

# Christchurch City Council

Main Wharf, Akaroa



## Scoping and Strategy Report: Consenting a replacement Wharf

29 July 2019

# Planz Consultants

## Quality Assurance Statement:

**Scoping Report Prepared By:**

Planz Consultants Ltd, 124 Peterborough Street, PO Box 1845, Christchurch 8140,  
www.planzconsultants.co.nz



Livi Whyte - Consultant Planner

DDI: 03 372 2285

E: livi@planzconsultants.co.nz

**Reviewed By:**



Matt Bonis - Associate

DDI: 021 796 670

E: matt@planzconsultants.co.nz

|                         |                     |
|-------------------------|---------------------|
| <b>Project Number:</b>  | <b>NA</b>           |
| <b>Document Status:</b> | <b>Final</b>        |
| <b>Date:</b>            | <b>29 July 2019</b> |

The information contained in this document produced by Planz Consultants Ltd is solely for the use of the Client for the purpose for which it has been prepared and Planz Consultants Ltd undertakes no duty to or accepts any responsibility to any third party who may rely upon this document.

All rights reserved. No section or element of this document may be removed from this document, reproduced, electronically stored or transmitted in any form without the written permission of Planz Consultants Ltd.

## TABLE OF CONTENTS

|           |   |           |
|-----------|---|-----------|
| <b>1</b>  | <b>INTRODUCTION AND SUMMARY</b>   | <b>3</b>  |
| 1.1       | OVERVIEW  | 3         |
| 1.2       | EXECUTIVE SUMMARY   | 3         |
| <b>2</b>  | <b>SITE DESCRIPTION</b>   | <b>6</b>  |
| 2.1       | APPLICATION SITE AND SURROUNDING AREA   | 6         |
| <b>3</b>  | <b>PRELIMINARY OPTIONS</b>  | <b>7</b>  |
| <b>4</b>  | <b>LOCAL STATUTORY FRAMEWORK</b>  | <b>8</b>  |
| 4.1       | CHRISTCHURCH DISTRICT PLAN – WORKS LANDSIDE OF THE CMA (INCLUDING ABUTMENT AND CONSTRUCTION ACTIVITIES) | 8         |
| 4.1.1     | <i>Overview of the Main Wharf</i>   | 8         |
| 4.1.2     | <i>Plan Provisions – Heritage Provisions</i>  | 8         |
| 4.1.3     | <i>Plan Provisions – Coastal Environment</i>  | 10        |
| 4.1.4     | <i>Plan Provisions – Ngāi Tahu Values</i>   | 11        |
| 4.1.5     | <i>Plan Provisions – Significant and Other Trees</i>  | 11        |
| 4.1.6     | <i>Plan Provisions – Transport Zone</i>   | 12        |
| 4.1.7     | <i>Summary</i>  | 12        |
| <b>5</b>  | <b>CANTERBURY REGIONAL PLANS</b>  | <b>13</b> |
| <b>6</b>  | <b>NATIONAL POLICY OVERVIEW</b>   | <b>22</b> |
| 6.1       | NEW ZEALAND COASTAL POLICY STATEMENT  | 22        |
| 6.2       | NATIONAL ENVIRONMENTAL STANDARDS  | 24        |
| <b>7</b>  | <b>REQUIRED EXPERT OPINIONS AND SCOPE</b>   | <b>24</b> |
| <b>8</b>  | <b>STRATEGY</b>   | <b>24</b> |
| 8.1       | INITIAL REMEDIAL WORKS  | 25        |
| 8.2       | CONSTRUCTION AND DEMOLITION   | 25        |
| 8.3       | COMPLETION AND USE (ACTIVITIES)   | 25        |
| <b>9</b>  | <b>POTENTIAL RISKS</b>  | <b>26</b> |
| 9.1       | PUBLIC CONSULTATION   | 26        |
| 9.2       | NOTIFICATION  | 26        |
| 9.3       | COMMERCIAL LEASES AND OWNERSHIP   | 26        |
| <b>10</b> | <b>CONCLUSION</b>   | <b>27</b> |

### APPENDICES

**APPENDIX 1:** Akaroa Heritage Area Overlay (Appendix 9.3.7.3.1 – Christchurch District Plan)

**APPENDIX 2:** Statement of Significance – Akaroa Main Wharf Area, Beach Road, Akaroa

**APPENDIX 3:** Heritage Item and Setting Aerial Map 480

---

# Scoping Document – Main Wharf, Akaroa

---

## 1 Introduction and Summary

### 1.1 Overview

Christchurch City Council (CCC) have requested that Planz Consultants (**Planz**) provide an overview Scoping report in relation to the potential consenting issues associated with the replacement of the Main Wharf in Akaroa.

