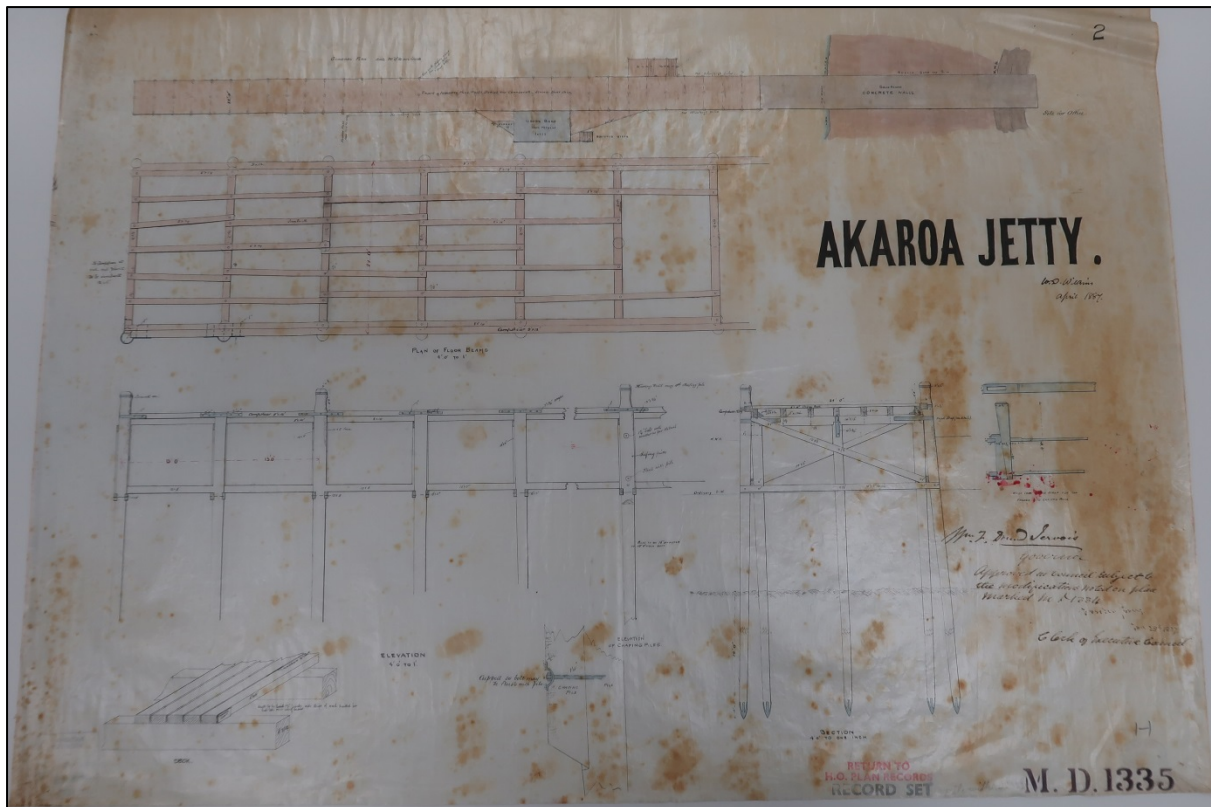


Figure 14. Plan, section, and elevation of Akaroa Wharf (Wellington Archives New Zealand).

A thorough description of the wharf in the *Akaroa Mail* at the time of opening is particularly useful and will be frequently referenced. In general, the wharf was noted as being a “composite structure of concrete work and timber, 605ft long, 24ft wide at the steamer berths, and 22ft wide on the gangway.”⁶⁸ The steamer berths are understood to be the westernmost portions of the timber structure, beyond the wharf shed (Figure 13). This design can also be seen in the historic photographs of the wharf.

- From the shore, a section of solid structure projects, which has concrete sides and a protective concrete wall on the south side (returning a short distance along the foreshore);
- This solid structure then becomes a timber one comprising ‘bents’ of piles (running north/south) with a timber deck and white-painted timber railings along the south edge. This part of the structure remained the same width for 13 bents from the abutment after which it widened on an angle for 2 further bents. The white railings continued from the abutment up to the 15th bent, where the shed was located. On the north side of the wharf a square platform projected from the 15th bent and ran back towards the shore with two flights of steps as far as the 11th bent. This was the main access down to water level; the only other being a small, narrower flight of steps on the south side adjacent to the shore-facing gable of the shed. The crane was on the north side of the wharf opposite the shed at about the 16th bent from the abutment;
- The wharf shed ran from the 15th to the 18th bent (3 bays) and then a small building at its rear (west) ran for a further 2 bays up to the 20th bent, where the wharf width narrowed again; and
- Beyond these buildings, the timber wharf structure continued but fender piles were installed on both the north and south sides, as protection, where vessels were designed to dock. Every third bent, the fender pile extended above the deck to create a mooring post (bollard) for these vessels. A further section of railings extended a short distance beyond the buildings on the south side of the wharf up until about the 26th bent;

⁶⁸ Akaroa Mail and Banks Peninsula Advertiser, ‘The Opening of the Wharf’.

- There were no steps or other features in this last part of the wharf until the very end, where was another section of white railings running the width of the structure and a navigation light.

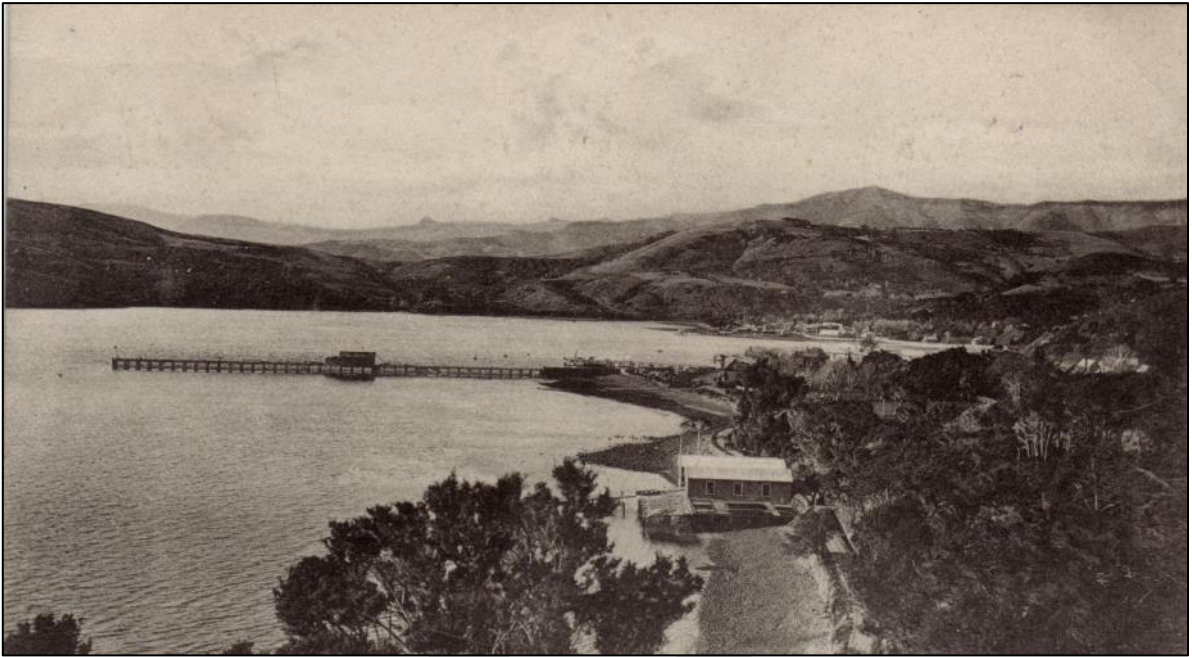


Figure 15. Akaroa Main Wharf and environs in 1905, looking north (Kete Christchurch).



Figure 16. View looking west showing Akaroa Main wharf (to the left) and the remains of the old jetty in 1909 (Kete Christchurch).



Figure 17. Regatta day in 1895, with two ships pulled up to the steamer berths (Alexander Turnbull Library).

B.5.1 Solid Landward Portion/Abutment

Details about this abutment are provided on the third page of the plans for the wharf (Figure 17). It shows a concrete structure divided into two bays. The walls are of solid concrete with solid fill in between. It was capped with concrete which formed the roof, and then the road placed on top to provide a level surface from the shore edge onto the wharf itself.

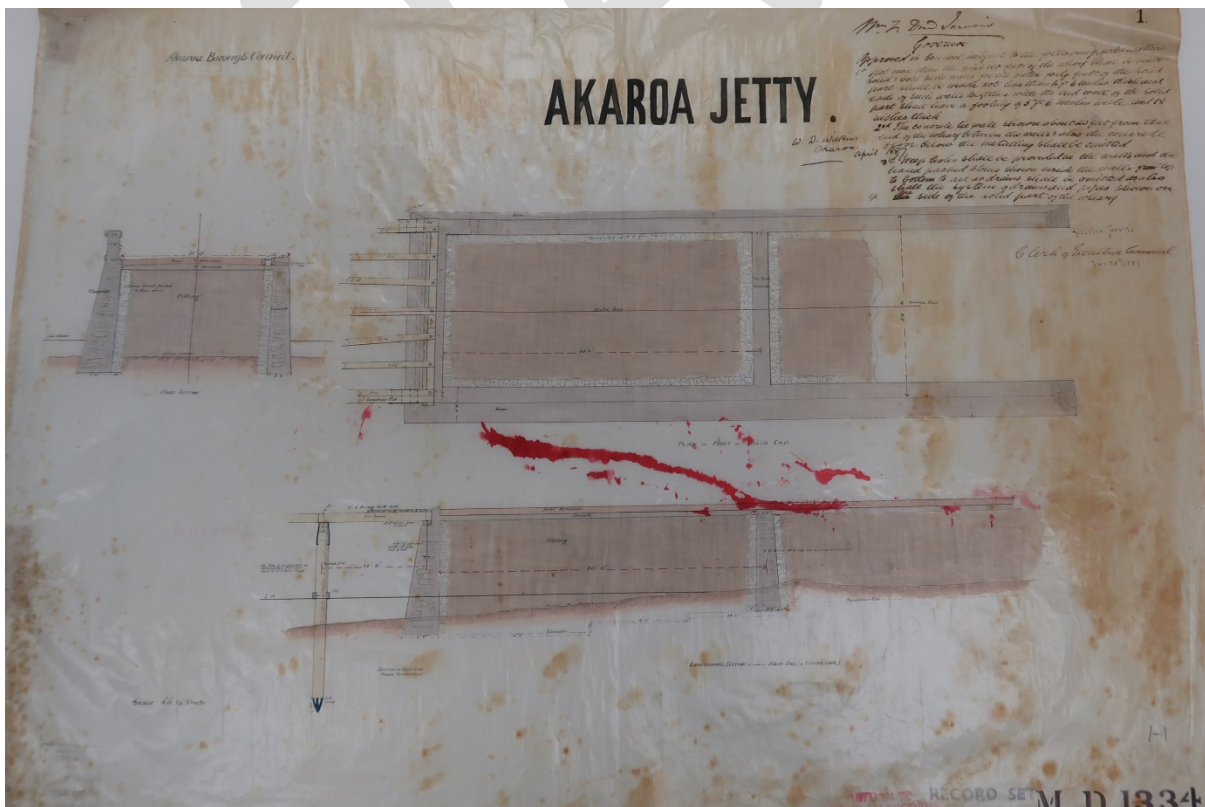


Figure 18. Section drawings of the concrete abutment to the timber portion of the wharf (Wellington Archives New Zealand).

A more detailed description of the abutment is found in a contemporary article from the *Akaroa Mail*: “The solid portion, which extends 98ft from the shore, consists of a hearting of rubble and clay, retaining by concrete walls of great strength, resting upon foundations five feet six inches wide on the south or weather side, and four feet six inches on the inner side; the weather side is also protected by a parapet wall, which serves to give a finish to this part of the work.”⁶⁹ The south side of the solid portion also had a smooth concrete finish (Figure 18) while the north side was rougher, with the large aggregate used in the wall giving the appearance of stonework (Figure 19). The concrete parapet on the south side appears to have been given a roughcast finish with smooth concrete trim (Figure 18).



Figure 19. View of the wharf on regatta day in 1907, showing the parapet and smooth concrete wall on the south side of the solid portion (Te Papa).



Figure 20. Detail of a 1905 photograph showing the rough north side of the wharf's solid portion (Te Papa).

The rubble and clay fill or ‘hearting’ contained by the retaining walls was recorded by archaeological monitoring in 2015 (Site No. N36/229). This revealed a stratigraphy that appears to be comprised of disturbed upper layers of hard fill, crushed shell, mixed clay and volcanic rock overlaying a light brown clay fill, with a dark brown clay layer closer to shore. A deposit of historic refuse – including fragments of bone, glass, ceramic,

⁶⁹ Akaroa Mail and Banks Peninsula Advertiser, ‘The Opening of the Wharf’.

and clay smoking pipe – was also found during excavations. The hard fill is likely the remains of 20th century excavations, but the refuse, crushed shell, volcanic rocks, and clay fill may all be elements of the structures original fill.



Figure 21. Left – View looking east showing the trench excavated through the solid portion of the Akaroa Main Wharf in 2015 (K. Bennett). Right – The stratigraphy exposed in a section of the northern baulk, exposing asphalt, mixed clay, stone and volcanic rock, and light brown clay (K. Bennett).

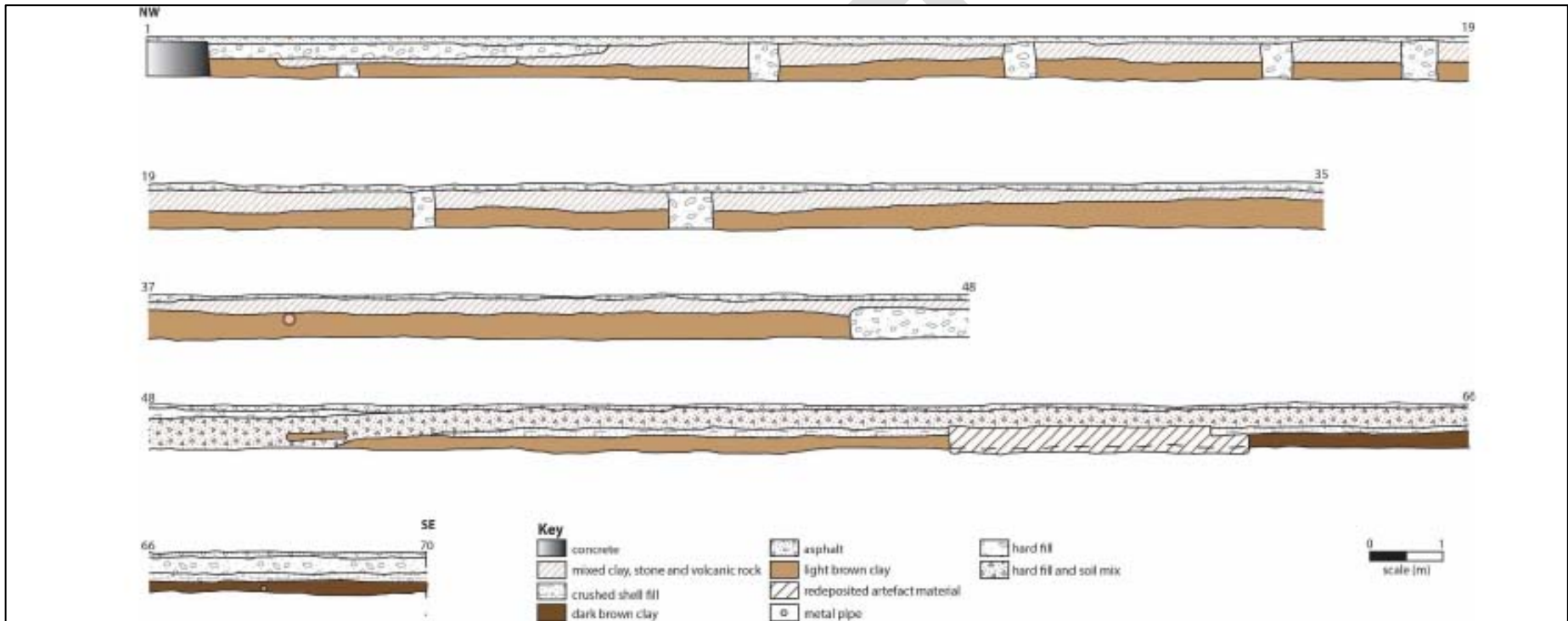


Figure 22. Stratigraphic profile of the north baulk of the excavation on the solid portion of Akaroa Main Wharf (K. Bennett and M. Hickey).

B.5.2 Timber Piles and Other Supporting Structure

From the Akaroa Mail:

The timber structure consists of thirty-nine 13ft bays, the outer eleven of which comprise five piles each, and the remaining twenty-eight bays three piles each, all of Australian iron-bark, specially imported for the work and landed from the Rose M. in February last. The longest piles are fifty-three feet in length and weigh about 2 ½ tons each...The caps, braces, wales and floor beams are all of squared iron-bark, of which timber there are some 70,000ft in the structure, irrespective of the piles.⁷⁰

'Ironbark' is still used as the common name in Australia for *Eucalyptus sideroxylon*, and this is likely the timber used in the construction of the wharf's supporting timber structure. Newspaper reports suggest that most piles were 37 feet long, though 45 foot piles were sought for the 34th bay to counter soft ground at that point.⁷¹ It is unclear if these 53 foot piles described above were ultimately used to construct this particular element, or relate to another area of soft ground elsewhere beneath the wharf.

An image from 1910 (Figure 22) shows that diagonal cross bracing ran across the wharf between adjacent piles on each side, but there was no bracing running along the wharf. A small beam ran alongside the piles on the outside of the wharf just above the waterline, but this appears too small to be structural and likely served to keep boats out from under the wharf and assist with mooring. Another image from 1907 (Figure 23) shows the additional structure erected to create a platform for the wharf shed.



Figure 23. A brightened image of the north side of the wharf in 1910 showing the supporting structure and boat steps (Kete Christchurch).

The image in Figure 24 shows that every third pile also served as a mooring post or 'bollard' and was finished with a metal, likely wrought iron, band. These mooring bollards had a slight hour-glass shape so that they had a wider diameter at the top; this was done to reduce the likelihood of mooring warps ('dock lines'), from working loose from the bollard.

⁷⁰ Akaroa Mail and Banks Peninsula Advertiser, 'The Opening of the Wharf'.

⁷¹ Akaroa Mail and Banks Peninsula Advertiser, 'Akaroa Borough Council'.

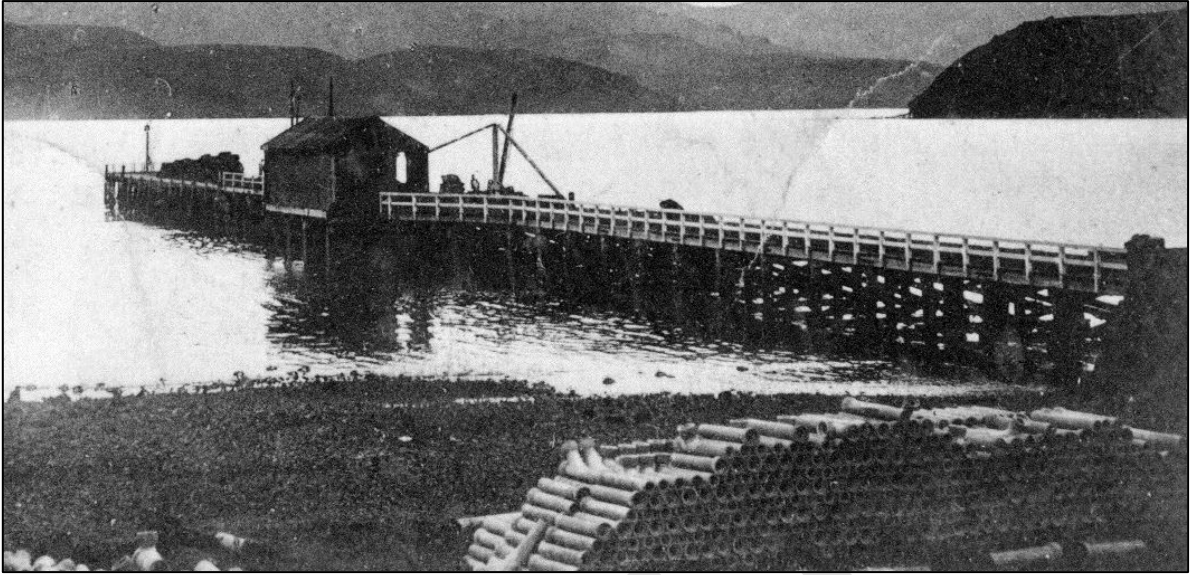


Figure 24. View of the south side of the wharf in 1907 showing the extended platform for the wharf shed and protective railing running alongside the deck (Kete Christchurch).

B.5.3 Decking

From the Akaroa Mail: “The decking is of Tasmanian stringy bark, of which timber there are about 49,000ft.” Tasmanian stringy bark may refer to *Eucalyptus obliqua*, a species especially associated with Tasmania, but stringy bark is also a colloquial term for a range of different *eucalyptus* species. The decking visible in Figure 24 and Figure 25 is likely largely composed of the original stringy bark boards.



Figure 25. Detail of 1904 photograph showing the wharf decking (Kete Christchurch).



Figure 26. Brightened detail of a 1911 photograph showing the wharf decking (Kete Christchurch).

B.5.4 Wharf Shed

Based on historic newspaper reports and the original plans, it appears that the rectangular, gable-roofed wharf shed was relocated from the older 1850s jetty.⁷² While this suggests it dates from before 1887, its exact age is unclear as it may not have been erected at the same time as the previous jetty. A note in the *Star* about repairs and improvements to 'storage accommodation' on the jetty at Akaroa suggests that it dates at least from 1875.⁷³ Its position facing northwards on the Akaroa Main Wharf appears calculated to combat the swells and poor weather that come from the south in the Harbour.

Images of the structure in the early 20th century show that it was both roofed and clad in corrugated iron and newspaper reports noting that it was a coat of 'haematite' suggests that it was likely painted a dark red colour (Figure 26).⁷⁴ Access to the building appears to have been through one of three large sliding doors: two on the north side of the building, and one on the east (Figure 27). On the old jetty, the shed was positioned to allow tram lines to run right through it, so the eastern door is likely a relic of this previous arrangement (the former location of a western door is potentially visible in Figure 25). This building would have been lit largely through its doors, but there were also two small windows on the south wall. The original interior and structural details of the shed are unknown, though newspaper reports suggest that it likely had a slightly elevated floor – lifted 18 inches from the wharf surface – made of stringy bark boards.⁷⁵

A small outbuilding was also attached to the west end of the wharf shed and was possibly used as an engine room. It appears in one of the earliest images of the Akaroa Main Wharf (Figure 14), but it is unclear if it was also removed from the older 1850s jetty. Part of this outbuilding is painted a different, lighter-hued, colour than the main shed.

⁷² Akaroa Mail and Banks Peninsula Advertiser, 'Akaroa Borough Council'.

⁷³ *Star*.

⁷⁴ Akaroa Mail and Banks Peninsula Advertiser, 'Akaroa Borough Council'. 'Haematite' presumably references a paint made from iron oxide pigment and some form of oil binder (likely linseed oil, but possibly fish liver oil in a maritime community like Akaroa). This would most likely have been dark red in colour.

⁷⁵ Akaroa Mail and Banks Peninsula Advertiser, 'Akaroa Borough Council'.



Figure 27. Schoolchildren on the wharf in 1910, with the shed in the background (Kete Christchurch).



Figure 28. Detail from 1910 photograph showing the east side and door of the wharf shed. Two windows are visible on the south wall.

B.5.5 Ironwork

From the Akaroa Mail: "The iron of one description and another weigh over 25,000lbs, and was imported from Home, tracings of the Engineer's detail drawings having been forwarded to England through Messrs Nashelski of Christchurch."

Iron fixings and fittings appear to have been used throughout the wharf. Some examples can be seen in Figure 28 and Figure 29. An especially notable piece of ironwork is the tramway that ran from the wharf shed to the western end, alongside the steamer berths.



Figure 29. Detail of an undated early 20th century image showing the iron slice straps on the side of the wharf (Canterbury University Archives).

Set in the concrete surface of the wharf outside roughly the original location of the wharf shed is a small cast iron cover plate which bears the name "Glenfield Kennedy Ld FP, Kilmarnock". Cover plates such as this typically provide access to a tap or valve and the 'FP' label could refer to a 'fire plug' or hydrant. Formerly two separate, but closely allied firms, the Glenfield Company and Kennedy's Patent Water Meter Company in Kilmarnock, Scotland, worked side by side up till the year 1897, when they were amalgamated. This cover plate is therefore not original to the wharf, but may be a very late 19th century or early 20th addition. It is presumed that it was once set into the timber deck and was raised into the concrete deck when the concrete was laid. It is also possible, of course, that it is simply a recycled fitting brought to the wharf when the concrete was laid as a later modification in the 1980s (see section B.7 below). However, it is equally likely that that a fire hydrant was required in this location on the wharf and, therefore, it would seem not unreasonable to conclude that it is related to the earlier shed on the wharf.