The Main Wharf in Akaroa was established in 1888 and provided an economic gateway to the area in the mid-twentieth century. Overtime there have been additions to the surrounding environment to liven the area, this includes the Britomart Cannon in 1908 and the Wharfinger's Office in 1910.

In a description in the Listed Heritage Place Heritage Assessment prepared by Christchurch City Council and contained in the District Plan, the original purpose of the Main Wharf was identified as coastal shipping.

As road travel became more viable in the twentieth century, there was a gradual decline in shipping. In more recent times the wharf has become valuable for commercial fishing and recreational boating and contains commercial occupation leases. It also provides access to Akaroa for tourist boats and cruise ship tenders.

The content in this report includes:

- Identification of the key site features and local context.
- Analysis of key local planning controls and policies, including:
  - Land use zoning
  - Cultural and Heritage overlays
  - An overview of the mechanisms to enable the proposed revitalisation of the wharf
- Overview strategy in terms of obtaining necessary resource (district and regional) consents for the demolition and replacement of the Wharf Structure.

This advice has been prepared by Planz Consultants Ltd on behalf of Christchurch City Council. This advice has been prepared in accordance with the agreed scope and based on a desktop analysis of the initial information which was provided to Planz or readily publicly available at the time of preparing this correspondence.

### 1.2 Executive Summary

In a report entitled 'Akaroa Wharf Condition Report' prepared by Calibre in August 2018, it was determined that the Main Wharf's structural condition has deteriorated to state where it is unlikely to be safe to occupy in the near future. After 130 years it will likely be most efficient to replace the wharf rather than restore the existing structure. The existing wharf is shown in **Figure 1** below.



**Figure 1: Image looking east towards the Main Wharf in Akaroa.**

Akaroa Wharf extends beyond the Coastal Marine Area (CMA). This distinction (and boundary)

*Christchurch City Council: Consents required*

Whilst it is identified in the Christchurch District Plan as a notated Heritage site and setting (Item 1137), the Christchurch City Council have neither the statutory mandate to list the Wharf, nor require consent for any works associated with it, including demolition. Accordingly, **consent is not required for the demolition of the wharf from Christchurch City Council.**

Any works landward of the CMA, including but not limited to earthworks, reconstruction of the Wharf abutment or the temporary storage or buildings required with demolition and construction of a new wharf require resource consent. Those consents would be largely administrative in terms of construction management and materials and excavations within proximity to the existing Park Trees proximate to site works on Beach Road.

\The site is also subject to the following overlays:

- Coastal Environment
- Mahaanui Iwi Management Plan Silent Files and Kaitōrete Spit
- Ngā Tūranga Tūpuna
- Significant Park Tree
- Banks Peninsula District Plan Coastal Hazards

*Environment Canterbury – Regional Coastal Environmental Plan: consents required*

The Akaroa Wharf is listed as heritage item in Schedule 5.12 as a Protected, Cultural or Historic Structure.

Under the respective Regional Coastal Environment Plan (CREP), based on a preliminary consideration of likely works associated with the wharf replacement the following consents would be required from the Canterbury Regional Council:

- Reconstruction, alteration and extension of a wharf;
- Removal or demolition of an existing structure (the wharf);
- Placement of structures, including approach;
- Disturbance or deposition of material on the seabed or foreshore;
- Drilling for support piles;

- 
- Occupation of the Coastal Marine Area (CMA);
  - Identification as an Identified Area of High Natural, Physical, Heritage or Cultural Value; and
  - Discharge of Stormwater from structures within the CMA.

A considerable component of the consenting package will need to be focused on demolition / construction management. In particular a focus during construction processes will need to be placed on aquatic ecology (especially dolphin ecology and risk during works).