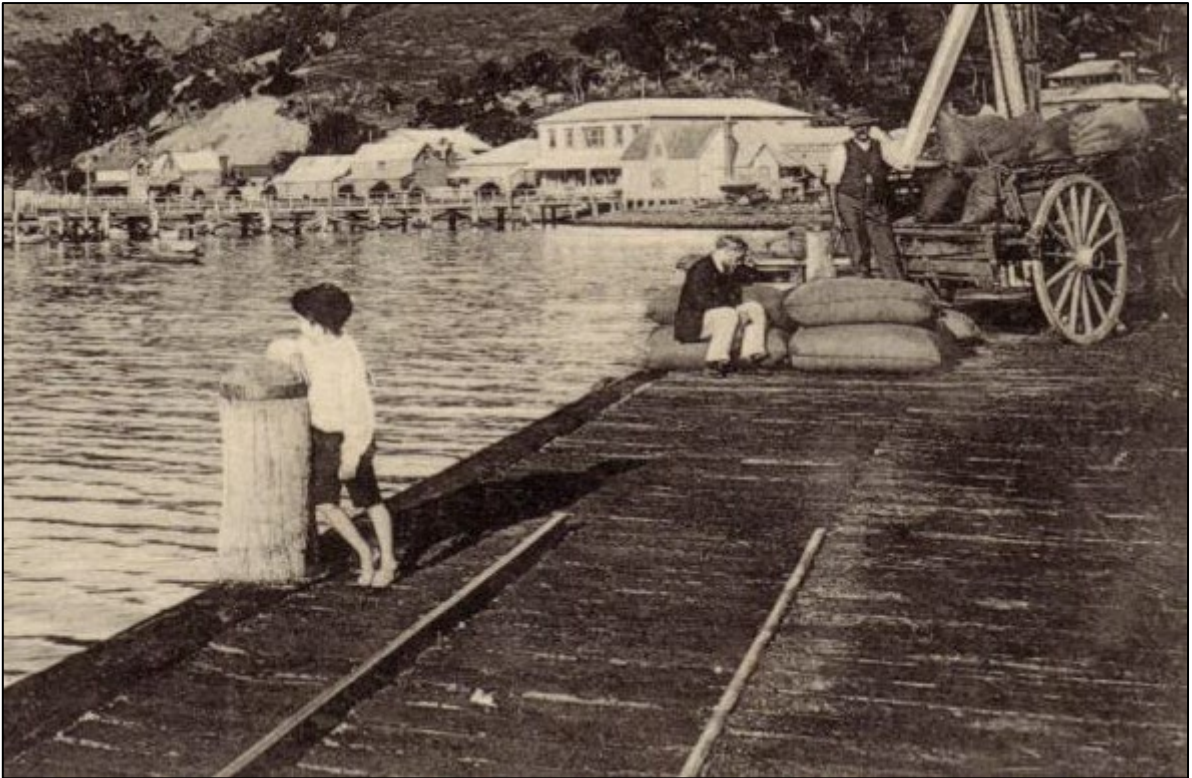


Figure 30. Detail of a photograph from 1908 showing an iron band around the top of a bollard and the wharf tram tracks running out to the end of the steamer berths (Kete Christchurch).

B.5.6 Steps, railings, and other wharf furniture

Alongside the use of other timber in the decking and supporting structure, the *Akaroa Mail* also noted the presence of “some 12,000ft of heart of totara, used in boat steps; fences and minor works.”

The boat steps were located on the north side of the wharf and can be seen in Figure 22 and Figure 30.

Railings ran alongside the south side of the wharf from the parapet of the solid portion till the shed, then past the shed for around another 10m, or so, before ending to make allowance for docked ships (Figure 23). There was also a further railing and navigation light (see below) with life-buoy at the far end of the wharf which was likely recycled from the old 1850s jetty (Figure 30).⁷⁶

Newspaper reports also record other recycled items from the old wharf included a seat (though this has not been able to be made out in photographs) and a lamp and pillar (visible in photographs at the seaward end of the Akaroa Main Wharf).⁷⁷ This latter item was potentially some form of navigation light, as one is known to have been installed at the end of the old jetty.⁷⁸

A major feature of the wharf was the goods crane, which was positioned roughly between the north-east corner of the shed and the boat steps. It appears to have been able to load small ships directly, or alternately move goods from the shed onto drays or wagons to be carted to larger ships moored further west on the wharf. The origins of the crane are unclear, but newspaper reports suggest it was sourced from a company in Lyttelton.⁷⁹

⁷⁶ Akaroa Mail and Banks Peninsula Advertiser, ‘Akaroa Borough Council’.

⁷⁷ Akaroa Mail and Banks Peninsula Advertiser, ‘Akaroa Borough Council’.

⁷⁸ Akaroa Mail and Banks Peninsula Advertiser, ‘No Title’ (Issue 123, 21 September, 1877).

⁷⁹ Akaroa Mail and Banks Peninsula Advertiser, ‘Akaroa Borough Council’.

It is noticeable in the historic photographs of the wharf that there are no signs of ladders and mooring paraphernalia, such as cleats and rings. Architecturally, it had 'clean lines' until at least the 1950s.



Figure 31. View west down the wharf in 1914. The boat steps can be seen projecting from the north side of the structure and the railings, lamp, and life buoy are just visible at the western end (Kete Christchurch).



Figure 32. Brightened detail of a 1911 image showing the wharf crane (Kete Christchurch).

B.6 The 'New' Wharf into the 20th Century.

After opening, Akaroa Main Wharf – or new wharf as it was colloquially known – naturally superseded the old wharf as the maritime hub of the community. Though the coach road to Christchurch had been open since the 1870s, this long, precipitous overland journey via train and coach was “tedious and expensive,”⁸⁰ and communication by sea remained the logical approach.

For the next c. 30 years the Akaroa main wharf appears to have been the most important piece of trade infrastructure for this area of the peninsula, allowing for the easy landing of goods and the export of the areas all-important agricultural products. A telling indication of this crucial role is the fact that many early photographs of the wharf show it (or the surrounding area) piled up with a variety of timber, sacks of seed, and drainage pipes all ready to be shipped out to distant markets (e.g., Figure 22, Figure 23, Figure 27, and Figure 29). In recognition of this maritime trade, the Union Steam Ship Company maintained an office in Akaroa since at least 1895.⁸¹

Alongside trade, the wharf was important to the town's early tourism economy. The picturesque and historically unique Akaroa harbour had continued to be an attractive destination for visitors throughout the 19th century and into the 20th century. It was described as the 'Brighton of Canterbury' early on in its history. Aside from occasional tourists coming via the regular peninsula costal steamers, large-scale excursions from Christchurch were also organised on public holidays. Crowds of sometimes over 600 people were brought in to Akaroa on board the “finest steamers in the Union Steam Ship Company's fleet”, and landed at the Akaroa Main Wharf via a tender.⁸² Furthermore, it is fair to assume that the wharf was somewhat of a tourist attraction in itself, doubling as a waterfront promenade similar to the New Brighton pier in Christchurch (or its cousins in Blackpool and Brighton, England) (Figure 18) and becoming one of several picturesque focal points for the town (Figure 32).



Figure 33. View over Akaroa with the wharf as the focal point (Baughan, 1919).

⁸⁰ Ogilvie, *Banks Beninsula: Cradle of Canterbury*.

⁸¹ Ogilvie, *Banks Beninsula: Cradle of Canterbury*.

⁸² Ogilvie, *Banks Beninsula: Cradle of Canterbury*.

A description from a 1919 visitors' guide captures both the importance of the wharf both in terms of its capacity for trade and its place in the tourist imagination:

Of the two wharves at the 'English end,' which we noticed in our bird's-eye view from the hill, the shorter⁸³ is sacred to fisherman and the litter, always so pleasant to the sense of a sea-lover, of nets and rope, cray-pots and tar-kegs; while alongside the other, once or twice a week, a coast-wise steamer may be seen, taking aboard Peninsula cheese and grass-seed, or discharging a freight of flour, sugar, drapery etc.; for the railway is 20 miles away at the other end of the coach-road, and our air-ships are not yet. When they are, I suppose we shall lose that picturesque relic of old days and old ways still to be seen lumbering slowly towards the wharf with tall loads of plump grass-seed sacks – I mean the bullock-team.

Beyond this wharf, the waterside road, with its border of twinkling ngaio-boughs, runs on, past the fine boat-house, to Green's point, and its obelisk commemorating that first hoisting of the British flag on the Peninsula.⁸⁴

However, as this excerpt suggests, shipping was seen as an archaic mode of local transport by the beginning of the 1920s, and this would have consequences for the use of the wharf. Motor transport had arrived. Lorries had begun to compete with ships for moving goods out of the area, and a tourist car service was set up as early as 1910⁸⁵. The move to these overland routes reduced sea traffic and led to declining wharfage fees.

The timing of this shift in popular transportation was particularly problematic as it coincided with the now 30 year old wharf needing repairs and maintenance. In 1923 the wharfinger, W. H. Henning, wrote to the Akaroa Borough Council pointing out that the wharf revenue of some £300 a year had declined because of competition between steamers and "the newly introduced motor lorries." He considered that the council should understand the need for "completely recasting the berthage, wharfage, and storage dues, towards securing from them the maximum income they are capable of yielding." This was important as the 'new wharf' required some £500 spent on it to "replace the old decking", and both the new wharf and Daly's Wharf (at the northern of town) "wanted to be tarred and sanded." Apparently the decking on the Akaroa Main Wharf had "perished from several years' of neglect."⁸⁶

The potential consequences of continued neglect were readily visible in the remains of the adjacent old jetty. This apparently had been under-maintained since the construction of the Akaroa Main Wharf and was in a sorry state – despite being still well patronised by fishermen. Henning, in his letter to council, described it as "in the last stage of collapse, some piles being completely eaten off, so that, at any moment, a span or two may give way" (Figure 33 and Figure 34).⁸⁷

⁸³ The remains of the old 1850s wharf.

⁸⁴ B. E. Baughan, *Akaroa* (Christchurch: Whitcombe and Tombs, 1919).

⁸⁵ Ogilvie, *Banks Peninsula: Cradle of Canterbury*.

⁸⁶ Akaroa Mail and Banks Peninsula Advertiser, 'The Akaroa Wharves' (Issue 5338, 8 June, 1923).

⁸⁷ Akaroa Mail and Banks Peninsula Advertiser, 'The Akaroa Wharves'.

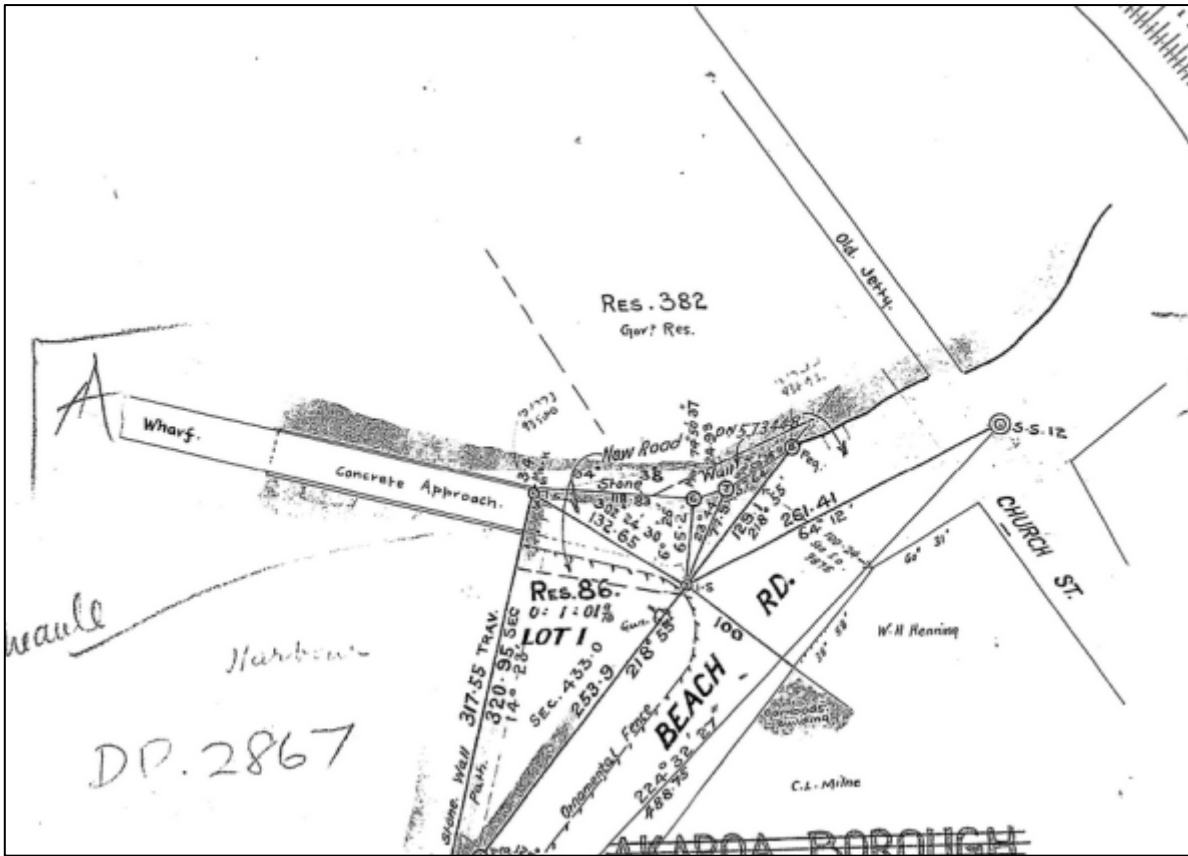


Figure 34. Detail of DP 2867 showing the landward end of the Akaroa Main Wharf, and the adjacent old jetty in 1909 (QuickMap).

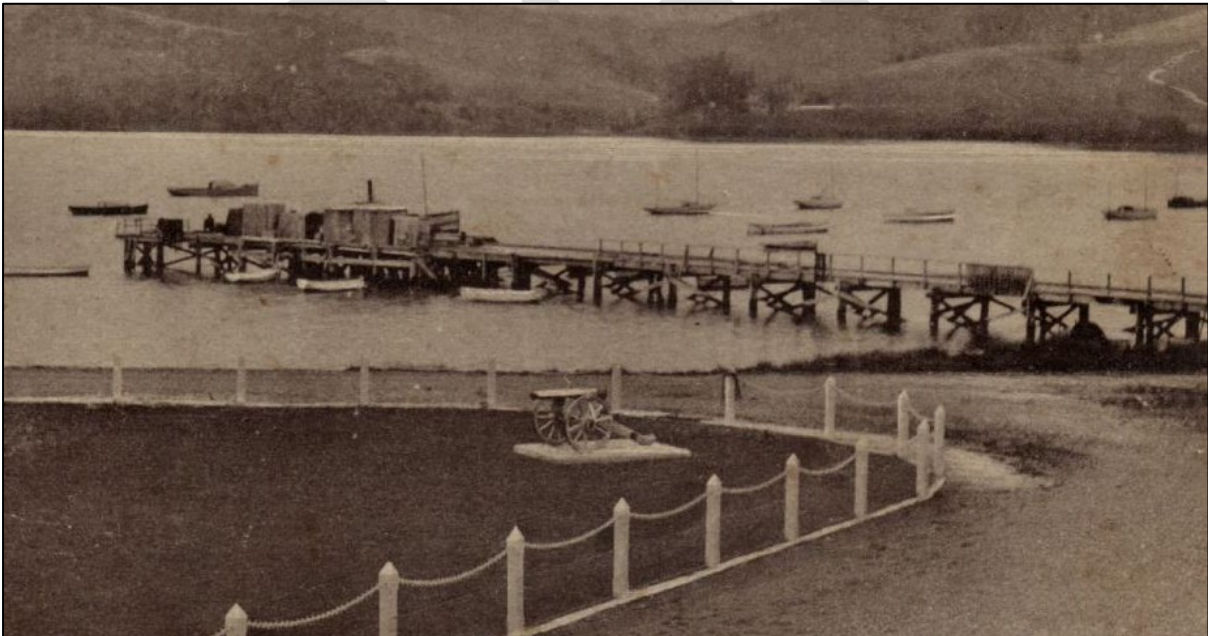
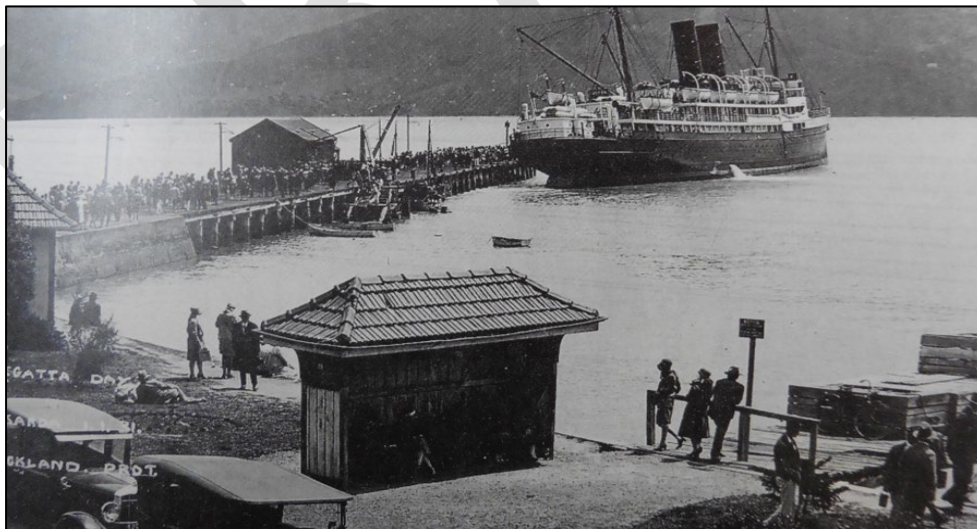


Figure 35. The deteriorating old jetty in 1910, apparently built up with fishing shanties. The Britomart Cannon is visible in the foreground (Kete Christchurch).

Henning's report was part of a pattern of maintenance complaints voiced in council throughout the 1920s and 1930s. These ranged from responses to specific incidents of damage – a lorry harming the wharf decking,⁸⁸ a steamer berthing too heavily⁸⁹ – to general concerns over the deteriorating condition of the wharf.⁹⁰ Problems magnified by still declining wharfage dues.⁹¹ In the early 1930s it was judged that while the whole wharf structure was in need of repairs, the state of the piles was good enough that “the wharf would not fall down” but “there was no doubt the decking must be done.”⁹² The fact that the wharf was apparently in such a poor state suggests that little maintenance work had been carried out since its original construction. However, aside from remediation work filling holes with ‘colfix,’ and small to moderate scale replacement of decking,⁹³ no evidence could be found in the available newspaper records that any major programme of repairs was carried out prior to 1940.

B.7 Modifications to the Wharf

Based on historic photographs and plans, it appears that there were few modifications to the wharf from the period of its construction until the 1950s. Images from the 1930s (Figure 35) and 1940s (Figure 36) appear to show the structure largely as it was in the 1890s (Figure 16) and 1900s (Figure 18). One notable addition is the erection of powerlines on the wharf after the electrification of Akaroa in 1911.⁹⁴ This renovation also saw the disposal “of the electrical appliances installed on the wharf prior to the borough council installation [of electricity],”⁹⁵ potentially suggesting that there was some manner of electrical generator on the wharf. If so, this was likely housed in the outbuilding to the east of the wharf shed. A newspaper article from 1939 also notes that “the shower and basin were moved into the wharf shed and a screen built around them,”⁹⁶ suggesting that by this stage the shed was no longer used to store goods and the wharf had more utility as a bathing platform.



⁸⁸ Akaroa Mail and Banks Peninsula Advertiser, ‘Akaroa Borough Council’ (Issue 5108, 3 August, 1923); Akaroa Mail and Banks Peninsula Advertiser, ‘Akaroa Borough Council’ (Issue 6372, 21 January, 1938).

⁸⁹ Akaroa Mail and Banks Peninsula Advertiser, ‘Borough Council Reports’ (Issue 6503, 27 January, 1939).

⁹⁰ Akaroa Mail and Banks Peninsula Advertiser, ‘Akaroa Borough Wharf’ (Issue 5680, 6 May, 1932); Akaroa Mail and Banks Peninsula Advertiser, ‘Akaroa Borough Council’ (Issue 6364, 24 December, 1937).

⁹¹ Akaroa Mail and Banks Peninsula Advertiser, ‘Akaroa Wharf and General Account’ (Issue 6652, 21 November, 1930).

⁹² Akaroa Mail and Banks Peninsula Advertiser, ‘Akaroa Borough Wharf’.

⁹³ Akaroa Mail and Banks Peninsula Advertiser, ‘Borough Council Reports’; Akaroa Mail and Banks Peninsula Advertiser, ‘Akaroa Borough Council’. Including the procurement of 2000 feet of birch to repair damage from a ship butting against the wharf in strong winds in 1938.

⁹⁴ Ogilvie, *Banks Peninsula: Cradle of Canterbury*.

⁹⁵ Akaroa Mail and Banks Peninsula Advertiser, ‘Akaroa Borough Council’ (Issue 4049, 28 October, 1910).

⁹⁶ Akaroa Mail and Banks Peninsula Advertiser, ‘Borough Council Reports’.

Figure 36. Akaroa Main Wharf in 1933, with the wharfinger's office to the left of the image and the fisherman's rest shelter in the foreground (Ogilvie 1992).



Figure 37. View looking across the Britomart Reserve at the Akaroa Main Wharf in 1941 (V. C. Browne and Son).

The south elevation of the wharf shed is quite distinctive as it had two small windows; one towards each end of the elevation. This same elevation is visible in historic photographs from the early 1900s right through until the mid-1970s. In 1950 an aerial photograph of the wharf appears to show an addition to the eastern end of the wharf shed under construction (Figure 37). The former outbuilding on the west end of the shed has also been removed by this point. Another image from 11 years later shows a further new structure built to the west of the wharf shed (Figure 38). Some concrete had been added to the wharf decking in the 1960s. Another extension to the east of shed is evident by 1971 (Figure 39). Discussion with the ex-County engineer who moved to the area in the 1970s determined that little extensive work had been done to the wharf by this period.⁹⁷ The original timber cross-bracing had begun to fail at this time, so new steel reinforcing rods were installed in place. Additional raking piles were also installed in the late 1970s to help strengthen the wharf.

The white-painted railings were still present on the first part of the wharf from the abutment until at least 1973 (Figure 36), but removed sometime after that and replaced with the galvanised steel barrier that exists today. Likewise, there were still steps in the original location between the 11th and 15th bents from the abutment on the north side of the wharf until at least 1973.

The original crane seems to still have been in place in 1961 (Figure 38) and may have been moved to the west end of the wharf by 1971 (Figure 39). After this it was removed and the present crane installed in its current location.

In the 1980s, a portion of the wharf decking was covered in concrete. Portions of the old decking and stringers were replaced at this time. The cray fishing industry also extended the original shed buildings to allow the

⁹⁷ Pers. Comm Ken Paulin, November 2018

construction of a chiller for storing catch. Some of the piles were sheathed with steel jackets to help prevent further decay and new treated timber decking was added to the central part of the wharf.

In the 1990s OPUS were employed to replace the timber decking on the western end of the wharf. More steel bracing was installed between the piles to add further resilience to the wharf. The berthing piles were improved as well. Some of the timber repairs to the wharf had material sourced from Lyttelton, presumably as older structures were dismantled or replaced at that time.

In a 2007 image, a substantial gable roofed structure has been constructed as yet another extension to the eastern end of the existing wharf buildings (Figure 40). This image also shows that a range of original wharf furniture has been removed: railings, boat steps, and the possible navigation lamp at the seaward end. The earthquakes in 2010 and 2011 do not appear to have caused any substantial damage to the wharf. The eastern end was strengthened more recently with steel patters plates to prevent further cracking of the concrete, likely caused by continued subsidence of the foreshore.

The date of the removal of the original wharf shed is unknown, but photographic evidence shows that it was still in place in 1973 (see Figure 80 in Appendix A). During Origin's 2018 inspection of the wharf, the tourism operators were approached to see if it still remained, but had been absorbed within the new wharf structures. Inspection was limited by internal and external claddings and linings, but no evidence of it was found, including within the readily accessible roof space where all the exposed framing was found to be modern.



Figure 38. Detail of a 1950 photograph showing the south side of Akaroa Main Wharf (V. C. Browne and Son).

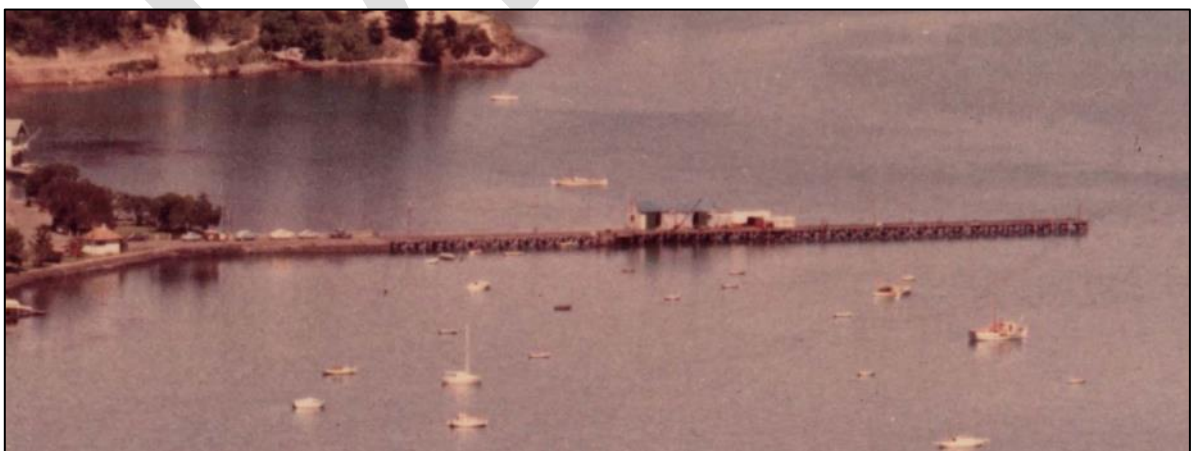


Figure 39. Detail of a 1961 photograph showing the north side of Akaroa Main Wharf in 1961 (Kete Christchurch).



Figure 40. Detail of a 1971 photograph showing the south side of Akaroa Main Wharf (Archives New Zealand).



Figure 41. Detail of a 2007 photograph showing the north side of the Akaroa Main Wharf and its buildings (Kete Christchurch).

Today, the fundamental design of the wharf can still be recognised, but it has become filled by additional shed structures, the floating pontoons on both sides, and a plethora of ladders, mooring cleats and different deck materials and levels. It no longer has the clean architectural lines of its past. Underneath the deck there is a multitude of repairs and ad hoc alterations.

A photographic record of the wharf is provided in Appendix D.

B.8 Comparison with Other Structures

Historic wharves like the Akaroa Main Wharf appear to have been largely founded on the principle of functionality. They are designed to be robust, stable against the weather and tides, and fit for purpose. Factors relating to the specific intended use governed the size and layout of new structures. There were generally built with few decorative elements. The most distinctive elements – piles, stringers, bollards, beams, decking, railing, etc. – all served a structural or practical role for the wharf.

In 19th and 20th century New Zealand it seems that the individuals behind the creation of many of these structures were not necessarily specialists in wharf design. Instead local engineers were likely called in to complete new construction projects as the need arose. William Wilkins, the engineer primarily responsible for the Akaroa Main Wharf, apparently focused on railway construction in Australia and New Zealand, but also worked on roads and bridges during his time as the Akaroa County Clerk and Engineer. A similar example is James Fulton, who designed the 1901 Miramar Wharf in Wellington (Figure 41), despite also working mainly on bridges and railways and other miscellaneous civil engineering projects.⁹⁸ Alternately, other more substantial wharfing projects were overseen by men trained as specialist harbour engineers, like Oamaru's 1875 Macandrew Wharf (HNZPT List No. 4882, Figure 42) which was designed by the Oamaru Harbour Trust engineer John McGregor.⁹⁹ Furthermore, client demands were likely informed by their own unique personal experience or expectations for the structure they were commissioning. This particular design influence can be clearly seen in the discussions around the placement of shed on the Akaroa wharf to avoid issues experienced with the old wharf (see section B.3 above).

⁹⁸ Peter Lowe, 'Fulton, James Edward', *Te Ara - the Encyclopedia of New Zealand*, 1996; Chris Cochran and others, *Coastal Historic Heritage of the Wellington Region* (Unpublished report to the Greater Wellington Regional Council, 2014).

⁹⁹ F. W. Furkert, *Early New Zealand Engineers* (Wellington: Reed, 1953); Heather Bauchop, 'Oamaru Harbour Breakwater and Macandrew Wharf', *Heritage New Zealand Pohere Taonga*, 2018.



Figure 42. Miramar wharf in the 1920s (Fairfax NZ).



Figure 43. Macandrew Wharf in the 1880s (NZ History).

Because of this diversity of professional and client experience, and the specific functional requirements of each individual wharf, the design of these structures varies significantly around New Zealand. In lieu of a more detailed investigation, a review of heritage wharf structures recorded by the HNZ List and other heritage surveys ¹⁰⁰ gives little indication of identifiable wharf ‘types’ or any sort of design tradition which the Akaroa Wharf might fit into. Consider the examples of Days Bay Wharf (in Eastbourne, Wellington, HNZPT List No. 3574), Macandrew Wharf, and Kinloch Jetty (on Lake Wakatipu). Days Bay Wharf – built 1895 – is an entirely timber structure composed of a narrow gangway extending to a significantly wider portion at the seaward end (Figure 43). Macandrew Wharf is a long, narrow, concrete structure serving as a breakwater as well as a wharf. Kinloch Jetty – built c. 1873-4 – was originally a broad timber platform extending only a short distance from the shore (Figure 44). Aside from the overall form and material, there appears to be further differences in each wharf’s design details. In this context, Akaroa Wharf can be thought of as relatively unique structure;

¹⁰⁰ Origin Consultants, *Queenstown Lakes District Historic Wharves and Jetties Report* (Unpublished Report to the Queenstown Lakes District Council, 2017); Cochran and others.

the only roughly similar wharf identified by this assessment was the 1887 Motueka Wharf (HNZPT List No. 2985) which was also a composite solid/timber structure (Figure 45), though the walls of the solid portion were made from stacked granite rather than concrete, and the nature of the timber portion is unknown.



Figure 44. Days Bay Wharf in Wellington Harbour in 1930 (Alexander Turnbull Library).



Figure 45. Kinloch Jetty on Lake Wakatipu in 1883 (Te Papa).



Figure 46. The remains of Motueka Wharf (HNZPT).

However, despite these widespread design differences, there does appear to be a general trend that shifted from timber to concrete wharf construction in New Zealand. Most early 19th century wharves – e.g., Burke Street Wharf (Thames, 1868)(Figure 46), Rees’ Jetty (Queenstown, c. 1860)(Figure 47), and Queens Wharf (Wellington, 1862) – were built entirely of timber. Over time, concrete emerged as the preferred utilitarian building material in New Zealand, and concrete wharves became more common in the 20th century – e.g., Big Omaha Wharf (1924), Tolaga Bay Wharf (1929), and Tokomaru Bay Wharf (1940). The half-concrete/half-timber Akaroa Wharf, built in 1887-1888, can be understood as a transitional structure in this material progression.



Figure 47. Undated image of the Burke Street Wharf, Thames (Nelson Museum).



Figure 48. The remaining piles of Rees’ Wharf in c. 1874, Queenstown (Alexander Turnbull Library).



Figure 49. Queens Wharf c. 1885, Wellington (Alexander Turnbull Library).



Figure 50. Big Omaha Wharf, Whangateau, Rodney (Rodney District Council).

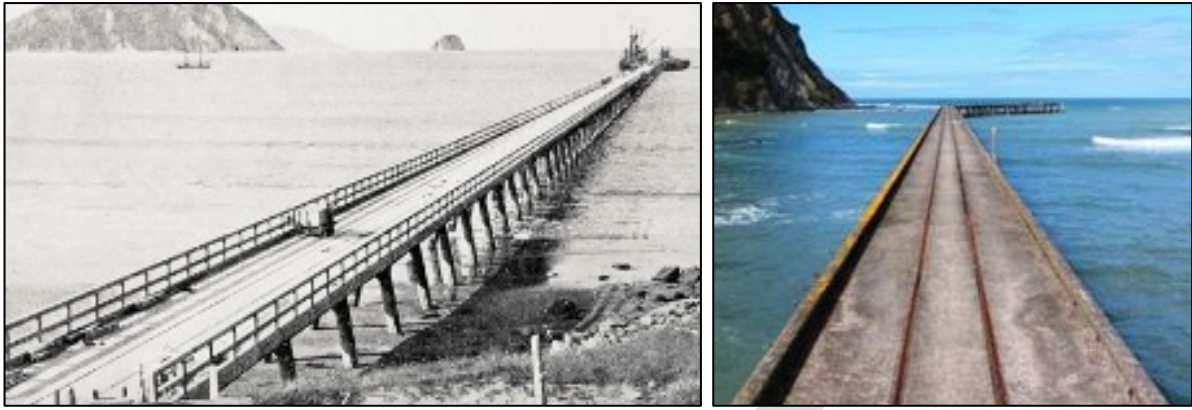


Figure 51. Left – Tolaga Bay Wharf in 1929, Gisbourne Region (Auckland Libraries). Right – Tokomaru Bay Wharf, Gisbourne Region (Martin Jones).

For the timber wharves, there is at present no definitive information about what timber varieties were commonly used or particularly favoured throughout New Zealand. There is some hint, however, that Australian hardwoods were preferred to local materials for their perceived durability, particularly as the accessible and suitable native timber supply was rapidly exhausted. Australian hardwood timber was used in the construction of the 1908 Petone Wharf in Wellington, as well as in the piles of the Akaroa Main Wharf. It would have been a complex and expensive undertaking to have this Australian timber especially imported for these wharfing projects, particularly when during piling there was the possibility of longer piles than planned being needed for pockets of soft ground (as happened at Akaroa Main Wharf). In contrast, the construction specifications of the 1862 Queens Wharf in Wellington required the native totara piles to be sheathed with copper to “allay concerns that local timbers would not last.”¹⁰¹

Finally, a comparative review of other heritage wharves in New Zealand makes it clear that these are very dynamic structures. Their harsh maritime setting often means that the fabric of wharf degrades rapidly. An original structure can be significantly modified over time as damaged elements are demolished or destroyed by the elements, and repairs are made. For a wharf that is still a working structure, this repair can often happen in a piecemeal fashion, creating a ‘patchwork quilt’ of modern and historic materials and structures.

B.9 Archaeology

The Akaroa Main Wharf is considered an archaeological site, and holds particular value in regards to applying archaeological methods to understand how the structure was built and used.

Furthermore, the fill of the wharf’s solid portion is already a recorded archaeological site (N36/229) and has been investigated through archaeological monitoring in 2015. This work not only provided some insight into the construction of this particular element of the wharf, but the historic refuse found potentially provides information about the lives of those who constructed the structure or lived nearby.

B.10 Townscape Context and Setting

The Akaroa Main wharf is one of the focal points of the waterfront in southern part of Akaroa. It sits adjacent to the Britomart Reserve, and is flanked by mature trees and three Heritage Items scheduled in the Christchurch District Plan: the wharfinger’s office (1910), the fisherman’s rest shelter (1910), and the Britomart Cannon (1908). These three Heritage Items, together with the wharf itself, are collectively recognised as a Heritage Setting. The wharf and its setting also sit within the wider Akaroa Heritage Area, a designation that recognises the town’s broader, interrelated historic character and “includes residential, commercial and open space areas along the waterfront of Akaroa Harbour,” as well as “the Garden of Tane; L’Aube Hill Reserve,

¹⁰¹ Cochran and others.

French Cemetery, Stanley Park and Daly's Wharf¹⁰² Considering the attention paid to the wider setting of heritage items in the Christchurch District Plan, it is clearly essential to think of Akaroa Main Wharf not as an isolated structure, but as part of a wider heritage landscape.

B.11 Summary of Key Points for Section B

- Ōnuku Rūnanga are the mana whenua who are kaitiaki of this takiwā through their whakapapa.
- There are several sites within the takiwā which are of particular significance to mana whenua.
- Akaroa is an important component of the cultural landscape.
- The Māori history of the area is chronicled by numerous legends and oral traditions.
- Akaroa Harbour acted as an important mahinga kai for mana whenua.
- Mahinga kai is still central to Ngāi Tahu culture and identity.
- Akaroa was settled by French and German migrants in 1840.
- Timber, fishing, sheep farming, grain and seed growing, orcharding, and tourism were established as the areas main industries by the 1840s-1850s.
- The first jetties in Akaroa were built in the 1840s.
- On the 10th of June 1848 Commissioner Kemp met with 500 Ngāi Tahu who had assembled at the English Blockhouse near Bruce's Hotel (Britomart Reserve) to discuss the purchase of Canterbury.
- The government jetty was built adjacent to Church Street during the 1850s.
- Akaroa's jetty was the hub of harbour commerce.
- The Akaroa Harbour jetties were poorly maintained during the 1860-70s.
- Official administration of the wharf was complex and unclear.
- The new Akaroa Main Wharf was envisioned to replace the failing 'old' jetty and partially funded through central government.
- There are no known drawings or specification for the wharf, but there are some good accounts of its original design and construction in the local press of the time and in Borough Council records.
- The wharf was designed by William Wilkins, built by Place and Wheeler and completed in 1888. It opened on 22 August that year.
- The structure was constructed of Australian Ironbark and the original deck was Tasmanian Stringy Bark. Ironwork for fixings and fittings was imported from England. The original crane seems to have been sourced from Lyttleton. Steps and fencing were built of Totara.
- The original timber and corrugated iron shed on the wharf was relocated from the earlier 1850s wharf.
- The original design of the wharf allowed for vessels to dock on both sides of the outer/west part of the structure where fender piles were installed. There was a working/loading area immediately west and north of the shed and a projecting platform opposite the eastern end of the shed on the north side of the structure. Between these steps and the abutment at the shore, the wharf was for access only. There were painted timber rails here, more immediately to the west of the shed on the south side of the structure and a final section at the west end of the wharf.
- For the first 30 years or so after opening, the wharf was the most important piece of trade infrastructure for this area of the peninsula. Many early photographs show the wharf (or the surrounding area) piled up with items such as timber, sacks of seed, and drainage pipes. In addition, aside from occasional tourists coming via the regular peninsula costal steamers, large-scale excursions from Christchurch were also organised on public holidays.
- By the early 1920s, and through to the 1930s, there were regular complaints that the wharf needed repair; a major item was replacement of the decking. However, there is little evidence of repairs before 1940.
- The original crane was still present on the wharf until at least the early 1960s. It has been replaced since then (year unknown).

¹⁰² Christchurch District Plan, Appendix 9.3.7.3.

- The original form of the wharf and its shed seems to have undergone very little change before 1950. Large scale extensions/alterations to it began after that date, but the original shed remained in place until at least the mid-1970s.
- White timber railings on the south side of the wharf between the abutment and shed remained until at least 1973, as did the main steps opposite the shed.
- Structural repairs were carried out to the piles in the 1970s.
- Concrete decking was laid on a portion of the wharf in the 1980s.
- Sometime after the mid-1970s the first part of the wharf from the abutment became used for mooring small vessels (probably relating to the cray-fishing industry) and ladders and mooring rings were added here.
- In the 1990s, the decking at the western end of the wharf was replaced and further repairs and strengthening were undertaken beneath deck level.
- In or around 2007, a large shed was added on the east side of the existing sheds, so extending these buildings substantially towards the shore.
- A review of other historic wharves around New Zealand suggested that wharf construction was determined by utilitarian considerations and the specific demands of each wharving project.
- Beyond a general trend from timber to concrete wharves over time, there was little evidence for patterns or distinctive design types among comparative historic wharves.
- Australian hardwoods are used in other wharves around New Zealand and may have been a historically preferred material.
- In general, New Zealand's historic wharves are subject to a harsh environment and are dynamic structures that require ongoing repair work.
- The Akaroa Main Wharf is considered an archaeological site. Its investigation using archaeological methods may reveal information about its construction and the lives of those who used it.
- In terms of setting and context, it is essential not to consider the wharf in isolation, but as a crucial part of the wider heritage landscape of the area.

Table 1. Chronology of Akaroa and wharf development.

Year(s)	Event
1840	French and German settlers arrive in Akaroa.
1840s	First jetties built in Akaroa.
1850s	Government jetty ('old wharf') built adjacent to Church Street. Bridal track opened through to Christchurch.
1870s	Daly's Wharf opened adjacent to Rue Balguerie.
1872	Coach road opened through to Christchurch.
August 1887	Construction of the Akaroa Main Wharf begins.
August 1888	Completion of the wharf.
1910s	Tourist car service established to Akaroa.
Post-1911	Electricity installed on the wharf.
1920s	Shipping begins to be seen as an archaic method of freight.
1923	Wharfinger complains about declining revenues because of competition with motor vehicles.
1939	Modifications to the interior of the wharf shed.

Pre-1950	Removal of the addition to the western end of the wharf shed.
1950	New addition to the eastern end of the wharf shed.
c. 1950-1961	New addition to western end of wharf shed.
1960s	Some concrete added to decking. New addition made to the east of wharf shed. Crane moved to the west of wharf.
1970s	Steel reinforcing rods added to failing cross bracing. Additional raking piles added.
Post 1971	Original crane removed and replaced with newer model.
Post 1973	Original steps removed from northern side of wharf. Original shed replaced. Last section of white-painted railings removed.
1980s	More decking covered with concrete. Shed buildings extended again. Some piles sheathed with steel. Treated timber decking added to the central part of the wharf.
1990s	Timber decking replaced at western end of the wharf. Berthing piles improved and further steel bracing installed between the piles. Some timber repairs made using recycled material sourced from Lyttelton.
Pre 2007	Substantial gable-roofed building constructed as a further extension to eastern end of wharf sheds. Original wharf furniture removed: railings, boat steps, and the possible navigation lamp at the western end.
Post 2011	Pattress plates added to strengthen eastern end.

Section C Significance

C.1 Heritage Assessment Criteria

This chapter provides a summary of the significant cultural and historic elements and fabric of the Main Akaroa Wharf in line with the significance guidelines outlined in Section A.2 based on CCC's Heritage Assessment Criteria. The chapter also provides an understanding of the vulnerability of these elements to modification or removal and the consequences for the significance of the structure. How these can be mitigated, through conservation-guided design and advice in the form of policies, is addressed in detail in Section D. The information contained within this section is intended to inform and be utilised as a design and discussion aid and, as such, is not exhaustive.

For clarity of reference, the focus of this section is on the entirety of the wharf structure including associated buildings and the concrete and fill eastern abutment.

C.1.1 Degrees of significance

In accordance with the brief for this conservation plan, the degrees of significance are those set by Christchurch City Council in Clause 4 'Assessment of Significance' as follows (with some additional wording added by Origin Consultants):

- Spaces, elements and fabric having '**High**' significance are those that make an essential and fundamental contribution to the overall significance of the place and should be retained. These items should be protected, repaired and maintained (wherever possible). Any changes or interventions deemed absolutely necessary should be agreed upon in conjunction with a qualified heritage professional.
- Spaces, elements and fabric having '**Moderate**' significance are those that make an important contribution to the overall significance of the place and should be retained where possible and practicable. Any alterations or modification should be decided upon in conjunction with a qualified heritage professional.
- Spaces, elements and fabric having '**Some**' significance are those that make a minor contribution to the overall significance of the place.
- Spaces, elements and fabric that are considered '**Non-Contributory**' are those that have no heritage significance.
- Spaces, elements and fabric that are considered '**Intrusive**' are those that detract from the overall heritage significance of the place or obscure fabric of greater heritage value.

C.1.2 Significance of spaces, elements & fabric

The numbers in brackets below relate to the Inventory/Record photographs in Appendix C and D as an aid to the identification of elements and fabric. The letter C or D before the number specifies the Appendix.

High Significance (where these remain)

- Section of concrete abutment including original concrete and stone aggregate walling with weep holes and internal fill (D2 & D3);
- Stone plaque with the opening date of the wharf and the mayor's name(D1);
- Concrete abutment walls (D24);
- 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 (D27);
- Original timber cap beams to these piles (D18 & D45);
- Original timber stringers to these cap beams (D29 & D45);
- Original timber braces and wales (D45);

- Original iron splice/strap connectors and bolt fixings (D18 & D29);
- (Likely) original mooring cleat and remains of another (C23-24);
- Original timber deck kerbs (C35-36); and
- Iron band to fender pile head at gridline 37-38 (C37-38).

Moderate Significance

- Cast iron cover plate – ‘Glenfield Kennedy Ld FP, Kilmarnock’ – between bents 19 and 20 (C19).

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 (C38-39 & C32-33);
- Mooring rings – for the same reason as the ladders above (C6 & C10);
- Crane – although late 20th century, it is representative of operations on the wharf (C16-15);
- Early steel jacket sheathing to piles representing a traditional form of pile repair (D25 & D26); and
- Early steel pile braces – again representing a traditional form of bent repair/strengthening (D35).

Non-Contributory

- Modern steel mooring cleats (C35-36);
- Modern steel ladders (C36-37);
- Modern street lamps (C30);
- Galvanised steel box set flush with decking planks (C31-32);
- Wharf information signage (C Abmnt);
- Tanalised piles and other structural timbers and decking (latter particularly between bents 0-12, 23-40) (D8);
- Tanalised bare timber handrails and post and rail barriers (D11);
- Galvanised steel barrier (C0-6);
- Asphalt finish to concrete abutment (C0);
- Safety equipment (C10-11);
- Galvanised steel water pipe (C27-28);
- Modern seating benches (C38-39);
- Concrete and steel stringers (C40, C41);
- Lowered deck structure and stair on the south side of the wharf (D22); and
- Timber running boards/tracks (C11).

Intrusive

- Modern tourism signage (C30);
- The extent/growth of the footprint of the modern sheds, their size/design and their paraphernalia (D47-D50);
- Galvanised steel electrical boxes (C28-29);
- Concrete ramp towards western end of wharf (C23-24);
- Fish sales caravan (C20-21);
- Steel bollards (C22-23);
- Steel barrier bolted to concrete surface (C22-23);
- BSP payment station kiosk and diesel pump (C20-21);
- Steel tie rods and pattress plates on concrete abutment (D3);

- Modern aluminium, timber, and steel pontoons (D51, D53);
- Modern service conduits including PVC (D39, D41);
- Steel props under the southern side of the wharf/sheds (D21);
- Steel cover plates (C0-1, C1); and
- Plastic non-slip mesh to steps (C29-30).

The conclusions of this section of the conservation plan are:

- a. 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;
- b. There remains a good deal of the original, authentic wharf fabric and form beneath deck level, but as set out in the Calibre structural report, this fabric is now in poor condition;
- c. There are relatively few items of 'moderate' and 'some' significance; and
- d. There are 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 so.

C.2 Heritage Significance Assessment

The Christchurch District Plan (CDP Appendix 9.3.7.1) records the "Criteria for the assessment of significance of heritage values". The significance evaluation set out below is an amended form of the listing documentation for the wharf's inclusion into the District Plan; it comprises information from the listing documentation in inverted commas and additional commentary arising from the investigations undertaken as part of this conservation plan; this is so as not to 'reinvent the wheel', but to enhance where possible the existing assessment information.

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'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."

Further research into the wharf and its development history confirms the high historic 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. This included not only commercial shipping, but also commercial and recreational fishing, tourism operations, and community use. However, following the establishment of a viable overland route, its overall importance in the commercial success of the town rapidly decreased.

However, its location meant that it continued to play a part in commercial fishery operations particularly through the cray-fishing boom of the mid-20th century, as well as a point of use for early tourism ventures following its construction right through to the present day, and its constant continued community use. It was also used recreationally by locals for fishing and swimming, etc. Tourism started in Akaroa from a very early stage in the 1850s due to its desirability of landscape form and location, and the wharf has played a central role in this from when it was first constructed. The wharf was also designed and built by Banks Peninsula locals, which further reinforces the high social values of the structure. When the wharf was first opened, a public holiday was declared for the town, and there have been multiple subsequent celebratory events, such as regattas, held in the town in which the wharf played a central role.

Overall value: **High**

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 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.”

The wharf’s social and cultural values are intertwined by its long history of occupation by mana whenua and use by the Akaroa community. The wharf was originally the major point of communication and access to the outside, and formed an important part of the historical cultural identity of those who lived and worked in the town. While the summary above noted its cultural importance with coastal shipping and fishing industries, it also connects the town to early tourism and community use of the foreshore, particularly after the collapse of the original wharf to the north.

There is also a cultural and spiritual value to the Akaroa harbour, within which the wharf is situated. The wharf extends into the heart of Ngāi Tārewa and Ngāti Irakehu identity and way of life, which was centred around mahinga kai. The natural resources, the places where these resources were obtained, and the philosophies and practices that surround them are all part of the system of mahinga kai. Mahinga kai to this day is still of central importance to Ngāi Tahu.

The abutment to Akaroa Main Wharf also interfaces with Britomart Reserve, an area which for Ngāi Tahu holds significance as the place where approximately 500 Ngāi Tahu gathered in 1848 to discuss the sale of land which would later be known as Kemps Deed.

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 Irakehu tribal lands. Ngāi Tahu, Ngāti Mamoe and Waitaha before them, have left their stories imprinted into this whenua through naming, waiata and myths.

Overall value: **High**

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 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.”

As noted above, the wharf has a high architectural and aesthetic significance. The design and construction of the wharf is a testament to these local engineers and contractors in creating a structure in the marine environment that has lasted so long. The extensive use of timber (some 70,000 feet) and the wharf's proportions built to accommodate large steamers resulted in a wharf built to a robust form, visible from a distance, and a high aesthetic quality. The newer 21st 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. These buildings are now impacting on the aesthetic values 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.

Overall value: **Moderate**

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 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.”

The wharf has withstood 135 years of being in the marine environment, with only moderate repairs being required over this time. Some subsequent replacement parts of the wharf have impacted on the craftsmanship values of the wharf, but enough of the original components and their design remain for the wharf to retain moderate technological and craftsmanship value.

Overall value: **Moderate**

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 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 Warfinger's 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."

As outlined in the contextual value summary above, the wharf has a high contextual value, forming part of Akaroa's historic foreshore and shoreline area. It has been a historically significant landscape feature, visible from the surrounding hillsides, the bay, and parts of the township for the last 135 years. It forms a contextual bridge between the land and the water, and reflects the progression of the fortunes of the town.