#### *Summary, consenting and approach*

Despite, the Christchurch City Council notating Akaroa Wharf as a listed Heritage item, it is **only** the Canterbury Regional Council that will be tasked with considering the heritage merit of the Wharf in terms any demolition and replacement. The Regional Council consents will also be heavily weighted as to the coastal protection / sea level considerations of any replacement structure, and the impacts on coastal ecology from demolition and replacement.

Given the overlap of the Wharf structure at the CMA, and the nature of land-side works there will however be considerable grounds for overlap and confusion as to a consideration of any subsequent consent application for demolition and replacement.

This presents considerable risks to the project in terms of:

- (a) Establishing clear communication with the Christchurch City Council Heritage Team in terms of their input, role and mandate, noting that this Team is best placed in terms of providing guidance as heritage fabric value and replacement / reuse methodology.
- (b) Providing clear guidance to the wider public as to opportunities (statutory and otherwise) as to involvement in the project.

The risk associated with land use resource consents will be largely attributed to the heritage significance of the Main Wharf and outlining a clear narrative as to both the need for replacement, and a sympathetic replacement. The public consultation aspect (and risk) is already clearly understood by the Project Sponsor and it is understood that consultation has commenced.

In accordance with Section 95 in the Resource Management Act 1991, the proposed works will, more likely than not, require public notification and a hearing.

Public notification is required when the Council considers any adverse effects of a proposal on the environment beyond the adjacent properties to be more than minor.

Public notification can also be requested by the applicant. It is advised given the likely public interest in this project and the Project Sponsor (the Council) that transparency would be aided through volunteering notification – this can be revisited as the consent takes shape based on a risk register around appeal risk.

Through an analysis of aerial photography available on Google Maps, readily available public information and a site visit, the following understanding of the existing development on the site has been determined.

## 2 Site Description

### 2.1 Application Site and Surrounding Area

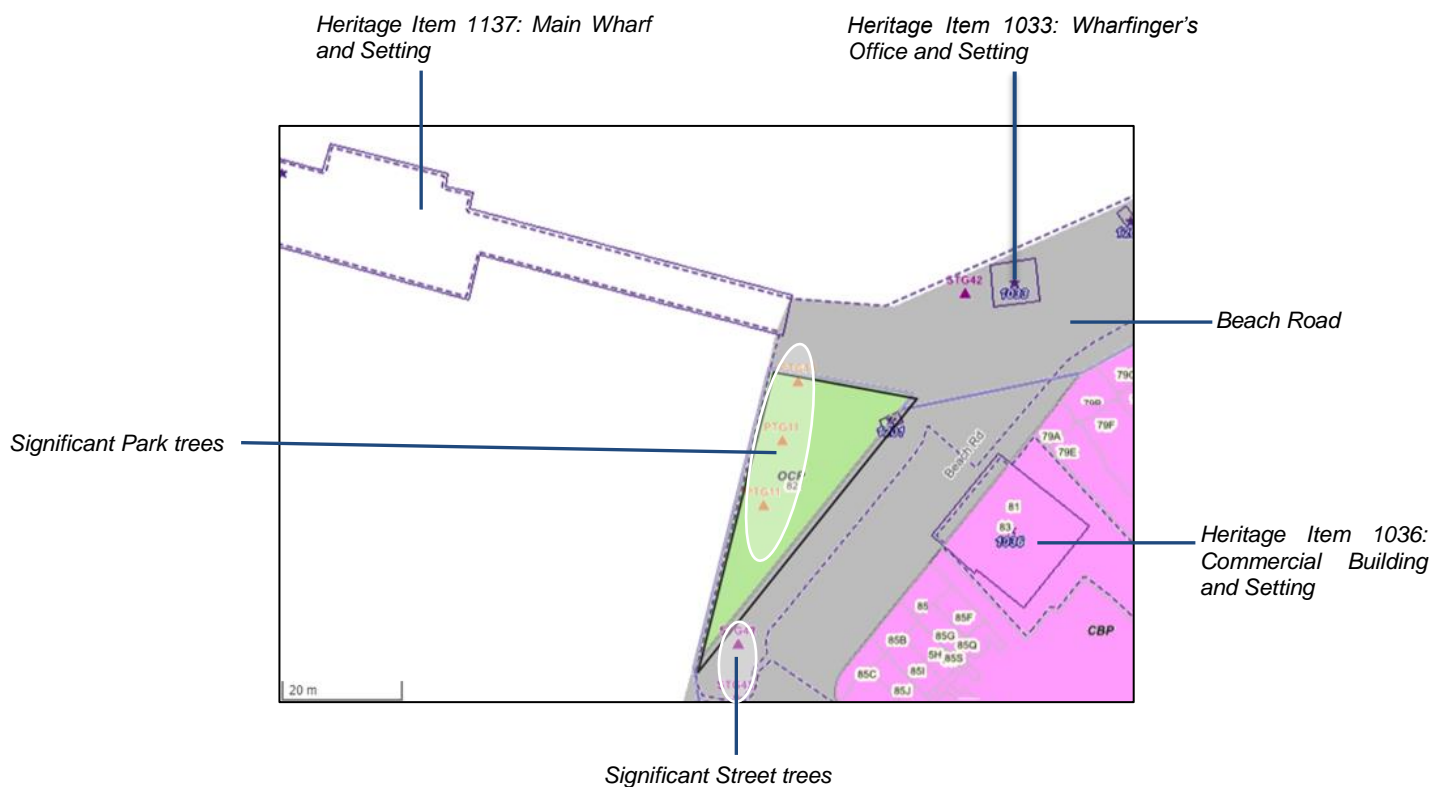
The Main Wharf is located at the southern end of the township of Akaroa, Banks Peninsula. The wharf is utilised by tenders from visiting cruise ships, as well as tourism ventures including dolphin encounter cruises and jet boating.