Overall value: **High**

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 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 Māori and early European settlement, the wharf and its environs have the potential to provide marine archaeological evidence."

The historic record clearly determines the pre-1900 nature of the wharf, being constructed in 1888. The wharf itself has a moderate archaeological significance, which is formed as noted above by its construction details. Because of the somewhat unique nature of a wharf or jetty, there are only limited possibilities to form cultural layers for the site. This limits its overall archaeological value, which is more intrinsically tied to the structure itself. The earlier adjacent wharf was located to the north, so forms part of the wider archaeological area of the Akaroa shoreline. This zone has also been the focus of extensive activity following Akaroa's settlement, so a moderate to high level of disturbance is a possibility. While there may be potential in the surrounding environs for marine archaeology, it is unlikely to be extensive and undisturbed.

Overall value: **Moderate**

C.3 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 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."

In addition to this summary above, certain values have been amended based on the additional research provided in Section B. The wharf not only has significant historic and social values for its economic importance to the town, but also for its local connections and incorporation within the Akaroa community. This also further heightens its cultural significance, which has been maintained through to the present day. The wharf is situated within a wider landscape that is and was important to local Māori, who have multiple areas of importance. The wharf should therefore not be thought of as an isolated structure, but as the historic use of the foreshore area by both Māori and Europeans. The wharf's dimensions and use of local and imported timbers add levels of aesthetic and craftsmanship significance to the structure. However, due to the specific nature and purpose of such a structure, it only retains a moderate archaeological significance and no known scientific values.

The wharf itself retains a substantial amount of original fabric, found in the superstructure in the form of piles, capping beams, stringers, and, possibly, some small areas of remnant decking. While the original shed structures have been lost (see B.8), there are still elements of fixtures and fittings that add a level of historic character to the current wharf. The concrete abutment, apart from cracking and patters plates, is unaltered and is a significant feature of the overall wharf structure. Built 135 years ago by a local contingent of contractors and an engineer, the wharf has remained a prominent heritage structure utilised by a numerous mix of local industries and the community.

Section D Framework for Conservation Policies

D.1 Conservation Principles and Objectives

D.1.1 ICOMOS New Zealand Charter for the Conservation of Places of Cultural Heritage Value

All conservation work should be carried out in accordance with the ICOMOS New Zealand Charter for the Conservation of Places of Cultural Heritage Value 2010. A copy is reproduced in the appendices. Whilst the Charter should be read in full, the following clauses are considered particularly relevant to the Akaroa Main Wharf (with reasons given underneath):

- **Clause 4. Planning for conservation**

Conservation should be subject to prior documented assessment and planning.

All **conservation** work should be based on a **conservation plan** which identifies the **cultural heritage value** and **cultural heritage significance** of the **place**, the **conservation** policies, and the extent of the recommended works.

The **conservation plan** should give the highest priority to the **authenticity** and **integrity** of the **place**.

Other guiding documents such as, but not limited to, management plans, cyclical **maintenance** plans, specifications for **conservation** work, interpretation plans, risk mitigation plans, or emergency plans should be guided by a **conservation plan**.

Reason: The Charter recommends that the highest priority is given to the authenticity and integrity of a place. This will need careful consideration during planning for the future of the wharf and its repair or replacement.

As stated in C.1.2, there remains a high percentage of authentic form and fabric below deck level, but many of the alteration here have had an adverse impact. Above deck level, apart from the abutment, a great deal of the original form and authenticity has been lost.

- **Clause 8. Use**

The **conservation** of a **place** of **cultural heritage value** is usually facilitated by the **place** serving a useful purpose.

Where the **use** of a **place** is integral to its **cultural heritage value**, that **use** should be retained.

Where a change of **use** is proposed, the new **use** should be compatible with the **cultural heritage value** of the **place**, and should have little or no adverse effect on the **cultural heritage value**.

Reason: The future use of the structure needs careful consideration. Whilst it is anticipated that it will remain a wharf, there are a number of options for its future use – for example, it may serve cruise ships and provide related tourism and retail services or it could primarily serve the more local tourism industry and, equally, it could be put to greater community use, such as recreation and fishing.

Many of the changes that have occurred to the use of the wharf since the 1970s have had non-contributory or intrusive effects on the heritage significance of the structure. This should not continue into the future – the way in which the wharf is used from now on should be compatible with its heritage values, whilst recognising that it must serve a useful purpose and ensure it remains relevant and valued.

- **Clause 9. Setting**

Where the **setting** of a **place** is integral to its **cultural heritage value**, that **setting** should be conserved with the **place** itself. If the **setting** no longer contributes to the **cultural heritage value** of the **place**, and

if **reconstruction** of the **setting** can be justified, any **reconstruction** of the **setting** should be based on an understanding of all aspects of the **cultural heritage value** of the **place**.

Reason: As outlined in C.2 above, the wharf has a high contextual value, forming part of Akaroa's historic foreshore and shoreline area. Its future conservation needs to be integrated with that of the town and foreshore.

- **Clause 17. Degrees of intervention for conservation purposes**

Following research, **recording**, assessment, and planning, **intervention** for **conservation** purposes may include, in increasing degrees of **intervention**:

- (i) **preservation**, through **stabilisation**, **maintenance**, or **repair**;
- (ii) **restoration**, through **reassembly**, **reinstatement**, or removal;
- (iii) **reconstruction**; and
- (iv) **adaptation**.

In many **conservation** projects a range of processes may be utilised. Where appropriate, **conservation** processes may be applied to individual parts or components of a **place** of **cultural heritage value**.

The extent of any **intervention** for **conservation** purposes should be guided by the **cultural heritage value** of a **place** and the policies for its management as identified in a **conservation plan**. Any **intervention** which would reduce or compromise **cultural heritage value** is undesirable and should not occur.

Preference should be given to the least degree of **intervention**, consistent with this charter.

Re-creation, meaning the conjectural **reconstruction** of a **structure** or **place**; replication, meaning to make a copy of an existing or former **structure** or **place**; or the construction of generalised representations of typical features or **structures**, are not **conservation** processes and are outside the scope of this charter.

Reason: This clause provides guidance on recommended levels of intervention and notes that a range of intervention processes may be required. It also advises that replication of an existing or former structure or place is not a conservation procedure.

D.2 Constraints arising from the Statement of Significance

D.2.1 Christchurch City Council

The Akaroa Wharf is majority owned and maintained by CCC. Council has previously engaged engineering consultants to undertake structural inspections of the wharf. The most recent inspection undertaken by Calibre in 2018 specified a list of repairs and noted that due to the condition of the structure full replacement was the most feasible option. Council also made allowance for a temporary upgrade of the wharf to allow it to continue to operate for the next five years. There is a council requirement that the wharf is kept safe for public use, and council has made provision for its replacement in their medium and long term plans based on the outcomes of the condition survey by Calibre.

D.2.2 The Condition of the Wharf (Calibre Structural Engineers' Report 5 October 2018)

The wharf has recently undergone a condition and structural assessment by Calibre. Some excerpts from the 5th October 2018 reports are included below (it is advised however that this report must be read in full and no excerpts of the report may be taken as representative of the findings):

1 EXECUTIVE SUMMARY

Christchurch City Council (CCC) has engaged Calibre to undertake a condition and structural assessment of the Akaroa wharf, and plan the repair work required to maintain the level of service required for operation of the wharf for the next five years. It is expected that the wharf will be replaced in the next 5-10 years. Elements that have failed or are likely to fail in the next 5 years have been recommended for repair and cost estimates prepared.

6 RECOMMENDATIONS

Our recommendations for Akaroa wharf are as follows;

- The repairs and maintenance in section 5 are completed.
- Planning advice is sought to confirm if the recommended repairs require a resource consent.
- The berthing of vessels are controlled and limited as per the existing signage.
- Vehicle access is limited to bents 0 – 23 where barrier is already installed. Vehicle size to be limited to 3.5t GVM.(10t GVM be permit only).
- Assessment of crane condition (or limit usage of crane).
- The wharf is replaced in the next 5-10 years.
- The wharf is inspected again in 2020 & 2022.

6.1 Considerations for replacement wharf

- CCC is planning to replace the Akaroa wharf. It is recommended that the following is considered:
- Deck level to be raised to mitigate future sea level rises.
- Review design of jetties (king tides exceed max height).
- Engage/consult with private building owners, as the new wharf will need to be higher and also future service needs.
- Seek legal advice around replacement of wharf, specifically elements which are council owned but support the private buildings.
- Investigate risk of liquefaction to abutment, severe liquefaction occurred during previous earthquake sequence.
- Consider use of concrete piles to mitigate risk of teredo worm damage.

Accordingly, the identified condition of the wharf and the proposal for its replacement is considered the greatest constraint on the retention and conservation of the structure's heritage significance.

The report does outline the repairs required to maintain the Akaroa Main Wharf before it is replaced in the next 5-10 years and advises that, if the timeline for replacement is increased, then more repair work will be required to maintain the safe condition of the wharf. The repairs are categorised as Priority 1 (immediate), Priority 2 (next 6 months) and Priority 3 (2-3 years).

A summary of the Calibre report findings relevant to the heritage values of the wharf is presented below:

- That the main purpose of the report was to prioritise planning and repair works to the wharf to keep it operational until the wharf is replaced;
- The condition survey identified significant deterioration of the wharf structure, but being generally worse at the seaward end of the structure;
- The majority of timber members show signs of deterioration, with capping beams and stringers having substantial decay at the head of the wharf;
- Piles are thought to be infested with Teredo worm (*Teredo navalis*), but this has not been confirmed;
- Pile rehabilitation via Fibre Reinforced Plastic (FRP) wraps rather than replacement is favoured;
- The majority of load bearing piles were found to be in moderate to poor condition, but shouldn't require maintenance in the next ten years. Remediation will be required as the piles can be expected to continue to deteriorate;
- To maximise the life of the piles, regular removal of marine growth is advised if the wharf were to remain;
- 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; redundant hardwood bracing should be removed;
- Much of the replacement bracing has reached the end of its life, with the majority of the failed bracing at the outer end of the wharf where larger boats are mooring;
- There is some minor fire damage to the underside of the decking in some locations;
- Handrails and ladders were not assessed as part of the report;
- The caravan on the wharf should be removed due to that section of wharf not being designated for vehicle loading;
- The dive survey identified that the majority of damage was worm damage at the bottom of the piles;
- The current use of the wharf, primarily tourism, will impose lower load demands than originally designed for;
- 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 Calibre report clearly notes that CCC is planning on rebuilding the wharf and that it will be replaced within 5-10 years, and all the recommendations have been based on such. It is clear from this condition report that significant portions of the original wharf superstructure remain, but parts, particularly towards the seaward end, are in poor condition suffering from serious amounts of decay and corrosion.

D.2.3 Replacement Options for the Wharf (Calibre Report May 2019)

Following its condition assessment in 2018, Calibre has subsequently prepared a report (May 2019) to assess the potential replacement options. Three possible upgrade options for the wharf have been identified as:

Option 1 Full restoration of the existing wharf with like-for-like hardwood timber;

Option 2 Full replacement with a mix of concrete and hardwood timber (visible members would be hardwood);

Option 3 Full replacement with modern concrete.

Calibre also suggests three possible locations for the new wharf:

Option A In the same location as existing;

Option B Along the north side of the existing wharf;

Option C In a new location, possibly at the site of the original town wharf.

Calibre have identified some pros and cons of these options. These are discussed, from a heritage conservation perspective in Section D.4.

D.2.4 Heritage New Zealand Pouhere Taonga

The wharf structure is not listed on the Heritage New Zealand List/Rārangi Kōrero, which identifies New Zealand's significant and valued historical and cultural heritage places. It is considered part of the Akaroa Historic Area, which was listed in 1999 (No. 7443), and part of the Akaroa Waterfront which was listed as a historic area in 1996 (No. 7330). However, the Main Akaroa Wharf is not explicitly identified in either listing document.

The Heritage New Zealand Pouhere Taonga Act 2014 defines an archaeological site as a place associated with pre-1900 human activity, where there may be evidence relating to the history of New Zealand. The Akaroa Main Wharf is considered an archaeological site under the Act. The Act makes it unlawful for any person to modify or destroy, or cause to be modified or destroyed, the whole or any part of an archaeological site without the prior authority of Heritage New Zealand. Before undertaking any work that may affect an archaeological site, an authority from Heritage New Zealand must be obtained.

D.2.5 Resource Management Act 1991 (RMA)

The Resource Management Act addresses built heritage and its care. Part II, Purpose and Principles of the Act, Section 5 – Purpose states “the purpose of this Act is to promote the sustainable management of natural and physical resources”. The 2003 Resource Management Act amendments elevated historic heritage to Section 6, a “Matter of National Importance”. The main means of carrying out these responsibilities is through District Plan provisions and, where appropriate, requiring resource consents for work which may adversely affect built heritage.

The Akaroa Main Wharf Area is scheduled in the current District Plan for Christchurch City Council under Appendix 9.3.7.2 Schedule of Significant Historic Heritage. This schedule information is provided in Table 2 below. It is shown on the heritage planning map designated H37 under the District Plan (Figure 51).

Table 2. List information from CCC District Plan for Akaroa Main Wharf

Street Address		Other Addresses	Location	Description and/or Name	Heritage Item Number	Heritage Setting Number	Scheduled Interiors	Group: Group 1 – Highly Significant. Group 2 – Significant	HNZPT List No. and Registration Type	Heritage Aerial Map Number	Planning Map Number
				Akaroa Main Wharf Area							
	Beach Road, between Church-Bruce		Akaroa	Wharfinger's Office and Setting	1033	526	Scheduled interior heritage fabric identified in Register of Interior Heritage Fabric	Significant		497	77C; H37
	Beach Road, between Church-Bruce		Akaroa	Seat, Shelter and Setting, The Fisherman's Rest	1202	526		Significant		502	77C; H37
82	Beach Road		Akaroa	Cannon and Setting	1201	526		Significant		494	77C; H37
	Beach Road		Akaroa	Main Wharf and Setting	1137	526		Significant		480	77C; H37

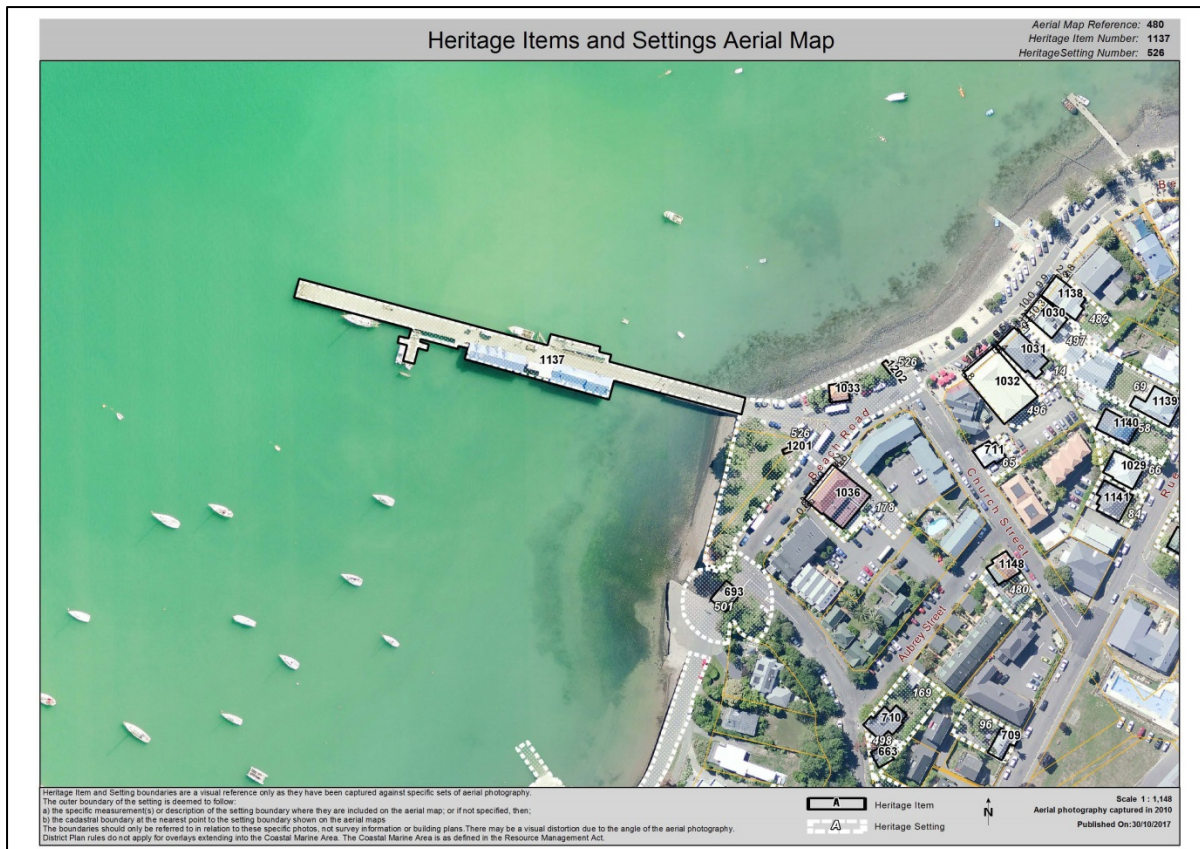


Figure 52. Planning map H37 – December 2017 showing wharf (no. 1137) and surrounding listed buildings within Akaroa Heritage Area and Heritage Setting (cropped).

The rules that apply to heritage items and heritage settings scheduled in Appendix 9.3.7.2 are contained in the activity status tables (including activity specific standards) in Rules 9.3.4.1.1 to 9.3.4.1.6.

As well as heritage rules, the structure is also subject to other planning rules within the district plan (see 9.3.3, subsection f).

See subsections g-j for special exemptions to some planning rules for heritage items.

The matters of discretion for the Akaroa Heritage Area (HA1) in Rule 9.3.6.3 apply when triggered by a rule in the zone chapter (see below).

Rules Regarding Demolition of a Scheduled Heritage Item

Because of the wharf's listing under the District Plan as a Significant (Group 2) heritage item, its potential demolition and replacement would be assessed as a discretionary activity.

9.3.4.1.4 Discretionary Activities

D1 – Relocation of a heritage item beyond its heritage setting

D2 – Demolition of a Significant (Group 2) heritage item.

Further consideration of relevant rules for the Akaroa Heritage Area can be found under section 9.3.6.3 of the District Plan.

9.3.6.3 Akaroa Heritage Area – Matters of Discretion

- a. In considering whether or not to grant consent or impose conditions in respect of proposals in the Akaroa Heritage Area (HA1), the council have regard to the following matters of discretion:
 - i. Whether the scale, form, design, and location of development and subdivision, will maintain or enhance the heritage values and significance of the heritage area.

- ii. Whether development, including new buildings or additions to buildings, will impact upon views to or from any heritage item or heritage setting within the heritage area, and whether the visibility of any heritage item from public places will be reduced.
- iii. Where relevant, the extent to which the proposal is consistent with Appendix 15.15.7 Design Guidelines – Akaroa Commercial Banks Peninsula Zone.
- iv. Whether the Akaroa Design and Appearance Advisory Committee has been consulted and the outcome of that consultation.
- v. Whether Heritage New Zealand Pouhere Taonga has been consulted and the outcome of the consultation.

D.2.6 Akaroa Design and Appearance Guidelines

The Akaroa Design and Appearance Guidelines have been prepared primarily for new buildings to make sure they fit within the town's historic character. These guidelines are listed under the Christchurch City Council District Plan - Appendix 15.15.7 Design guidelines – Akaroa Commercial Banks Peninsula Zone. The guidelines outline the importance of:

“Preserving and enhancing what is appealing about Akaroa requires careful consideration of more than the design of individual buildings. The spaces between matter too... Building has mostly been concentrated on the foreshore and up three small valleys, with the intervening spurs remaining open or bush-covered. The close integration between the natural and urban worlds in Akaroa also results from the town's position facing onto an extensive harbour, and being ringed by grand hills. Applicants are encouraged to consider the impact of their design or building extension on the existing views of water and hills from the town and of the integration of the built and the natural environment.

Naturally any consideration of a new wharf would need to consider these guidelines, as the structure sits within the highly visible and historic setting of the town. The guidelines also outline that any:

“New designs will generally be acceptable if their proportions fit in well with nearby older buildings and maintain the scale of existing streetscapes. New buildings of contemporary design, built using up-to-date materials and building technologies can be added to Akaroa, provided they avoid or mitigate any adverse visual effects through careful use of scale, density, bulk, exterior cladding, external detailing and through their site location and setback.

These guidelines outline that any new building or structure should be in keeping with the surrounding area in terms of scale, materials, and interaction within the surrounding setting.

D.2.7 The Building Act

The recent Building Amendment Act 2013 represents a comprehensive review of the Building Act 2004. The sections of the Building Act that have been re-worded deal with alterations (s112), change of use (s115), and subdivisions (s116A). These amendments do not change the existing requirements that cover:

- Means of escape from fire;
- Access and facilities for disabled people;
- Protection of other property; and
- In the case of change of use, sanitary facilities, structural performance and fire rating performance.

The new wording of the Building Amendment Act deals with the Building Code compliance of the building as a whole:

- If the building complied with the Building Code before the alteration, change of use or subdivision, it must continue to comply with the Building Code after the work is completed.

- If the building did not comply with the Building Code before the alteration, change of use or subdivision, then:
 - + The new building work must comply with the Building Code;
 - + Any parts not affected by the new building work (or which don't have to meet specific requirements) must continue to comply with the Building Code to the same extent as before the work began.

Sections 112 and 115 have a requirement for buildings to be brought to '*comply as nearly as is reasonably practicable*' with the provisions of the Building Code, in the following circumstances:

- Where a change of use of a building is intended, which involves the incorporation in the building of one or more household units where household units did not exist before, then the building in its new use must comply in all respects.

The MBIE website advises that:

"This ratchet mechanism is a useful means by which the nation's building stock can be upgraded for safety, health and access by people with disabilities, whenever the owner is doing other building work. It is therefore important that the evaluation to decide the extent of the upgrade is effective, whenever the conditions exist for section 112 or 115 to be invoked".

Accordingly, the requirements of the Building Act may impinge on the historic or heritage values of certain areas of the wharf, depending on where and to what extent works are to be carried out in the future. The Act also notes the importance of recognising any special traditional and cultural aspects of the intended use of a building, and the "need to facilitate the preservation of buildings of significant cultural, historical, or heritage value". It is important that the requirements of the act be addressed in any future modifications to the wharf structure or if it were to be replaced.

D.2.8 Skill Base

Any conservation or repair work - as well as any structural or seismic strengthening work, or any intervention likely to impact on the existing fabric of the wharf, particularly that identified as high or moderate significance in Section C.1.2 above - should be carried out in a sensitive manner by experienced tradesmen with appropriate skills and understanding of the required conservation approach. This will generally require a proven track record in the conservation of historic structures including wharves as opposed to experience of new-build work.

D.2.9 Regional Coastal Environment Plan for the Canterbury Region

The repair work is a permitted activity based on the ECAN "Regional Coastal Environment Plan for the Canterbury Region" under Rule 8.1(b) Permitted Activities. "The reconstruction, alteration, or extension of an Authorised Structure, or any part of an Authorised Structure, outside the Operational Area of a Port, provided that: (i) the reconstruction or alteration shall be for the purpose of repairing or maintaining the structure with like materials; and (ii) there shall be no change to the location or external dimensions of the structure as it was originally authorised." This means that the wharf can be repaired with *similar materials* and within the *same area* of the existing wharf. However, any new structure must match the original external dimensions of the wharf and built of timber under this plan.

D.2.10 Threats and Vulnerabilities

The identified categories of significance of the wharf are vulnerable to the following:

- Threat 1 – The potential for demolition and replacement due to deterioration in the condition of the structure.

- Threat 2 – Destruction or substantial damage from natural events, particularly earthquake events, storm/adverse seas, or fire.
- Threat 3 – Alterations within the ‘setting’ of the wharf, including new structures to accommodate activities on the wharf and changes within the main view shafts.
- Threat 4 - Further modifications for changing use and 21st century demands continuing the trend of incremental loss of heritage significance. This includes increased heavy boat traffic and the subsequent demands for more mooring space i.e. a continuation or escalation of the demands on the wharf over the last 45 years or so.
- Threat 5 – Lack of maintenance and/or Inappropriate repairs & maintenance - this includes the use of the late 20th century use of concrete laid over timber decking, replacement of parts of the wharf with modern materials, and subsequent damage to existing heritage fabric by incompatible materials.
- Threat 6 – Vehicular access causing increased damage to the wharf substructure and change of use.
- Threat 7 – Lack of public awareness of the important of wharf, particularly visitors to the area.
- Threat 8 – Sea level change and possible future proofing of the structure leading to loss of heritage values and an impact upon the abutment and Britomart Reserve.
- Threat 9 - Tourism growth creating unsustainable pressures on the structure.
- Threat 10 – Issues of safe public access.

D.2.11 Brief discussions of some of the threats and vulnerabilities

The process for this conservation plan has revealed many threats and conflicting interests affecting the wharf.

There are many New Zealand and Australian heritage wharves that are now at risk, having been classified as unsafe and either being demolished or left to naturally break down. The Burke Street Wharf in Thames (ref. 4666) and the Hokianga Sawmill Company Wharf (Former), Kohukohu (ref. 3947) are examples of where only the piles of the wharves remain. Both are listed by Heritage New Zealand. The Aramoana Wharf reached a point where it was classified as dangerous by the Dunedin City Council; it was recommended that the wharf be demolished due to its condition. At Port Stanvac, Adelaide, a timber jetty structure also reached a point where deteriorating condition and lack of funding resulted in the local council scheduling it for demolition. Local groups fought for three years to keep the jetty, arguing that residents, divers, and tourists would use it, but issues over safety by the State Government saw it closed to the public. In Wellington, there are currently issues for the wharfs at Petone, Days Bay and Rona Bay and the wharf at Point Howard wharf is closed. What is clear for many of the threatened wharves is that there is considerable public support for their recreational and heritage values.

At Brighton Pier, England, the West Pier Trust commissioned English Heritage to report on the viability of restoring the pier after it suffered severe damage. The conclusion was reached that restoration was a viable option based on the large photographic record and video archives. Substantial amounts of the pier were able to be salvaged to allow it to be effectively rebuilt. In contrast, the nearby West Pier underwent structured demolition to make way for the construction of a new observation tower. The remains of the pavilion were left in-situ and the tower was built at the landward end. It remains one of the most photographed buildings in Brighton, and the Trust has no intentions of removing what is left unless safety concerns develop. This will result in the piers eventually falling into the sea.

Other port cities have lost historic marine structures due to reclamation of the surrounding seabed. Historic wharves in Dunedin, Wellington, and Auckland were demolished as the cities adapted their waterfronts to changing demands. This has subsequently increased the heritage values of any early marine structure due to their increasing rarity. The old wharves at St. John’s, Newfoundland were demolished for reclamation purposes as there was a shift away from the use of schooners to larger, more modern boats. Accordingly, it is

clear that the issues of poor condition and decisions over whether to repair or not are common to many historic wharves across Australasia.

Sea level rise and king tides have been flagged as potential issues for the wharf by the Calibre condition report. This includes flooding of the floors of the wharf buildings and acceleration of decay of the wharf timbers from higher mean tides. It is clear that, to be usable and of commercial value in the future, the height of the Akaroa wharf will need to be increased and/or the commercial uses removed from it.

During the inspection of the wharf for the conservation plan, the effects on the structure and the town of two cruise ship visits were seen at first hand. Experience of ships moored against the wharf and the effects of wave action was gained on the second day of the visit when cruise ship tenders caused waves to rock the ships against the structure and cause vibrations to run through it. The condition of the wharf is such that it needs to be strengthened to deal with the current expectations placed upon it.

Many people showed interest in our visit and expressed a variety of opinions on the use and future of the wharf – ranging from preservation to demolition and replacement with a new, modern structure.

It is very unlikely that there will be one solution to the issues facing the wharf that suits everyone. The focus of this conservation plan is on the heritage values of the wharf, but it is recognised that there are many other factors and opinions that have relevance to the future of the wharf.

A lack of regular maintenance to the wharf has historical precedent. There are minuted complaints during town meetings about nails protruding from the wharf deck; the nails were subsequently simply hammered back down as a method of repair. These issues have continued into the present day, with substantial repair works undertaken to the surface of the wharf in the 1970s and 1990s.

But the Akaroa Main Wharf is not the only historic wharf to have suffered from a lack of regular maintenance. The Sumpter Wharf, which has been closed to the public, has subsequently suffered problems of accelerated decay caused by bird guano. Additional issues also include marine borer, which is cited as the main cause of pile deterioration to the wharf. "All the piles were found to be waisted, i.e., to have a reduced cross section and diameter at the low water level. This hour glass type of erosion centred on the low water mark is characteristic of *Limnoria* attack".

For the Motueka Wharf, it was determined that non-intervention was not appropriate, and that the wharf needed to be repaired because of its heritage significance. In Western Australia, a heritage jetty, the Busselton Jetty, is now managed by a not-for-profit community organisation - Busselton Jetty Inc. with proceeds from tours and entry fees to the jetty being used to preserve and conserve the structure.

If there is a conclusion to the above brief discussion, it is that the challenges facing the Akaroa Main Wharf are complex and many are shared by other historic structures of this type both here in New Zealand and internationally. There is no simple answer or one singular course of action to resolve these challenges, but to address the heritage conservation issues facing the wharf guidance on policy and practice should be sought from the ICOMOS NZ Charter 2010 and from the policies within this conservation plan.

D.3 Rebuilding Options

As set out in D.2.3 above, the Calibre report has identified the following options:

Option 1 Full restoration of the existing wharf with like-for-like hardwood timber;

Option 2 Full replacement with a mix of concrete and hardwood timber (visible members would be hardwood);

Option 3 Full replacement with modern concrete.

Calibre also suggests three possible locations for the new wharf:

Option A In the same location as existing;

Option B Along the north side of the existing wharf;

Option C In a new location, possibly at the site of the original town wharf.

The negative and positive heritage impacts of these are set out below. The assessment basis is from a heritage-conservation perspective and does not address other decision-making criteria, such as cost, engineering practicalities and environmental issues.

Option	Negative impacts	Positive impacts
1. Full restoration	<ul style="list-style-type: none"> • Even with the historic drawings and the detailed descriptions of the wharf's construction, it is likely that this option would involve 're-creation' or 'replication'*. • From a heritage conservation perspective, this option should aim to achieve 're-construction' (Clause 20 of the Charter), but given the identified condition of the wharf, this would not appear feasible in reality. • Re-construction/restoration would potentially leave the rebuilt wharf vulnerable to sea level rise and, potentially, redundant within less than 50 years. 	<ul style="list-style-type: none"> • The intangible heritage values of the wharf would be retained (primarily it's historical and social values). • The aesthetic/contextual values of the wharf would be retained, along with its landscape values to the town and wider area.
	<p>*Refer to Clause 17 of the ICOMOS NZ Charter which includes "Re-creation, meaning the conjectural reconstruction of a structure or place; replication, meaning to make a copy of an existing or former structure or place; or the construction of generalised representations of typical features or structures, are not conservation processes and are outside the scope of this charter."</p>	

<p>2. Full replacement (mix of concrete and hardwood)</p>	<ul style="list-style-type: none"> • Again, re-creation or replication should not be considered as advised under the ICOMOS NZ Charter. • A new wharf of concrete and hardwood would be a new structure and could have a likeness to the existing wharf, such as in form and length. • Designing the new structure to meet potential sea level rise would impact upon the existing abutment i.e. there would need to be ramped/stepped access up to the increased height of the wharf deck. This would also have a negative impact upon the town waterfront. 	<ul style="list-style-type: none"> • As above, but the retained values would be diminished. • Replacement provides the opportunity to integrate tangata whenua values and narratives which are not currently considered in the existing wharf.
<p>3. Full replacement (concrete)</p>	<ul style="list-style-type: none"> • This would ultimately result in the loss of virtually all the heritage values of the existing wharf. 	<ul style="list-style-type: none"> • There would remain a wharf (new) on the site of the old, so continuing a tradition of more than 130 years.
<p>What is not addressed in the 3 options above is the size and shape of the wharf. It is assumed that it would be higher by 500mm to 1000mm, but it should be noted that requirements to make it relevant and usable in the future could make it wider or change the shape to an L or a T in plan form. Changes, such as these, would have further negative effects on the heritage values of the wharf.</p>		
<p>A. Same location</p>	<ul style="list-style-type: none"> • The impacts are as described above in Options 1-3. 	<ul style="list-style-type: none"> • The impacts are as described above in Options 1-3.
<p>B. Alongside (north)</p>	<ul style="list-style-type: none"> • Building alongside would obscure views of the existing wharf from the north and create a backdrop or shadow to the existing wharf viewed from the south. Accordingly, there would be substantial negative impacts on the wharf's aesthetic and contextual values as well as its wider landscape values. 	<ul style="list-style-type: none"> • The intangible heritage values of the wharf would be retained (primarily its historical and social values).
<p>C. New location</p>	<ul style="list-style-type: none"> • The impacts would depend upon the new location chosen. There is a historical precedent for there to be a wharf at the end of Church Street (the 'old wharf' site). 	<ul style="list-style-type: none"> • Locating the wharf away from the existing wharf would allow the existing wharf to remain as a feature and integral part of the Akaroa waterfront landscape with the pressures that currently affect it being transferred to the new wharf.

In conclusion, from a heritage conservation perspective, the following would achieve the best outcome for the existing wharf based upon the retention of at least some authenticity in materials and design as well as intangible heritage values:

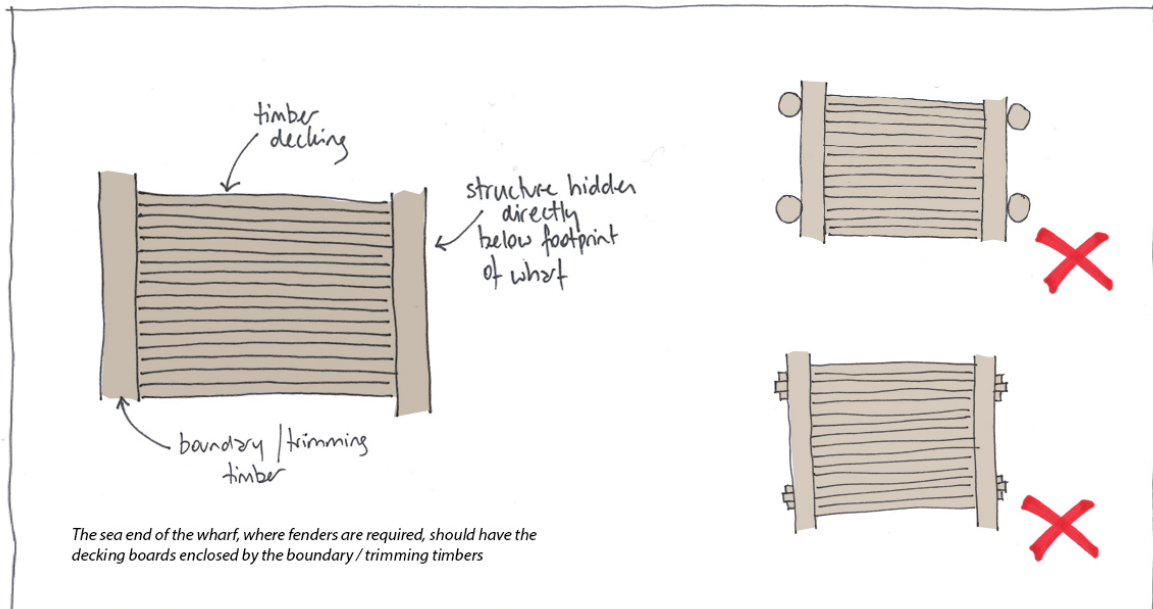
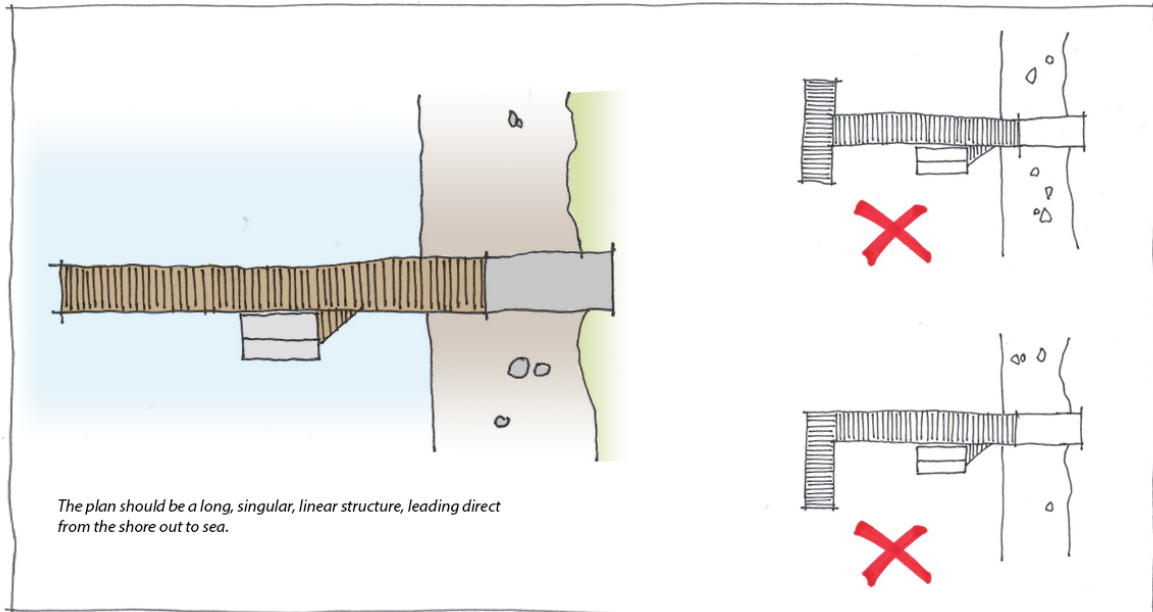
- i. It is retained with the tourism/cruise ship/commercial uses relocated to a new wharf, including the modern sheds and pontoons (Option 3C);
- ii. Sufficient repairs and safety features are added to allow it to remain as a recreational feature of the waterfront for locals and tourists alike;
- iii. If the cost of repair of the whole for this lessened use is too great, the existing structure could be shortened in length as a compromise to maintain its recreational use and retain its heritage values. This may also assist in future public safety of the structure by reducing the potential for large vessels to moor against it as it would no longer extend into the deeper water.
- iv. If, for any reason, it cannot be repaired or kept safe for users, steps could be taken to partly deconstruct it, but allow at least some skeletal structure to remain to record its presence and importance to the town since the late 1880s.
- v. A new wharf of new design to fulfil the tourism/cruise ship/commercial needs of the town is built in a new location away from the existing wharf site – possibly, on the ‘old wharf’ site (if it is suitable) recognising the historical precedence of this location.

A less beneficial outcome would be the combination of Options 2 and A, which would retain heritage values relating to intangible values – historical/social, aesthetic and contextual – but no authenticity of form and materials.

Guidance has been provided below as to design elements and materials that could be incorporated into a new wharf to create a ‘likeness’ of the existing wharf to assist in the retention of its intangible values. These are divided into the following headings:

- Materials – concrete, timber & steel
 - ❖ As stated in the Calibre Options, the structure is likely to be a hybrid of concrete and timber.
 - ❖ It would be preferable, from a heritage perspective, for the supporting structure of piles to be of concrete and the deck (and above deck elements) to be of hardwood.
 - ❖ Hardwood timber would be preferable to CCA-treated Radiata Pine (the latter typically has a green-tint before leeching/weathering occurs).
 - ❖ From a cost and corrosion point of view, wrought iron is unlikely to be a viable option for fastenings and fixings. Stainless steel will be more durable in the marine environment, but where possible should be of minimum size (so as not to be visually intrusive) or concealed.
 - ❖ Exposed steel should be painted or designed to rust (such as weathering steel - e.g. COR-TEN steel).
- The abutment
 - ❖ The existing concrete abutment should be retained and strengthened.
 - ❖ Any ramped/stepped structures between the existing abutment level and new wharf deck should respect the size and form of the existing abutment and be clearly separate from it.
 - ❖ New materials should be concrete, timber, and steel as above.
- The plan form of the wharf
 - ❖ Like the existing wharf, the plan form should be a long, singular, linear structure leading direct from the shore out to sea.
 - ❖ The width should be the minimum necessary for operational purposes. Where additional width is required there should be a step-out(s) on the south side only.
 - ❖ Visible concrete should not be used for the deck, which should comprise timber decking boards (running north/south).

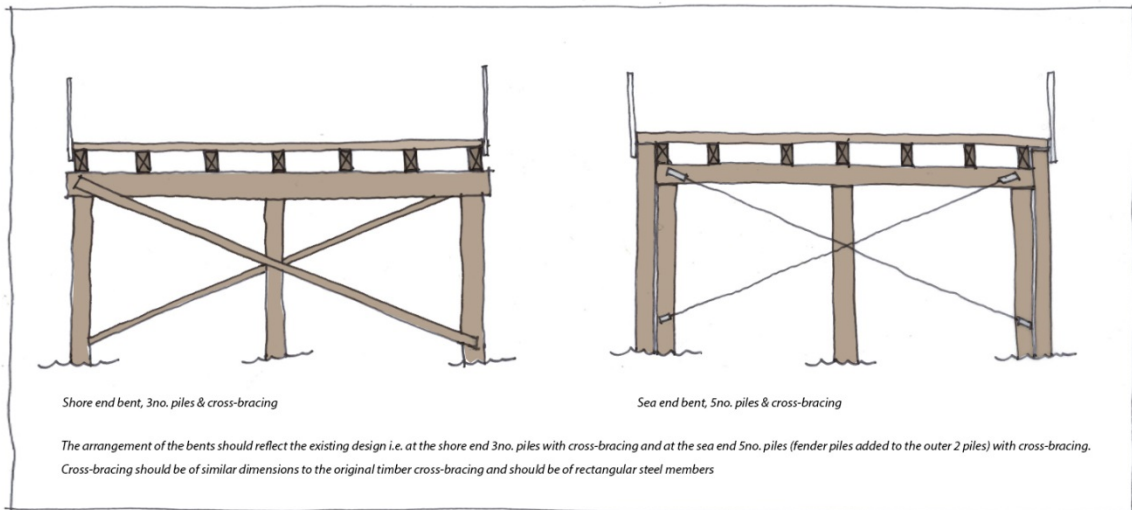
- ❖ The shore-end of the wharf, where fenders for mooring vessels are not required, should have north/south decking boards without boundary/trimming timbers.
- ❖ The sea end of the wharf, where fenders are required, should have the decking boards enclosed by boundary/trimming timbers.
- ❖ Where mooring is required, the piles should extend above deck level to create mooring bollards.



- The elevational form of the wharf

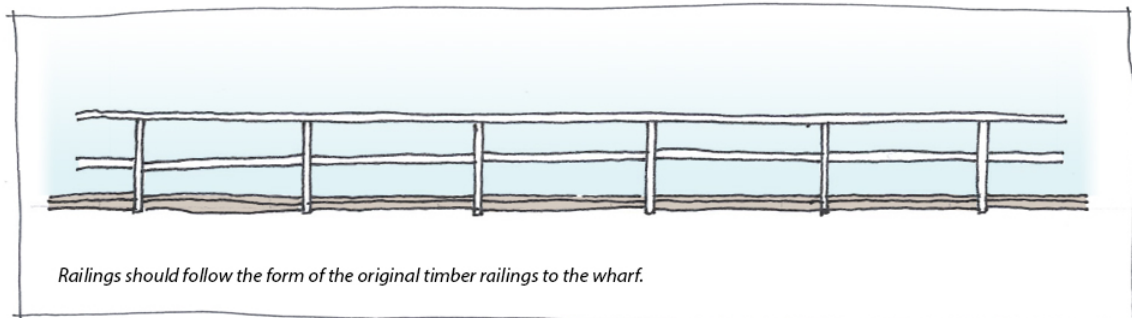
- ❖ The arrangement of the bents should reflect the existing design i.e. at the shore end there should be three piles with cross-bracing and at the sea end there should be five piles (fender piles added to the outer 2 piles) with cross-bracing.
- ❖ Cross-bracing should be of similar dimensions to the original timber cross-bracing and should be of rectangular steel members.

- ❖ The design should ensure that, viewed from distance, there is light beneath the wharf deck and the form of the piles (as above) should be discernible.



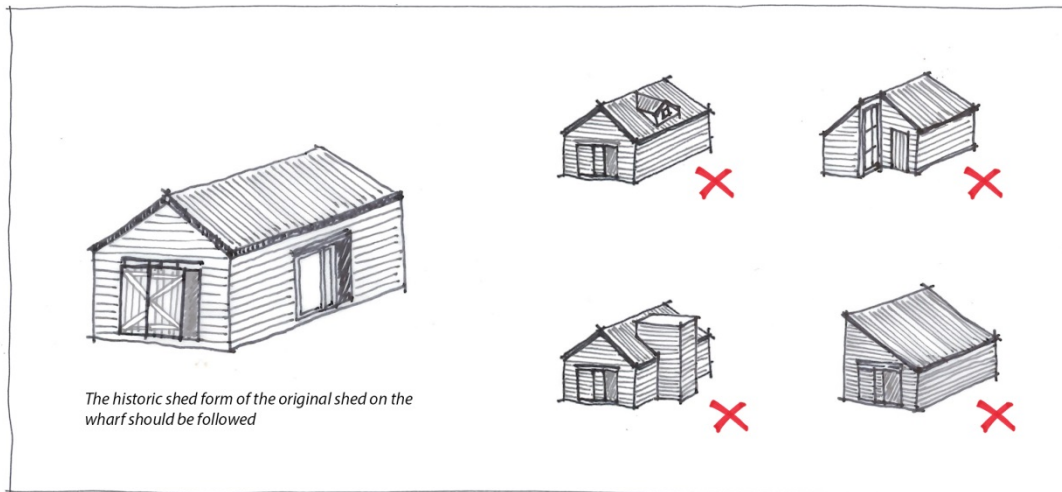
- Railings

- ❖ Railings should follow the form of original timber railings to the wharf.
- ❖ If there are safety concerns about the climb-ability of railings, steel mesh should be fitted to prevent climbing (and is not visible at distance).



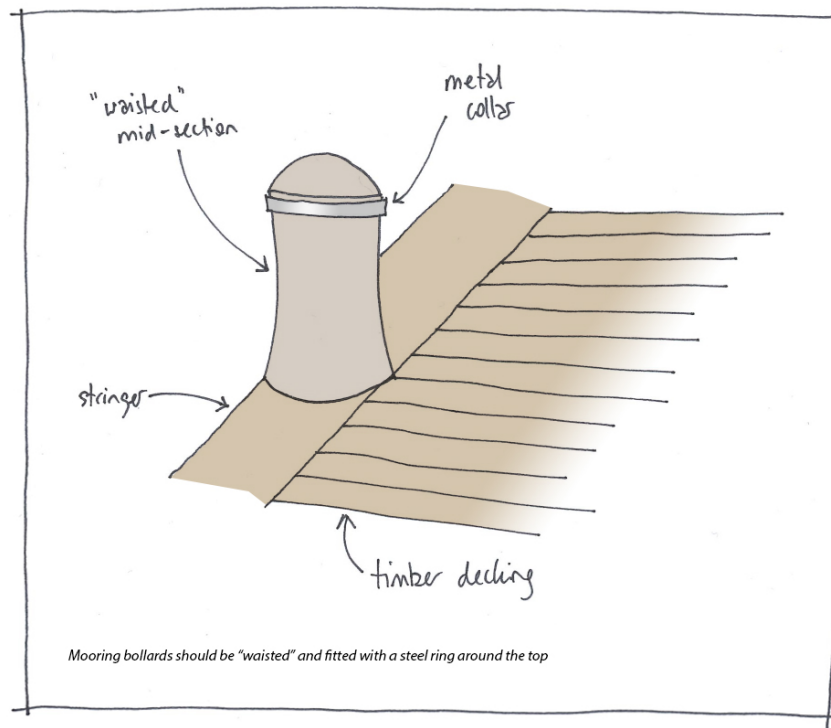
- Buildings

- ❖ The historic form of the original shed on the wharf should be followed. Any new building should not have any additions which would alter the original form of the shed, such as dormers.
- ❖ The historic shed originally had sliding doors. Any glazing should be recessed and capable of being concealed by sliding doors as can be seen in old photographs.
- ❖ Colours should be recessive and in keeping with the materials of which the new wharf is built.



- Mooring features

- ❖ Mooring bollards should be 'waisted' and fitted with a steel ring around the top.
- ❖ Mooring cleats, if necessary, should be of traditional form for the original wharf (see the Inventory), but clearly of modern steel construction.



None of the above should aim to replicate features of the existing wharf, but should be designed to achieve a likeness reminiscent of the 1888 structure.

D.4 Conservation Policies

These are listed from general to specific, and from minimal intervention conservation processes (e.g. stabilisation, maintenance) to activities requiring more intervention (e.g. adaptation, replacement). A rationale is included where it is felt necessary. Threats identified in D.2.10 are addressed by the policies below.

Most policies below assume the retention of the existing wharf structure (or part of it), as outlined in D.3, to allow for its continued use. This is based on the premise of less intensive use, i.e. purely recreational purposes.

D.4.1 Recording of the wharf

Objective/Threat 7

To improve knowledge of the structure and allow for its future understanding.

Policy

- A complete measured drawing of the wharf should be undertaken for archival and preservation purposes. This should include the identification of heritage-significant fabric and more recent fabric and dating/phasing information.
- Rebuilding or replacement of the wharf will require an archaeological authority under the HNZPT Act 2014 as the structure has a pre-1900 date. This point should be discussed with the regional archaeologist at the Christchurch office.

Rationale

Completion of a full drawing set based on Calibre's measured structural survey combined with the historic survey plans would allow for reconstruction should the wharf be damaged or destroyed or would provide a detailed record for future generations.

D.4.2 Vehicular access to the wharf

Objective/Threat 6

Vehicle access to the wharf should be restricted to only necessary service vehicles.

Policies

- Due to concerns around the condition of the structural elements of the wharf, vehicles should be limited to 3.5 tonne gross weight for general access as specified by Calibre.
- Due to the poor condition of the structural support of the wharf below the caravan, the caravan should be removed immediately. From a heritage conservation perspective, it is also an intrusive element.

Rationale

The wharf's historic use was a mix of commercial and community operations. The loading and unloading of substantial amounts of materials and goods required the wharf to be built to a standard that would support this additional weight. A small tram line was subsequently installed on the timber decking to allow goods to be shifted from vessels at the end of the wharf more efficiently. Over time, however, the wharf's use has shifted to more foot traffic, and the overall size of the vessels mooring at the wharf has decreased. Concurrently, the structural condition of the wharf has also deteriorated, which limits gross vehicle weights. Future heavy vehicle traffic should be avoided to prevent damage to the wharf.

D.4.3 Repair of the date plaque to the abutment

Objective/Threat 7

To increase the recognition and appreciation of the wharf's heritage significance.

Policy

- The lead lettering to the plaque should be replaced (by traditional lead lettering technique) by an experienced monumental mason or other traditional lead lettering specialist.

D.4.4 Repair of the abutment

Objective/Threat 5

To ensure that the structure is properly repaired and maintained in order to retain its heritage significance.

Policy

- The damage to the abutment should be investigated and it should be repaired, including repairs to cracks and, if necessary, to the foundations.

Rationale

The Calibre report advises that the abutment, which is part of the original wharf structure (and of high significance) has suffered severe liquefaction during the previous earthquake sequence. It recommends investigation of the risk of liquefaction. There is substantial cracking to the abutment walls, which require heritage-sensitive repair, and any necessary foundation remedial works should be undertaken to reduce the risk of further movement in the structure. As an important part of the historic wharf and of the Akaroa waterfront, the abutment should be repaired and conserved.

D.4.5 Modifications to the wharf structure

Objective/Threat 4

To avoid further incremental loss of the remaining heritage structure and fabric of the wharf and its heritage significance.

Policies

- Alteration and modification of those items with high and medium significance outlined in Section C.1 above should not be permitted without substantial justification by way of a heritage impact assessment and appropriate mitigation measures.
- Any future alterations should strongly consider the possible effects on the remaining historic fabric and adopt a policy of least impact.
- Additional fabric can be added to the existing where this will enhance heritage significance and it is based on verifiable evidence.
- The historic wharf dimensions should be retained, and no new structures should alter its overall dimensions. If the opportunity arises in the future, the footprint of the existing wharf sheds should be reduced to a size more in keeping with the historic footprint.
- Concrete and steel piles should not further replace timber piles due to inconsistencies in fabric without consideration of their visual effect on the historic structure.
- Existing concrete surfaces should be removed, if possible, and replaced in traditional timber decking.

Rationale

It is recognised that the wharf requires rebuilding, but in the interim, alterations and modifications should not take place without consideration of their effects on the remaining heritage fabric.

D.4.6 Modifications to the setting of the wharf

Objective/Threat 3

Alterations within the 'setting' of the wharf, including new structures to accommodate activities on the wharf and changes within the main view shafts, have the potential to diminish the aesthetic and contextual heritage values of the wharf.

Policies

- The setting of the wharf within the District Plan schedule is assessed as accurate and should be used in any determination of potential impacts on its setting.
- Organisations and groups such as the local Rūnanga, Land Transport New Zealand, Environment Canterbury, Maritime NZ, Christchurch City Council, Ministry of Transport, and Heritage New Zealand Pouhere Taonga should be made aware if there are any proposals to modify the area around the wharf.
- All stakeholders, including local affected groups, should be identified by Christchurch City Council and consulted about proposed modifications.
- Any future alterations to the wharf including signage and structures should be in keeping with the historic precedent of the original wharf structure.
- General signage and building signage should all be compatible with the existing heritage values of the wharf and, if possible, enhance those values. They should be small in scale, complimentary to the wharf in terms of their style and materials. Repetition should be avoided so that signs are kept to the minimum.
- Any new structures or buildings should not substantially impact the existing views of the wharf, including entry to the harbour from the land and water. They should follow the Akaroa Design and Appearance Guidelines.

Rationale

The setting of the wharf within the Akaroa harbour has a significant contribution to its heritage values, particularly its *aesthetic and contextual* values. Any modifications or alterations to this setting have the potential to impact these values. Historically, the earlier Fisherman's Wharf was located adjacent to the Akaroa Main Wharf, before it fell into disrepair. Historically, no other structures have been present in the immediate setting of the wharf.



Figure 53. Location of the original jetty/wharf and where the current wharf was built (Wellington Archives New Zealand).

D.4.7 Fittings and wharf equipment

Objective/Threat 4

Existing and new fittings and wharf equipment should be installed a manner sympathetic to the heritage fabric and maintained or removed accordingly.

Policies

- As identified in this conservation plan, it is clear that the wharf previously had timber railings and a navigation light. Future wharf design should reference these historic features where new components of this nature are required in the future.
- Where identified as intrusive in Section C.1.2, elements should be removed or relocated during future works and replaced, if necessary, with components more in keeping with the wharf's heritage character (and future design guidelines).
- Fittings and wharf equipment, where identified as highly or moderately significant should be maintained, even where redundant.
- Any new service installations on the wharf should be carefully considered and, if alternative options are available, not visible from the wharf itself.
- Where existing services have become redundant, they should be removed and any holes or installation scars repaired.
- Existing service runs and fixings should be reused to reduce physical impact wherever possible, rather than new interventions into the historic fabric.

Rationale

The wharf retains a few components of its original fittings and equipment, and these therefore have significant heritage value. For example, historic mooring points, even if not in current use, should be retained to maintain the original fabric and feel of the wharf.

D.4.8 Public awareness of the importance of the wharf

Objective/Threat 7

Promotion of the high heritage significance of the wharf should be a key element of the management of the site.

Policies

- The wharf is highly significant within the Akaroa heritage landscape. There should be more publicly available information about it. This interpretation should follow best practice, be appropriate for the site, and have design that is sympathetic to the heritage fabric and setting of the wharf.
- Other methods of promotion should be considered, such as education programmes and walking tours.
- Christchurch City Council should engage with the community and establish the importance of the wharf to the community and how these aspects should be protected and promoted.

Rationale

While Akaroa is known for its heritage values and its historic background, the Akaroa main wharf, which was such a vital component to the town's growth and success, is not clearly identified as such. Information provided to the public through various mediums would allow an improved understanding of these heritage values and how the wharf forms part of the wider historic area of Akaroa.

D.4.9 Public awareness of the significance of the cultural context in which the wharf is located

Objective/Threat 7

Tangata whenua narratives and values should be integrated into the promotion of the significance of the wharf.

Policies

- Akaroa Harbour, the surrounding landscape and Britomart Reserve all form part of the context of Akaroa Wharf. This context is of cultural significance to tangata whenua. The design of the wharf should integrate tangata whenua history and association with the landscape.
- Educate the community and visitors to Akaroa on the tangata whenua narratives and values associated with Akaroa Harbour and surrounding landscape through design, toi Māori, te reo Māori and interpretation.
- Other methods of education should be considered, such as development of an audio tour and educational resources such as a book or video. To be developed in conjunction with Ōnuku Runanga to ensure appropriate stories are being told.
- A te reo Māori name or dual name should be developed as an expression of the treaty partnership between tangata whenua and the Crown, and to reflect the tangata whenua narratives and values of Akaroa Harbour.
- Cultural design, naming and arts integration and development of interpretation is to be done in partnership with Ōnuku Rūnanga.

Rationale

Akaroa has a distinctive French and English character which is reflected in the architecture and names of streets. Akaroa township forms part of a cultural landscape, rich in narrative and embedded with values. However, the Māori history of this area is currently not included in the character of Akaroa Township or the existing Akaroa main wharf. Akaroa should be recognised as a Ngāi Tahu cultural landscape through the integration of cultural design elements and values. Toi Māori, te reo Māori and other means of storytelling such as interpretation would educate the community and visitors of the significant events which occurred here, strengthen the connection between people and place and make visible tangata whenua identity.

D.4.10 Safe public access including Accessibility

Objective/Threat 10

Where practicable, measures should look to increase safe public access and accessibility to the wharf. There is a precedent for improving safety in the original design of the wharf, particularly in the railings/barriers that existed up until at least 1973.

Policies

- The original form and material use of the railings on the southern side should be reinstated.
- Where further handrails and barriers are required, these should be installed to match the original proportions and form of railing installed on the southern side.
- Present bare timber barriers should be painted white.
- The surface decking levels of the wharf should be revised to allow a continuous uninterrupted surface that minimises trip hazards, increases slip resistance, and improves accessibility. This will also assist in re-establishing the historic 'clean lines' of the wharf.
- Consideration should be given to appropriate forms of lighting the wharf. This should be designed in accordance with the proposed heritage design guidelines for the wharf and historical precedence.
- Seating should be of consistent design (and in accordance with the proposed heritage design guidelines).
- Existing decking should be repaired as a matter of urgency to reduce trip hazards.

Rationale

It is important that the public use of the wharf not be impacted by issues of safe access. While the issue of barriers on the north side of the wharf has been stated as a policy, it is acknowledged that there is concern from the local community about not unduly altering the shoreline with barriers. However, the wharf itself was originally designed with railings on the southern side which stretched to the shed and beyond. Therefore, while the barriers on the northern side are a modern safety consideration, they could be installed in a form which is sympathetic to the original wharf design. Barriers here will, however, impact upon future moorings on this section of the wharf.

D.4.11 Maintenance programme

Objective/Threat 5

The wharf should be maintained periodically in accordance with a planned maintenance programme.

Policies

- A planned programme of inspection for maintenance purposes should be developed by the council. The inspection frequency should be as recommended by Calibre and at no greater than 5 yearly intervals.

- Inspections undertaken by structural engineers should be reviewed by a heritage professional (preferably a member of ICOMOS NZ) to ensure that recommendations for repairs and maintenance are in accordance with the guidance of the ICOMOS NZ Charter.

D.4.12 Repairs & maintenance

Objective/Threat 5

Future repairs and maintenance should be undertaken using traditional materials that are compatible with the historic structural fabric and meet best practice for public health and safety requirements. The heritage values of the wharf should be protected by bespoke engineering techniques that recognise the significance and design requirements unique to this wharf.

Policies

- Materials used for repair should be restricted to those used for the traditional wharf structure, where visible. The use of Fibre Reinforced Plastic wraps is considered appropriate for 'holding repairs', but these and other modern approaches, such as steel and concrete replacements are not recommended for long-term repair of the structure where these elements are clearly seen.
- The concrete surface installed over earlier timber decking should be removed and the timber decking repaired or replaced as necessary.
- Past remedial works such as concrete and steel beams and steel props should be replaced, whenever possible, with timber.
- Repair works should be undertaken by skilled contractors who are familiar with historic marine structures.

D.4.13 Demolition or substantial damage from natural events, particularly earthquakes or fire.

Objective/Threat 2

The wharf should be protected from demolition or destruction by a natural event.

Policies

- Fire is a risk to the wharf structure being built primarily of timber. There is historic evidence of fire damage to some of the timbers observed during Calibre's survey. Fire suppression systems should therefore be accessible and sufficient to prevent destruction of the wharf in any instance. All buildings on the wharf should have full and up to code fire suppression systems installed. These should be kept regularly maintained and reviewed;
- The modelling of tsunami risk has identified that the wharf is within the tsunami risk zone. While such a large-scale natural event cannot be prevented, the wharf should be maintained to a sufficient standard to allow the best chance of survival following a tsunami. This would also help protect from any increased storm surges.
- The liquefaction risk of the seabed should be assessed by a suitable engineer to determine if the wharf superstructure is at serious risk following a seismic event. This also mirrors a recommendation in the Calibre report around determining the potential liquefaction risk. If assessed as a high risk, further works to the structure could be considered to help lower this risk.
- Specialist insurance advice should be sought (if it has not been already) to ensure that the wharf is insured under a suitable policy and for an appropriate sum of money to allow their repair or rebuilding in the event of substantial damage in the future.
- As set out in D4.1, a complete measured drawing of the wharf should be undertaken for archival and preservation purposes.
- In the event of future damage, decisions about the rebuilding or repair of the wharf should be made in collaboration with a suitably-qualified heritage professional.

- In the event of future loss, consideration should be given to rebuilding the wharf in accordance with its historic construction techniques and materials, on the same site, and to its historic design.

D.4.14 Demolition due to condition

Objective/Threat 1

The wharf should be protected from demolition or destruction caused by a lack of present and future maintenance.

Policies:

- The Council as owner of the wharf and other stakeholders should be fully aware of the heritage significance identified in this report and should take steps to improve the recognition of this significance.
- The future management and development of the wharf should be based upon the importance of the structure to the local community and visitors alike. Public consultation should take place for any substantial changes to the wharf and its use.
- The condition report by Calibre has been prepared on the basis that the wharf would be replaced in 5 to 10 years. The Calibre report on upgrading the wharf identifies three possible options. Option 3C is the preferred option - see D.3 for discussion.
- Any future discussions around the replacement of the wharf should be undertaken with extensive community/public/heritage consultation. The wharf has significant social and cultural heritage values to the local community and decisions on possible replacement options should respect these values.
- Should the wharf be rebuilt in the same place, the abutment should be retained and repaired and it may be possible to salvage some of the timber components for reuse or non-structural application.

D.4.15 Planning for climate change

Objective/Threat 8

The Calibre report recommends raising the deck by 0.5 metres to mitigate future sea level rises and a design review for king tides.

Policies

- Any such alterations to the wharf for sea level rise must be in conjunction with, and consistent with, similar design changes to the foreshore and Akaroa Historic Area.
- Any alterations need to ensure that the wharf remains safe for public use.
- Any alterations need to ensure that the wharf is protected from damage from future weather events.
- Any design changes to the wharf must address the impact on both the abutment/Britomart Reserve and the landscape value of the bay/foreshore.
- Options and priorities should be established to help protect the heritage values of the wharf, for example, whether the modern sheds can be altered or relocated to reduce their vulnerability to high seas, whether ramps are appropriate to accommodate changes in levels and whether pile heights should be raised or provision made for adding to the height of the decking.

D.5 Recommendations

The Akaroa Main Wharf is a significant structure within the Akaroa community. Built to allow a vital connection point to the town from the outside world in 1888, it has served the community needs for the last 130 years. However, increasing and varied 21st century demands on the current wharf and a lack of maintenance following its construction has led to severe degradation of the wharf structure and it now faces some complex issues around its future use. This conservation plan has been prepared according to best practice, which identifies that retention of any heritage building or structure and their authenticity as being the preferred

option. However, CCC has determined that the structure will be rebuilt. Accordingly, in order to retain as much of the heritage significance of the wharf as possible, it is recommended that the following principles be followed in consultation and design for the structure's future:

- ❖ In accordance with the ICOMOS NZ Charter 2010, the highest priority should be given to the authenticity and integrity of the wharf and its place in the Akaroa waterfront. Retaining the existing wharf, even if in reduced/truncated form, and restricting its use to solely recreational use, will assist in achieving this objective.
- ❖ It is appreciated that there are many other factors, alongside heritage considerations, that need to be taken into account and, accordingly if Option 3C is not possible, the combination of Options 2 & A of the 'Calibre Options' will help retain intangible heritage values, such as historical/social, contextual and landscape values.
- ❖ Regardless of which option is selected from above, the concrete abutment should be retained in-situ. This structure is an integral part of the original wharf, and while it suffered earthquake damage, it should be maintained.
- ❖ Since the 1970s, the appearance of the wharf has changed through ad hoc alterations, growth of the footprint of the sheds, and lack of design/consistency in materials, fittings, equipment and signage, etc. Much of this can be reversed and the heritage values of the wharf can be revitalised in the future by carefully considered and enforced heritage design controls.
- ❖ The setting of the wharf is of heritage value and the future of the wharf should be consistently managed with the adjoining Reserve and foreshore.
- ❖ The challenge faced by the wharf relating to sea level rise is recognised and may require alterations to the structure in the future if retained. Specific design changes, when available, should be the subject of a heritage impact assessment by a heritage professional (preferably a member of ICOMOS NZ).
- ❖ Consultation (or a method such as REAP – Rural Education Activities Programme) should be undertaken with the current commercial operators of the wharf in regards to future requirements while respecting the heritage values of the structure. This includes, but is not limited to, the Akaroa Fishermen's Association, the Black Cat Group, Blue Pearl Gallery, Akaroa Dolphins, and local boat charters. Any potential increased demand in commercial operations should allow for the limitations imposed by the heritage structure. If these limitations prove to be too restrictive, consideration should be given to relocating these operations onto another wharf, either existing or newly built if required, rather than further altering the wharf to the detriment of its heritage significance.
- ❖ No further buildings should be constructed on the existing wharf, and any future replacement buildings should be scaled to the appropriate historic dimensions of the original sheds.
- ❖ A dedicated archive should be created to ensure that all future inspection reports and maintenance records are stored and accessible for future reference. This should include the maintenance and alterations history contained in this conservation plan and any future historic information that comes to light. It should also include photographic records relating to all repair/maintenance works and inspections.
- ❖ Consideration should be given to a local authority tasked with management of the wharf including mooring and commercial use. This may be delegated to an agency such as the harbour master.
- ❖ Public access to all parts of the wharf should be maintained at all times.

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Appendix A – Akaroa Wharf Historic Photograph Sequence

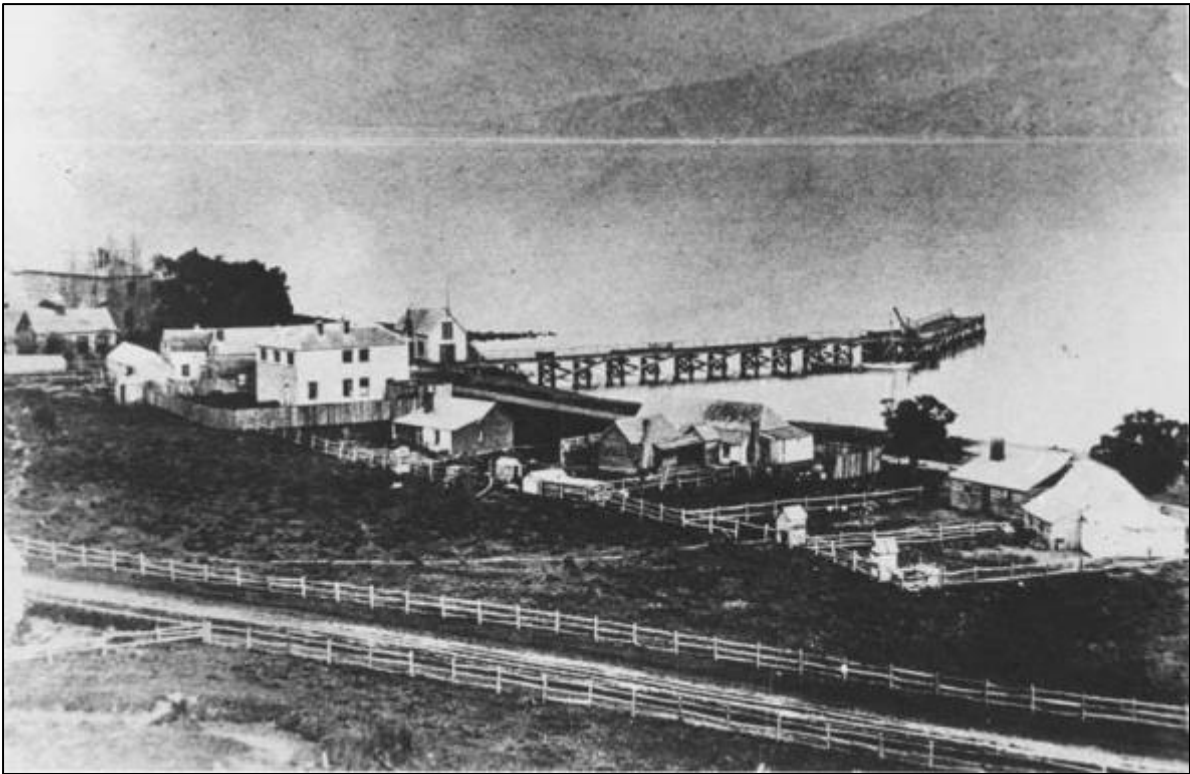


Figure 54. Looking south at Fisherman's Wharf, c. 1860s (Canterbury Museum).



Figure 55. Looking east, 1904 (Kete Christchurch).

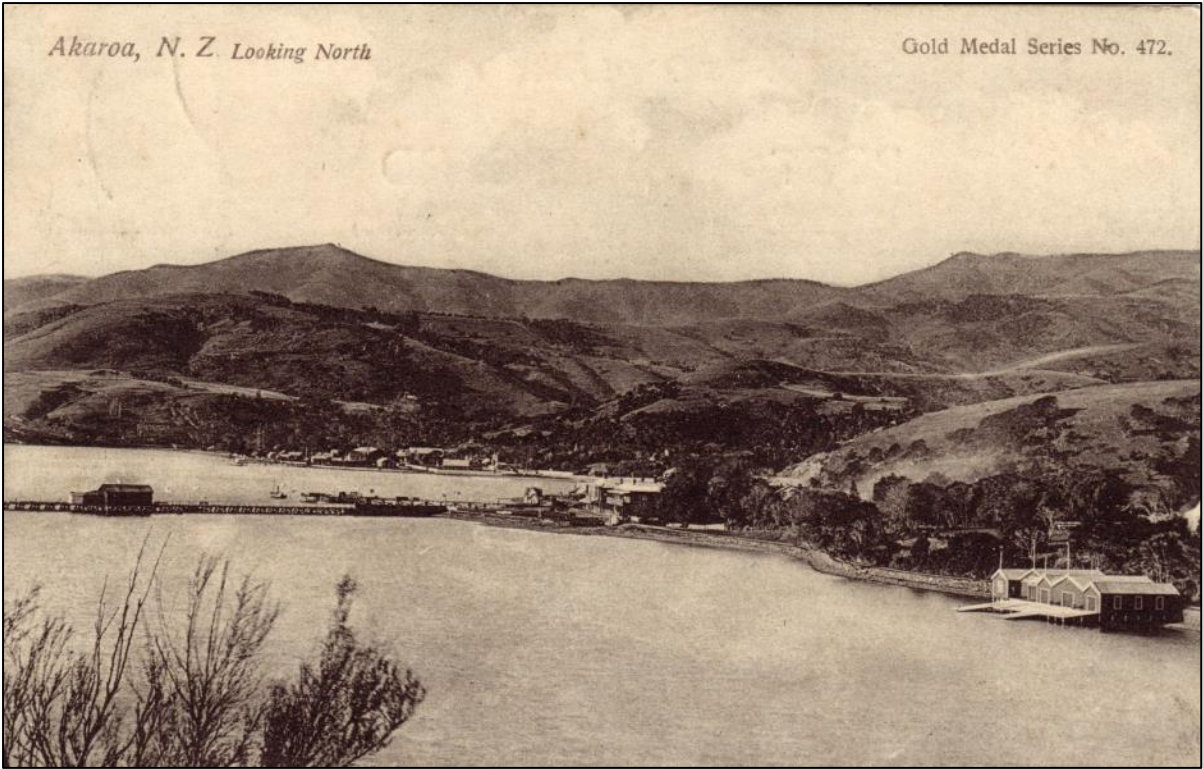


Figure 56. Looking south, 1906 (Kete Christchurch).



Figure 57. Looking west, 1907 (Kete Christchurch).



Figure 58. Looking north, 1908 (Kete Christchurch).



Figure 59. Looking east, 1908. Fisherman's Wharf is visible in the mid-ground (Kete Christchurch).



Figure 60. Looking west at Fisherman's Wharf, 1908. The Akaroa Main Wharf is visible at the left of the image (Kete Christchurch).



Figure 61. Looking west, c. 1900s (Canterbury Museum).



Figure 62. Looking west, 1910 (Kete Christchurch).

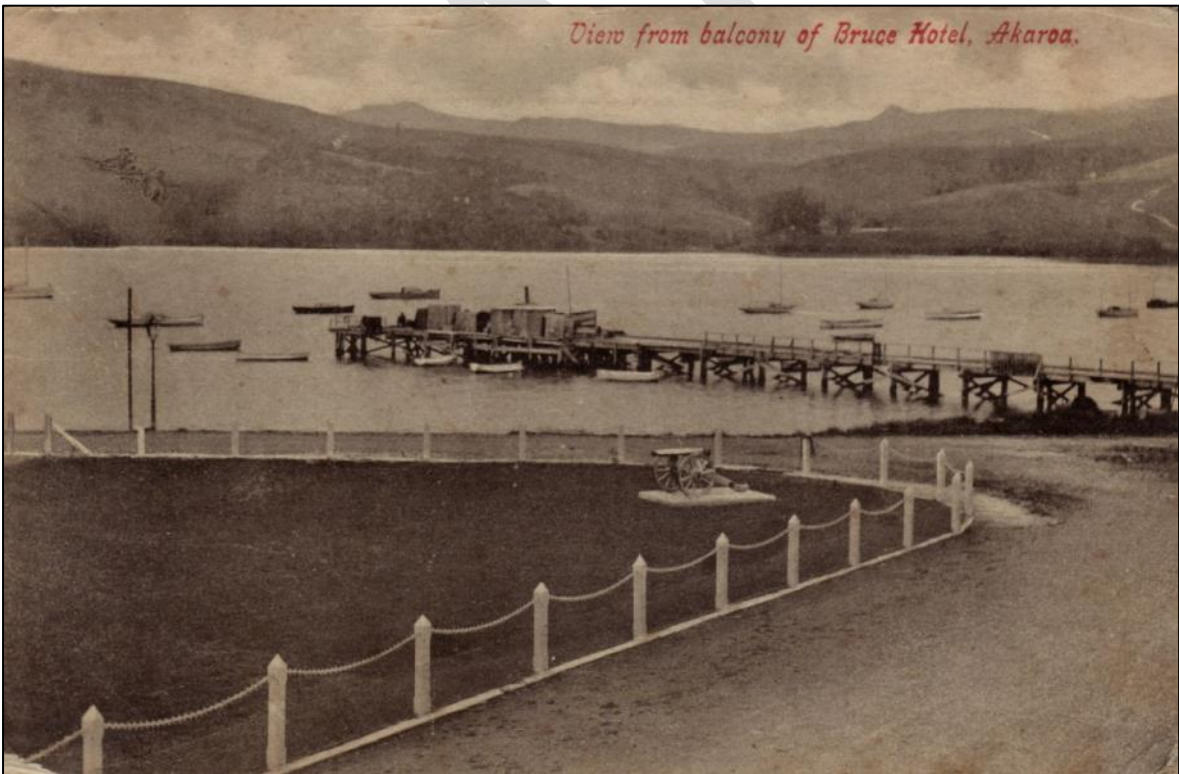


Figure 63. Looking west at Fisherman's Wharf, 1910. The Britomart Reserve cannon is visible in the foreground (Kete Christchurch).



Figure 64. Looking north, 1911 (Auckland Museum).



Figure 65. Looking east, 1910 (Kete Christchurch).



Figure 66. Looking west, 1910 (Kete Christchurch).



Figure 67. Looking east, 1911 (Kete Christchurch).



Figure 68. Looking north, 1911 (Kete Christchurch).

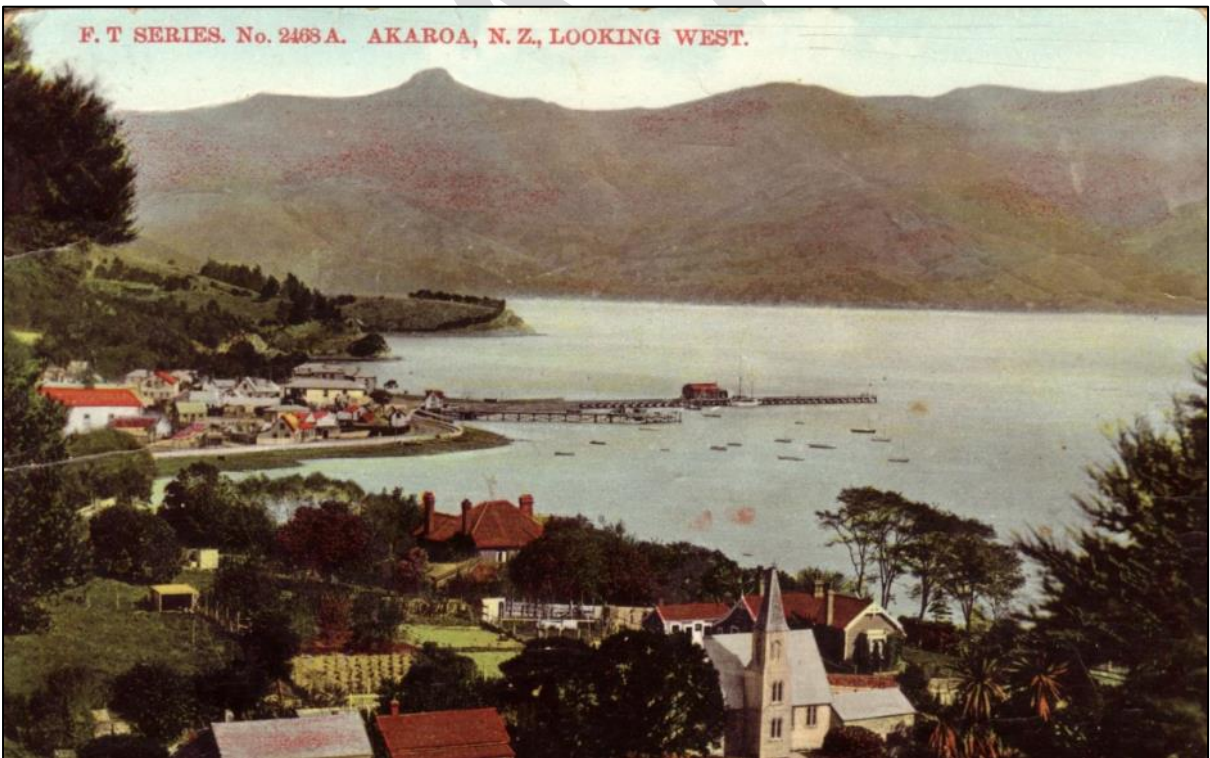


Figure 69. Looking south, 1912 (Kete Christchurch).



Figure 70. Looking south, 1913 (Kete Christchurch).



Figure 71. Looking west, 1914 (Kete Christchurch).



Figure 72. Looking west, 1914 (Kete Christchurch).



Figure 73. Looking west, undated view (likely c. 1910s-1950s; Canterbury University Archives).



Figure 74. Looking south, c. 1926 (Christchurch City Libraries).

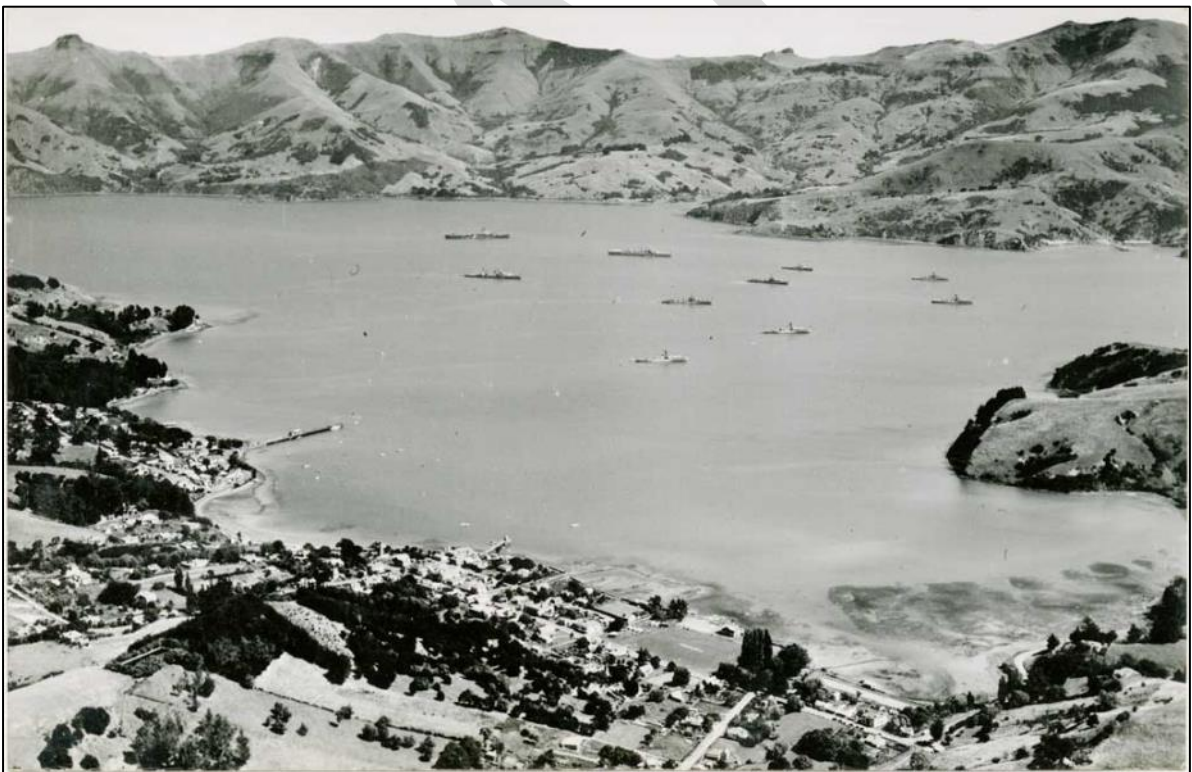


Figure 75. Looking west, 1940s (Kete Christchurch).



Figure 76. Looking west, undated view (likely c. 1930s-1950s; VC Browne).



Figure 77. Looking south, 1948 (V. C. Browne).



Figure 78. Looking north, 1950 (V. C. Browne).

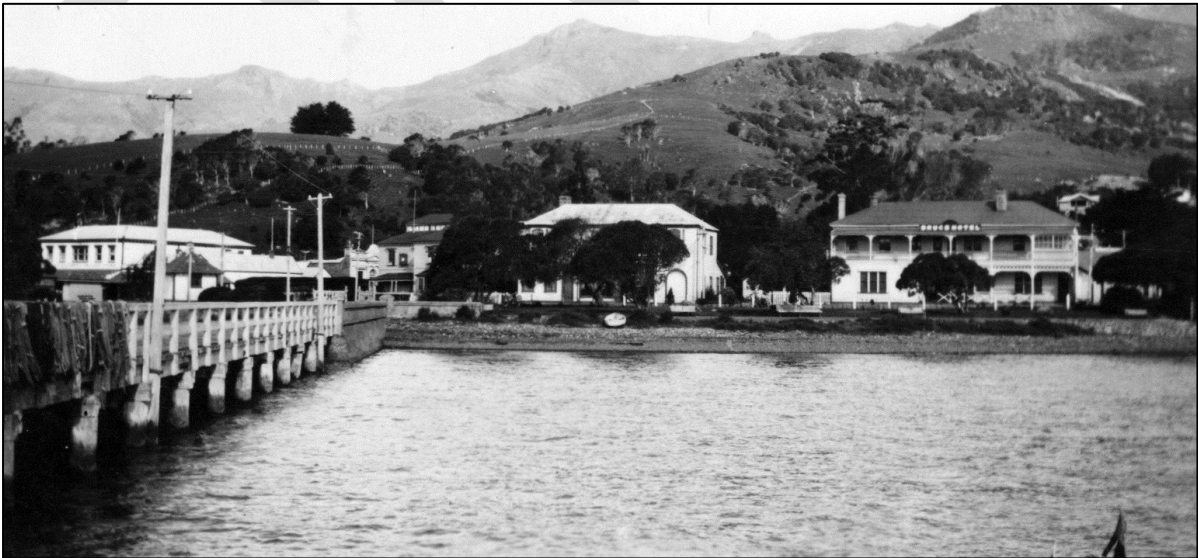


Figure 79. Looking east, 1950 (Kete Christchurch).



Figure 80. Looking south, 1961 (Kete Christchurch).

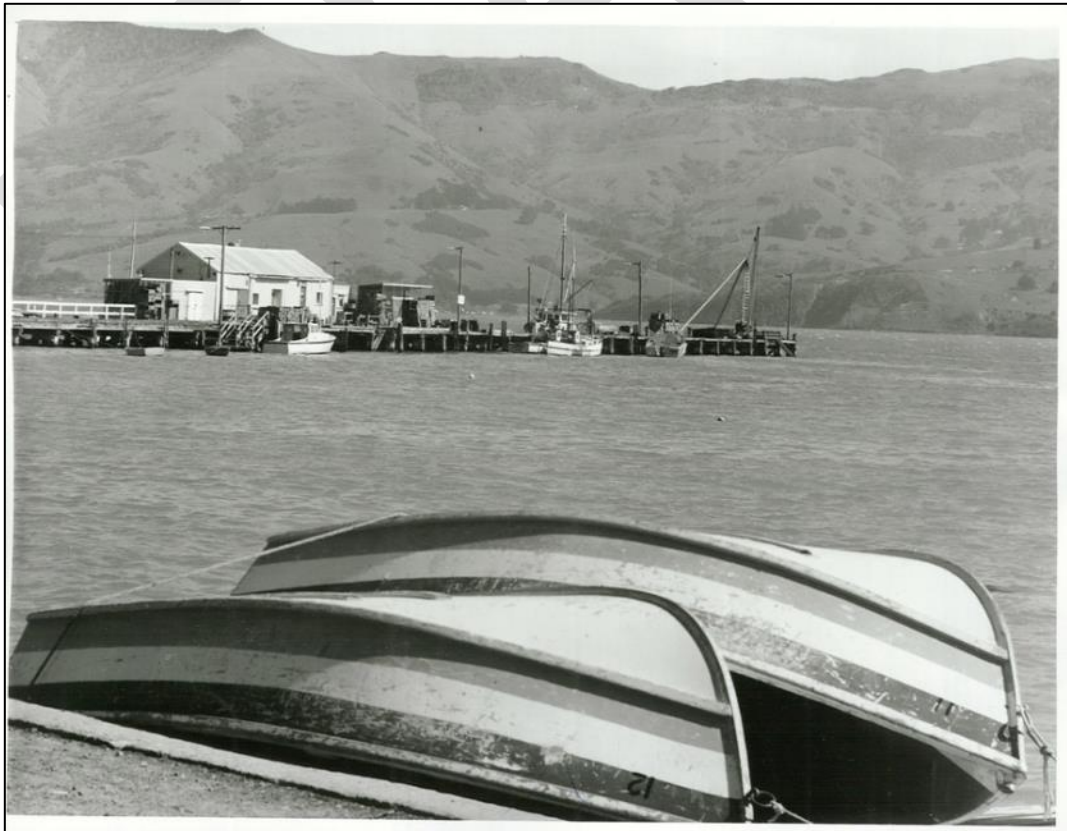


Figure 81 Looking southwest, 1973 (Archives New Zealand).

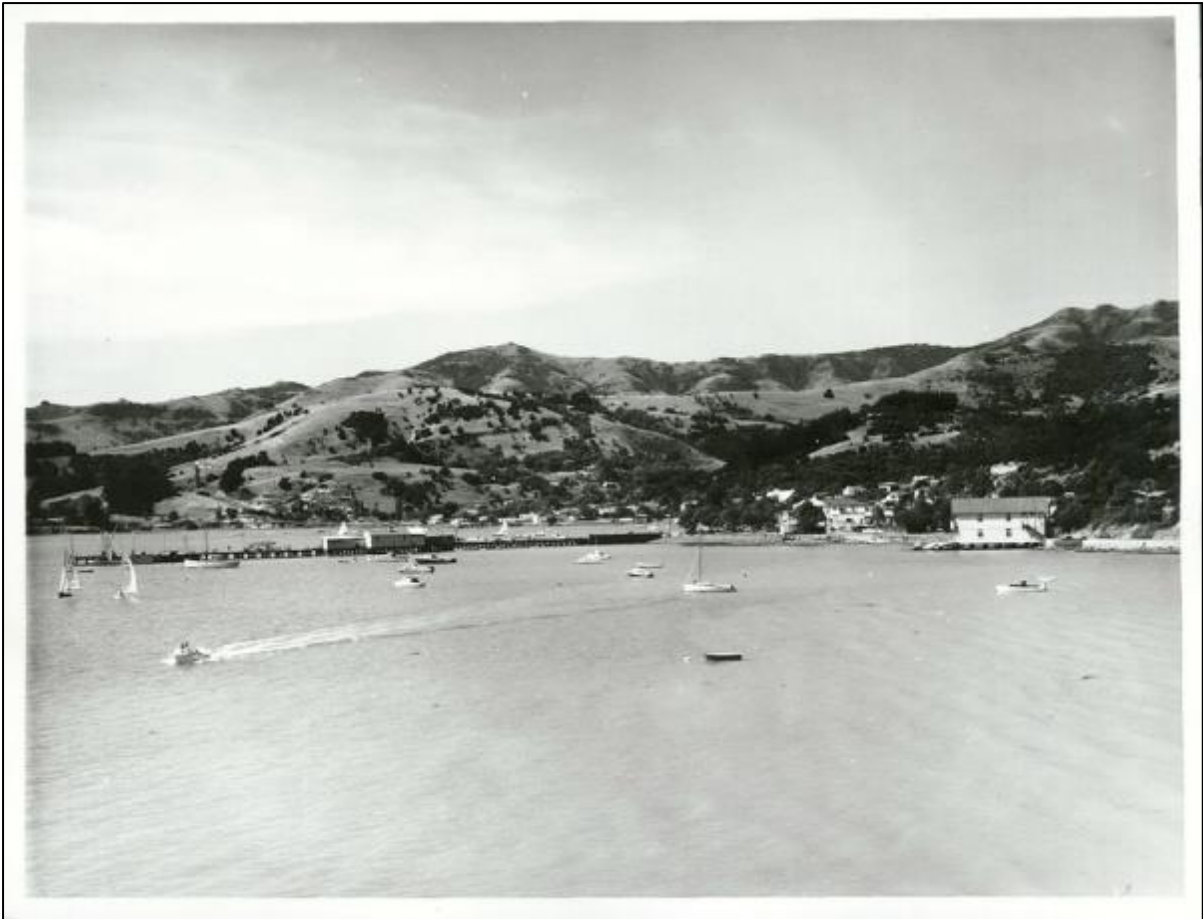


Figure 82. Looking north, 1973 (Archives New Zealand).





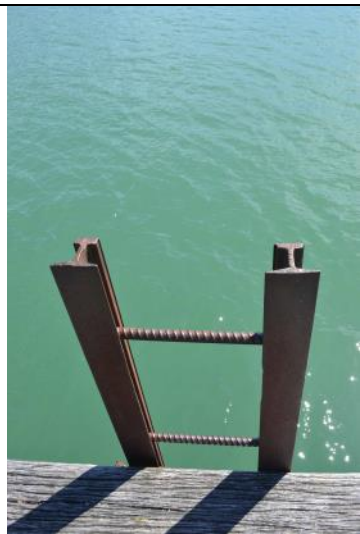


Figure 83. Akaroa Main Wharf in 2018.




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Appendix C – Schedule of fixture and fittings




The schedule below records the fixtures and fittings at deck level starting from the outer/west end of the wharf. The gridlines are those shown on the Calibre Condition Report drawings. (N) and (S) indicate whether the item is on the north or south side of the wharf deck. The degrees of significance are high (H), moderate (M), some (S), non-contributory (N/C) and intrusive (I)






Gridline	Description	Heritage significance	Photograph
40	Dock line hook to head of pile (N)	N/C	
38-39	Galvanised steel mooring cleat (S)	N/C	   
	Two steel and timber bench seats	N/C	
	Street light (N)	N/C	
	Ladder formed by 2 pieces of railway iron with deformed bar rungs between (N)	S	







37-38	<p>Rectangular section steel ladder with deformed bar rungs (s)</p> <p>Iron band to head of pile (N)</p>	<p>N/C</p> <p>H</p>		
36-37	<p>Rectangular steel C-section steel ladder with deformed bar rungs (S)</p>	<p>N/C</p>		
35-36	<p>Galvanised steel mooring cleat (S)</p> <p>Galvanised steel mooring cleat (N)</p>	<p>N/C</p> <p>N/C</p>		






34-35	Ladder formed by railway irons with deformed bar rungs in between (S)	S		
32-33	Ladder formed by railway irons with deformed bar rungs in between (N)	S		
31-32	<p>Iron mooring cleat with bent hook (S)</p> <p>Ladder formed by railway irons with smooth iron rungs between – bent out of shape (S)</p> <p>Galvanised steel box set flush with the decking (S)</p>	<p>H/M</p> <p>S</p> <p>I</p>		

30-31	Steel C-section ladder with deformed bar rungs (S)	N/C		
30	<p>“Coast Up Close” sign attached to pile head (S)</p> <p>Street light (N)</p>	<p>I</p> <p>N/C</p>		
29-30	<p>Galvanised steel mooring cleat (S)</p> <p>Tanalised post and 3 rail barrier with life-saving ring & signage (N)</p> <p>Tanalised timber handrail down the steps to the water level.</p> <p>Plastic mesh cover to steps (N)</p>	<p>N/C</p> <p>N/C</p> <p>N/C</p> <p>I</p>		 

29	Modern galvanised steel fender to pile above deck level (N)	N/C		
28-29	Galvanised steel electrical box mounted on the deck (N)	I		
27-28	Galvanised steel water pipe and tap on older steel bracket (S)	N/C		


27	<p>Tanalised post and 3 rail barrier starts (S)</p> <p>Galvanised steel mooring cleat (N)</p>	<p>N/C</p> <p>N/C</p>		
26	Galvanised steel C-section ladder with deformed bar rungs (N)	N/C		
25	<p>Tanalised post and rail barrier (S)</p> <p>Remains of old iron mooring cleat (missing arms) (S)</p> <p>Timber pile head wrapped with rope (N)</p>	<p>N/C</p> <p>H</p> <p>N/C</p>		


24-25	Galvanised mooring cleat (S) Two bench seats (N)	N/C N/C		
23-24	Iron mooring cleat (S). Concrete ramp (S) Modern blue painted ramp joining timber decking to concrete surface (N)	H Intrusive Intrusive		
22-23	Ladder formed from railway irons with smooth rungs in between (N) 2 steel bollards (N) Steel barrier with sign saying "no vehicles past this point". Bench seat (N)	S I I		


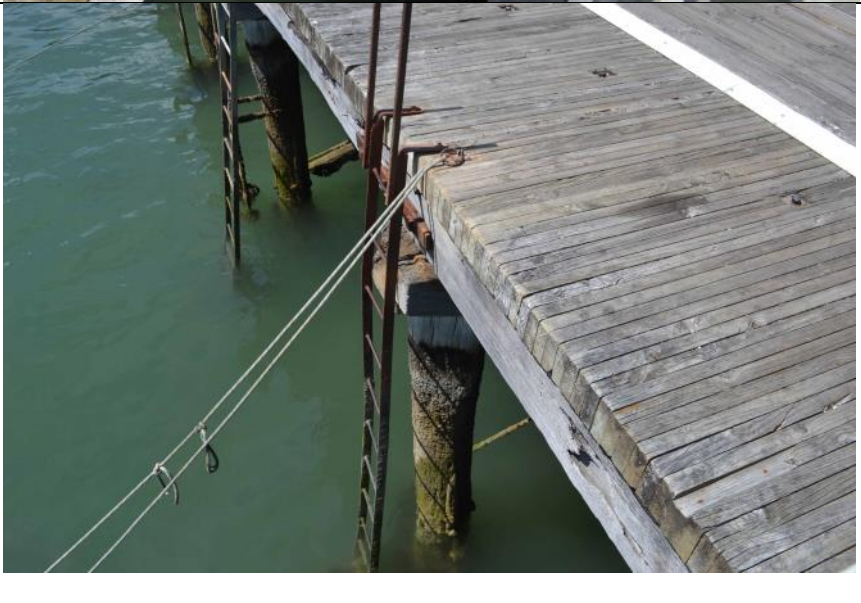
				
21	Tanalised post and rail barrier and galvanised steel ramp to floating pontoon (S) Street lamp (N)	N/C N/C		
20-21	BSP payment station kiosk BSP diesel pump and hose Ladder formed by railway irons with deformed bar rungs in between Fish sales caravan	I I S I		


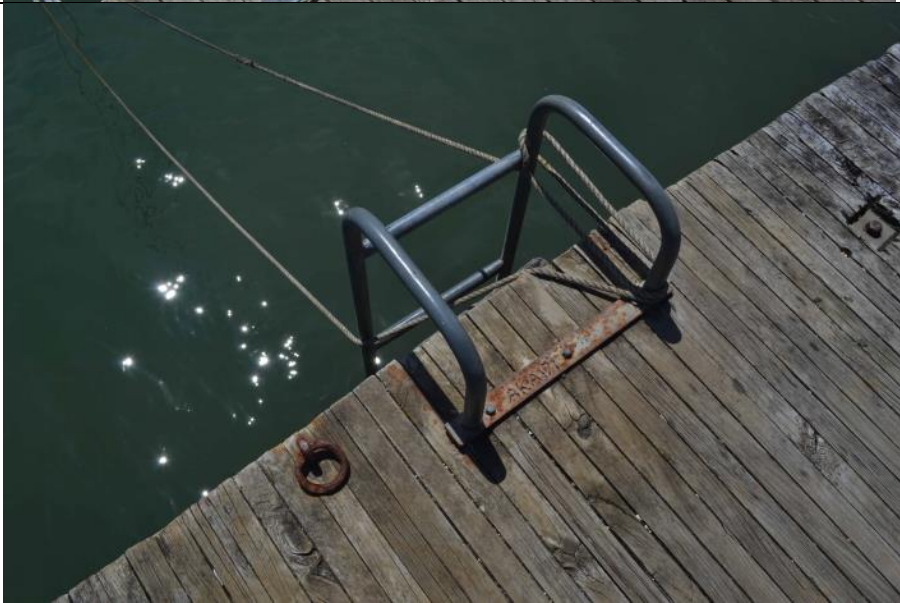
<p>19</p>	<p>Between grid 19 & 20 iron cover plate stamped "Glenfield Kennedy Ld FP, Kilmarnock" (S)</p> <p>Galvanised steel C-section ladder with deformed bar rungs (N)</p>	<p>M</p> <p>N/C</p>		
<p>16-15</p>	<p>Painted steel crane (N)</p>	<p>S</p>		



15	Galvanised C-section ladder with deformed bar rungs (N)	N/C		
14	<p>Tanalised post and 3 rail barrier starts (N)</p> <p>Variety of small diameter pipes/hoses</p>	<p>N/C</p> <p>I</p>		



11	<p>Street lamp (N)</p> <p>Change from concrete surface to timber with raised tracks with angle fillets</p>	<p>N/C</p> <p>N/C</p>		
10-11	Life-saving ring (N)	N/C		

10	Mooring ring (N)	S		
9	Mooring ring (N)	S		

7	Steel & timber modern access Tanalised barrier finishes	I N/C		
6	Narrow steel ladder and mooring ring	S		


5	<p>Galvanised flat steel ladder with deformed bar rungs</p> <p>Galvanised steel tube ladder and steel angle attachment to deck</p>	<p>S</p> <p>S</p>		
4	<p>Galvanised steel tube ladder with inscription "AKA171"</p> <p>Mooring ring adjacent</p>	<p>S</p> <p>S</p>		

3	Flat iron and rod ladder with yellow label "161"	5		
2	Tubular steel ladder with flat iron straps to deck and mooring ring	5		

1-2	Galvanised steel ladder with deformed bar rungs	N/C		
1	Galvanised steel plate covering a hole above a cut-down telegraph pole dating from the second half of the 20th century	I		

<p>0-6</p>	<p>Tubular galvanised steel barrier and flag pole</p> <p>Galvanised steel ladder with deformed bar rungs</p>	<p>N/C</p> <p>N/C</p>	
<p>0</p>	<p>Black box for back flow prevention assembly equipment and marker for buried telephone cables. Dashed yellow no-parking markings.</p> <p>Asphalt finish to the surface of the abutment</p>	<p>I</p> <p>N/C</p>	

<p>0-1</p>	<p>Modern street lamp</p> <p>Flat steel ladder bolted to the deck with deformed bar rungs</p> <p>Section of galvanised steel tread plate cover inset into the deck</p>	<p>N/C</p> <p>S</p> <p>I</p>		 
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Abmnt	Wharf information signage	N/C		
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Appendix D – Photographic Record (Origin Consultants 2018)

This record starts at the junction of the abutment and the Britomart Reserve and roughly proceeds in an anti-clockwise direction around the wharf before going under the structure from the outer/west end back to the abutment. Virtually all of it is taken from sea level. Access was restricted in many places by the structure itself and by boat operations during the inspection, particularly around the floating pontoons. The purpose is to record the overall nature of the wharf below deck level in 2018 and to give an indication of the extent of alterations carried out in the past and the general condition of the wharf. From Photo 26 the images are mostly taken from under the wharf deck starting at the outer west end and running towards the abutment. Finally, there are some views on the wharf deck of the sheds and of cruise ship passengers arriving by small tenders.



Photo 1 The marble date plaque with the name of the Mayor, W. B. Tosswill. The incised letters and small drill holes indicate that the plaque should have lead lettering and this has either fallen out or been removed.



Photo 2 The north face of the seawall at the junction of the abutment and Reserve.



Photo 3 The outer north wall of the abutment with drainage holes, circular pattress plates to the end of the tie rods and many cracks in the masonry.



Photo 4 Three pile 'bents' under the eastern end of the wharf close to the abutment. Note the diagonal, timber braces, horizontal timber ties beneath the braces, and later steel rod braces. The original construction can be clearly seen here with timber pile caps (beams) running along the heads of the three piles in each bent and the timber stringers and decking on top. There are no fender piles to this part of the wharf. Ladders are a late 20th century addition.



Photo 5 Clear evidence of decay in a timber stringer at the eastern end of the wharf.



Photo 6 An example of repairs and alterations to a bent – original timber bracing cut off either side of the central pile; diagonal steel braces installed; and a steel jacket added to the right-hand pile.



Photo 7 Further alterations on the north side of the wharf with steel added to support the gantry to the floating pontoon and concrete cast to the base of the pile supporting the steel framing.



Photo 8 The north side of the wharf beyond the floating pontoon with modern ladders and replacement tanalised fender piles. The width of the wharf has substantially widened to accommodate the late 20th century sheds. Refer to Photo 9 below regarding the pile in the foreground on the left of the image.

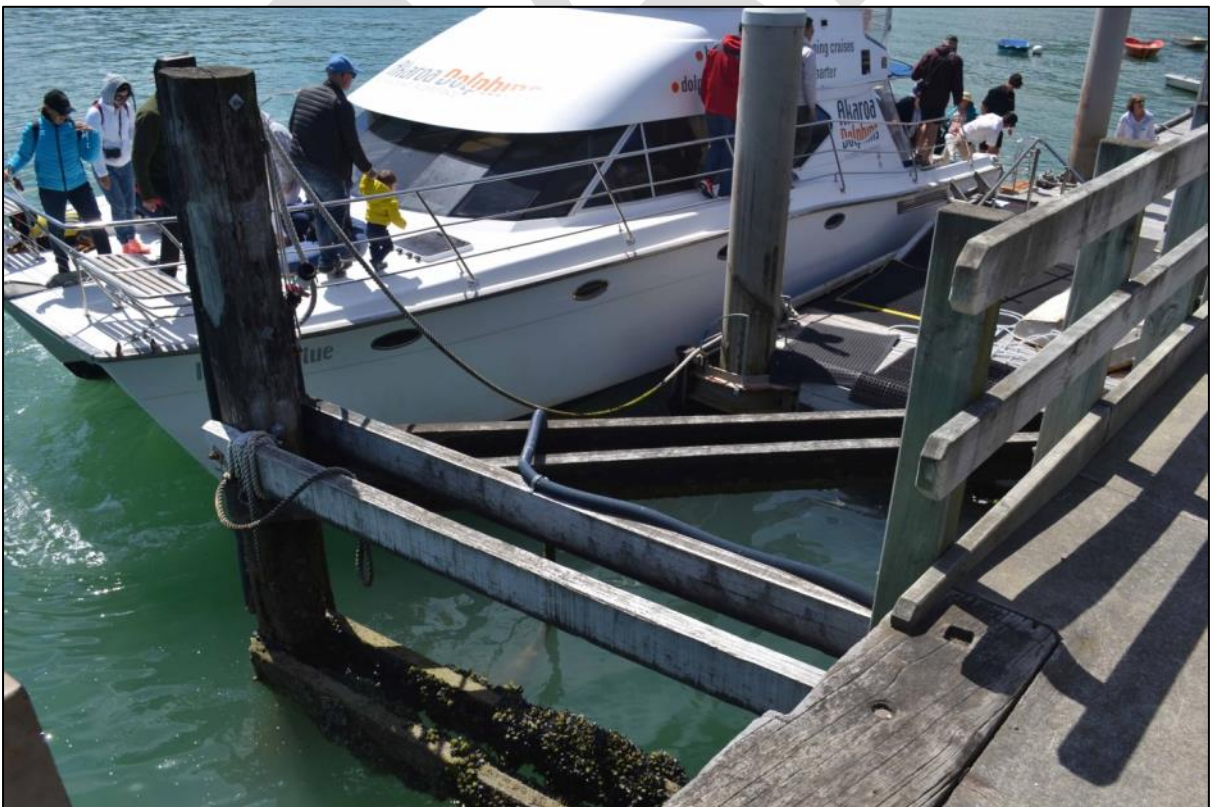


Photo 9 This older pile on the left appears to relate to the former projecting platform and main steps to water level that previously existed on the north side of the wharf.



Photo 10 The end of the shed and the BSP fuel station. On the far right is a tethered caravan selling fresh fish. The outer piles here have had modern fenders added.

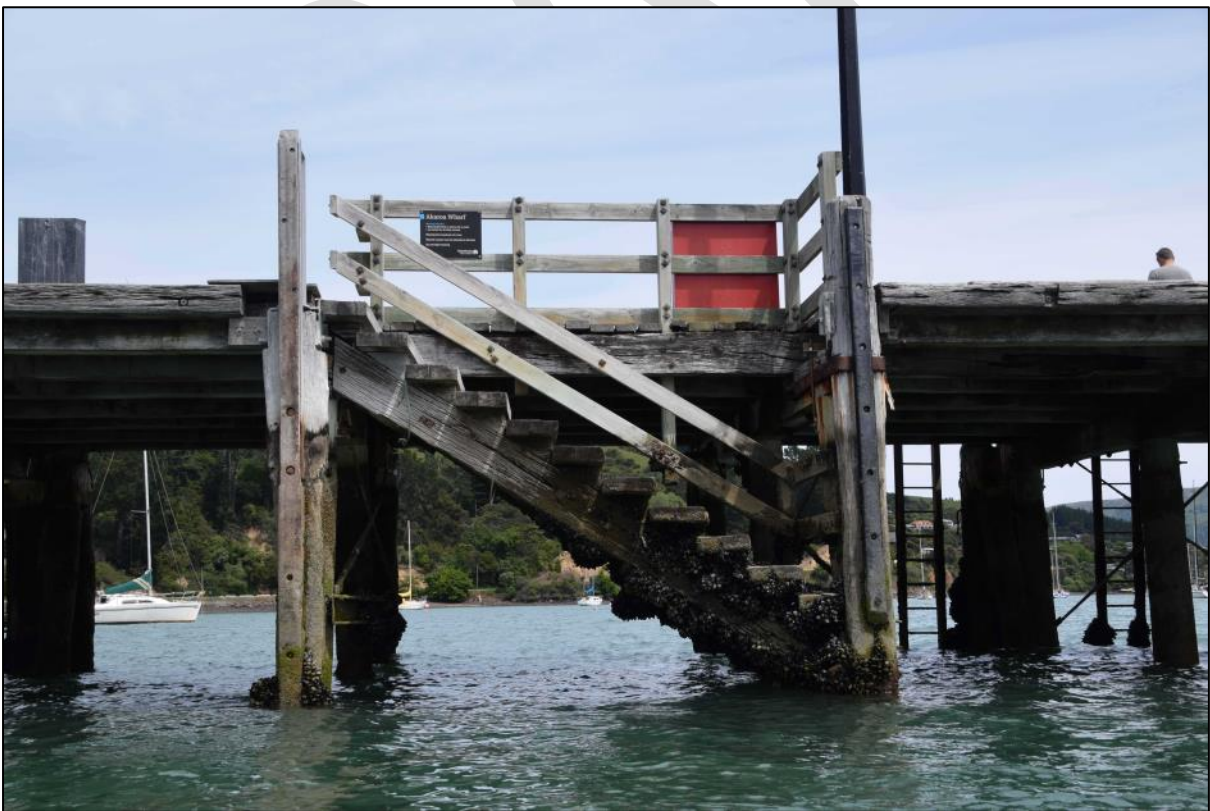


Photo 11 The location of these steps does not relate to the original design of the wharf. They are thought to be a post-1973 alteration. The steps have a tanalised bare timber barrier and handrails (there are similar elsewhere on the wharf).



Photo 12 The outer/west end of the wharf clearly showing the original construction, although with some replacement tanalised piles. Along the top of the piles is the timber pile cap (beam). On top of that are the stringers and running parallel to the cap is the timber kerb with the timber decking behind it. On the far left and far right are fender piles and each corner has an inner bracing pile.



Photo 13 Here the original timber cross-braces to the bents have been replaced with modern steel bracing rods and a number of the piles have had repair 'jackets' encased around their lower sections.



Photo 14 The floating pontoon on the south side of the wharf.



Photo 15 The line of modern sheds on the south side of the wharf running from the 6th bent from the abutment to the 21st and enveloping and extending the original sheds' footprint which ran from the 15th to 20th.



Photo 16 An image underneath the western end of the sheds showing the modern tanalised floor structure to one of the sheds (top) and steel strengthening added to the pile caps (centre and right foreground).

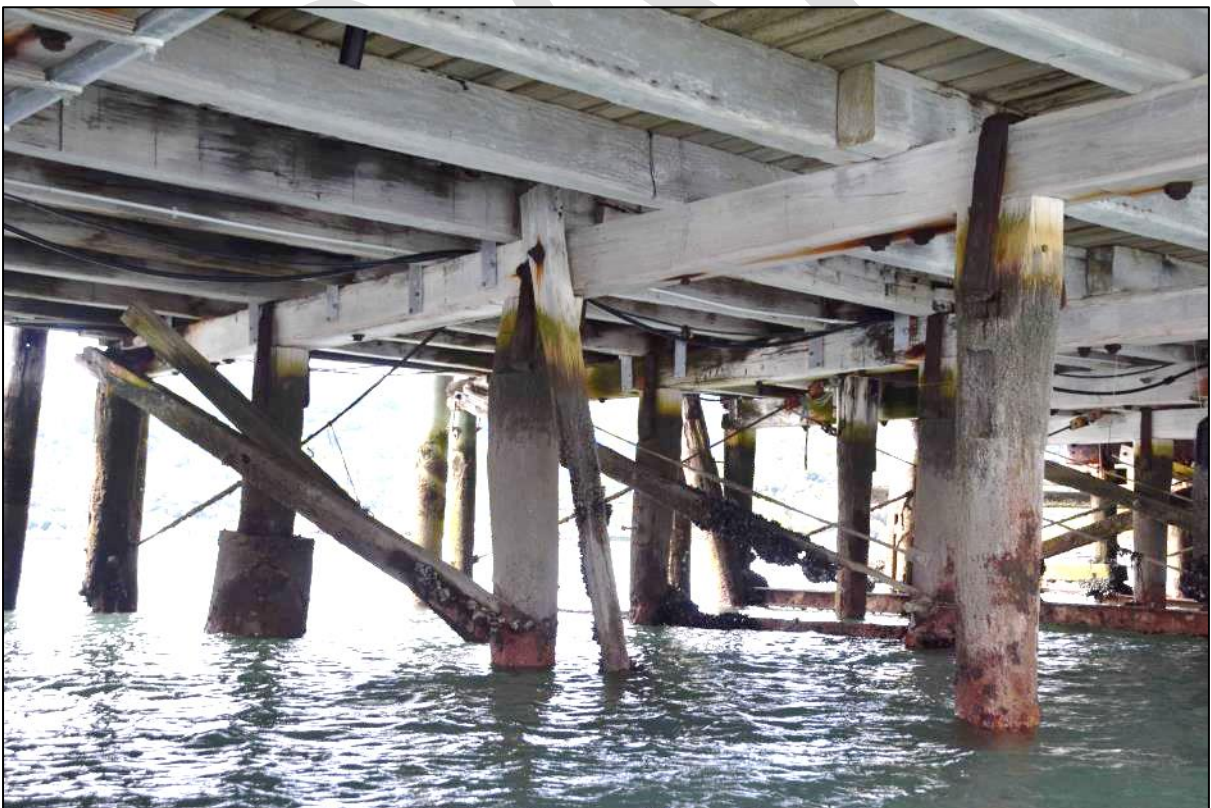


Photo 17 An image 2 bays closer to the shoreline than 16 showing the original widened structure under the original shed –with continuous pile cap spanning over the additional piles and wrought iron straps to the heads of the piles now delaminating and, in places, no longer connected to the piles. The bent in the foreground is missing bracing and one of the piles has a 'jacket' repair.



Photo 18 Close-up of the pile head on the right of Photo 17 showing the original wrought iron strap connection with the pile cap beam – now corroding/delaminating and separated from the pile head.



Photo 19 Timber decay and corrosion at the junction of two of the modern sheds (south side approx. 16th bent from the abutment).



Photo 20 Steel beams either side of a pile cap. It is possible that the short section of diagonally-laid timber beam (cut face towards the camera) on top of the steel strengthening is where the original wharf structure narrowed at the end of the former wharf sheds.



Photo 21 Between about bents 13 and 15 from the abutment, the south side of the wharf has been lowered in the past. None of the historic photographs show this lower and, hence, it seems to have been a 1970s or later alteration. In order to maintain the floor level, the corner of the modern shed (top right) has had to be built up on jack studs (with an area for services and plastic tanks below the floor). Note the steel props under the lowered deck.



Photo 22 showing the lowered deck area (Photo 21) accessed by timber steps between the two sheds. Note the steel props under the lowered deck.



Photo 23 The modern sheds have extended the original sheds' footprint on the south side of the wharf substantially towards the abutment.



Photo 24 The junction of the abutment, and its concrete wall, and the start of the timber wharf structure on the south side. Galvanised steel railings have replaced the painted timber railings since 1973.



Photo 25 The same bent as in Photo 6, but from the south side. Both outer piles have 'jacket' repairs and the bent is missing its original horizontal brace. The diagonal timber braces have been cut off and replaced by steel rods.



Photo 26 A 'jacket' repair to a central pile under the western end of the wharf. The pile has continued to erode above the jacket.



Photo 27 Severe decay at the water line to a fender pile on the south side of the wharf towards the western end. The photograph shows rows of piles and adjacent fender piles, many of which are thought to be original and of Ironbark timber.



Photo 28 Additional stringers inserted to strengthen the deck at the western end of the wharf. There is considerable erosion and decay in many of the stringers here.



Photo 29 original wrought iron strap connections between the central piles and their pile cap. The joints also have a mortice and tenon.



Photo 30 An example of modern steel repairs – bolted straps between the piles and cap beam, a steel PFC horizontal tie and double steel bracing rods. There is also an earlier steel jacket repair to the central pile.



Photo 31 A large area of decay in one of the stringers close to the modern steps toward the western end of the wharf.



Photo 32 Decay in the decking boards and modern steel straps added.



Photo 33 Broken timber brace.



Photo 34 Steel stringer added.



Photo 35 Broken/corroded steel brace.



Photo 36 Decay in decking boards beneath the existing deck finish. Corrosion to original iron bolts and nuts.



Photo 37 Further decay in decking boards beneath the existing deck finish.



Photo 38 Severe corrosion to a past steel repair.

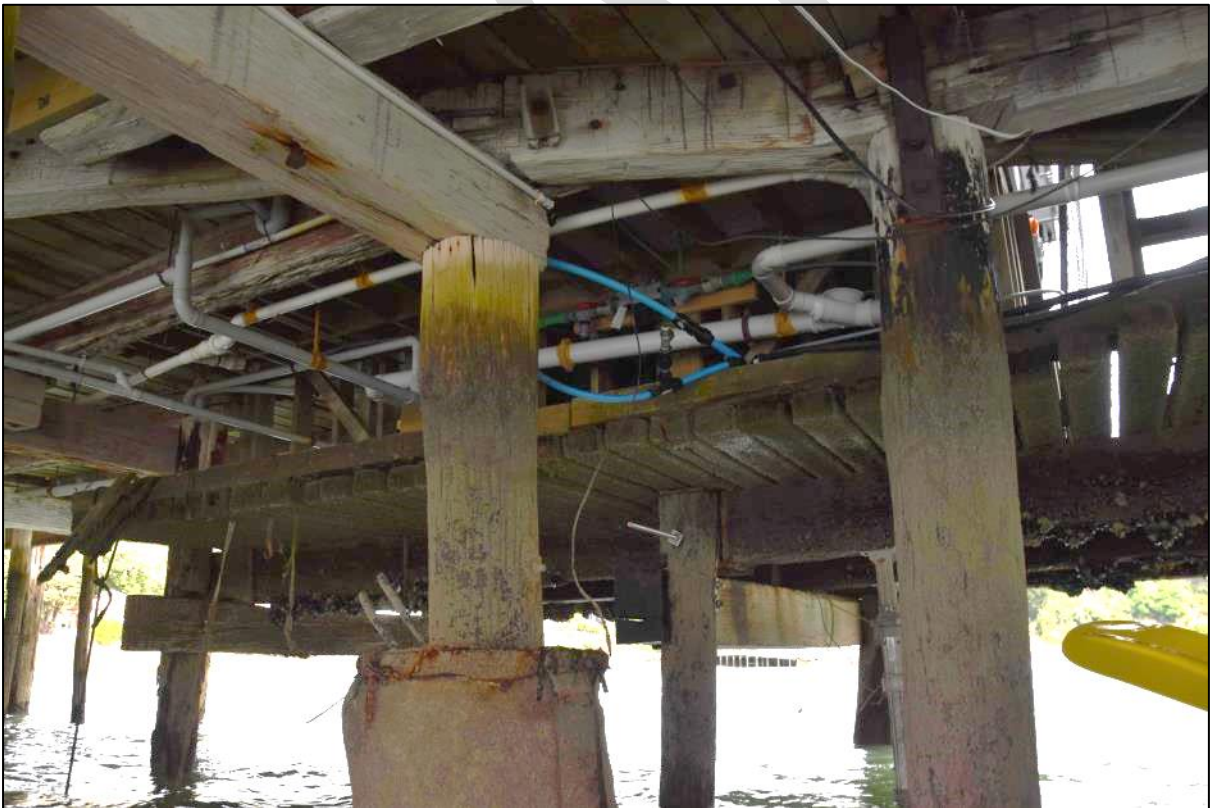


Photo 39 Tanks and modern piping on the lower deck area on the south side of the wharf (refer to Photos 21 & 22).



Photo 40 Substantial alterations/repairs with steel and concrete beams below the deck adjacent to the north floating pontoon.



Photo 41 A close-up of inserted concrete and steel beams (Photo 40) – some of the concrete beam are cracked. Poorly restrained and concealed modern conduits.

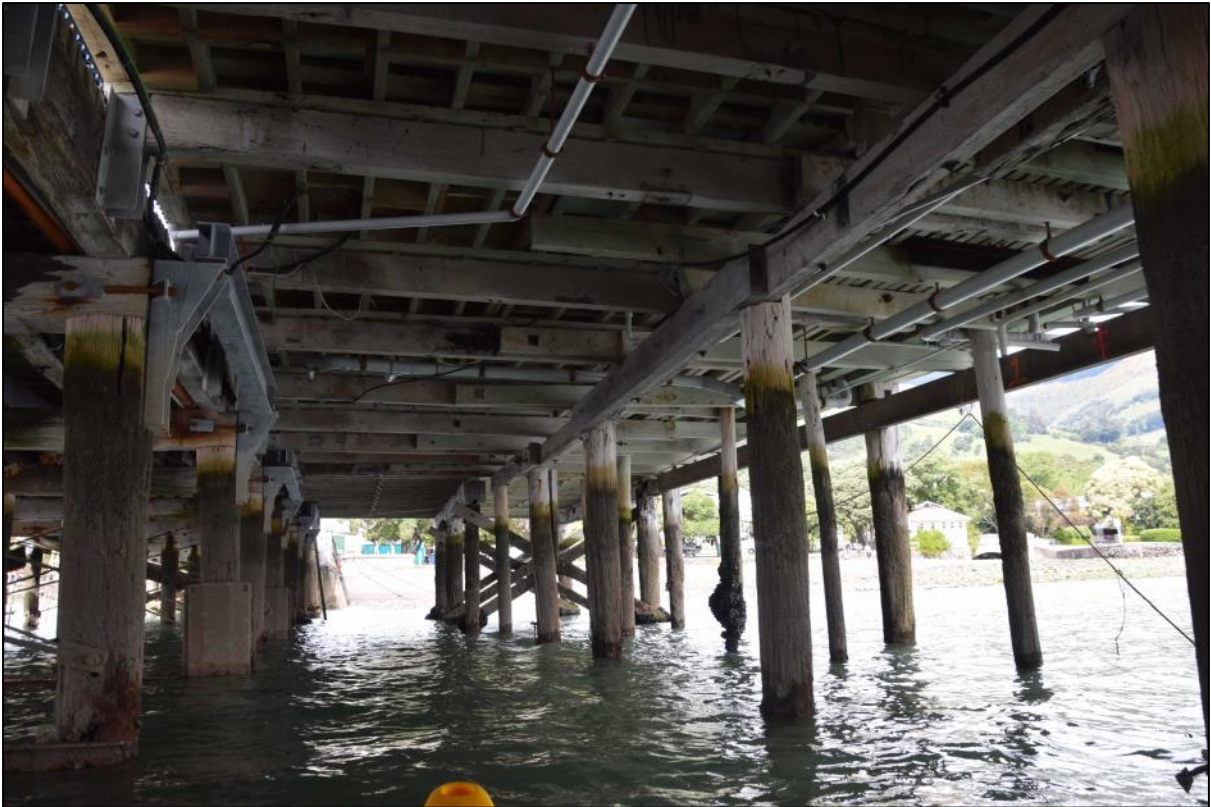


Photo 42 Modern piles, pile caps and floor framing beneath the eastern end of the sheds.



Photo 43 As Photo 42 (looking east), but showing in more detail two different periods of modern floor framing (foreground and distance).



Photo 44 As Photo 43, but showing the more distant floor framing in greater detail.



Photo 45 The first bent and the stringer/deck connection to the abutment. This part of the structure contains many original elements, including the pile cap, central pile with wrought iron strap connection to the cap, bracing timbers and horizontal wale between the piles, and timber stringers between the pile cap and modern decking boards.



Photo 46 The outer end of the wharf looking west.



Photo 47 The recent eastern-most extension (extending towards the shore).



Photo 48 Modern sheds.



Photo 49 Modern sheds



Photo 50 West end of modern sheds.



Photo 51 South floating pontoon.



Photo 52 Access walkway to south floating pontoon.



Photo 53 North floating pontoon.



Photo 54 Setting up for a cruise ship day.



Photo 55 Arrival of the first cruise ship passengers.



Photo 56 Cruise ship passengers arriving on the north pontoon.



Photo 57 Cruise ship passengers arriving on the south pontoon.

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