There are a number of private leases located on the wharf, including Black Cat Cruises, a retail store and transportable caravan selling food and beverages. There is also fuel storage on the wharf. It is understood that these commercial ventures are subject to private occupation leases – the manner in which these are managed are outside the scope of the planning and consenting project outlined here.

Calibre has estimated the wharf to have a total area of 1125m<sup>2</sup>, excluding the privately-owned buildings.

The wharf abutment only is located within Christchurch City Council (the local authority) jurisdiction. The wharf proper is located beyond the CMA and is within the Environment Canterbury jurisdictions.

The land adjacent to the east of the wharf is shown in **Figure 2** below. Beach Road (shown in grey) is recognised as a Local Road in the District Plan as well as a Transport Zone, there is also an Open Space Community Parks Zone (shown in green). And on the opposite side of Beach Road is the Commercial Banks Peninsula Zone (shown in pink), where a range of shops, guest accommodation and restaurants are located along the waterfront.



**Figure 2: Zoning of the surrounding area under the Christchurch District Plan.**

The site is generally surrounded by retail stores, restaurants, eateries and visitor accommodation. To the east, is a small park and the Akaroa Cooking School and Akaroa Village

Inn. To the north is the harbour and dolphin cruises kiosk located within the Old Wharfinger's Office, which is also recognised as a heritage item in the Plan, and Beach Road continues further into central Akaroa. An aerial photo of the area is shown provided in **Figure 3** below.



**Figure 3: Aerial photo of the surrounding area to the Main Wharf in Akaroa.**

There are a number of significant park trees and significant street trees in proximity to the site (shown as the purple and orange triangles in **Figure 2** above). The land adjacent to the wharf is also located within the Remainder of Port Hills and Banks Peninsula Slope Instability Management Area.

### *Summary for Consenting*

#### *Summary for Consenting*

- The Wharf is within the Regional Council's jurisdiction.
- Landside of the wharf is a number of intensive public activities; careful construction management will be required to ensure that disruption of these activities are minimised.
- There are a number of uses and leases of the wharf that will need to be managed during demolition / reconstruction. These parties are likely to be considered 'affected parties' in terms of any consenting, however there are use / leasing / commercial arrangements that will require management during works. These commercial matters are outside the scope of consenting.

## **3 Preliminary Options**

The recent consultation document that was prepared for the CCC's public consultation included three preliminary structural options for the wharf upgrade. The options were as follows:

- Full Restoration of the existing wharf with like for like hardwood timber
- Full Replacement with a mixture of concrete and hardwood timber (visible members would be hardwood)
- Full Replacement with modern reinforced concrete

The consultation document also considered three potential locations for the wharf, these included the replacement wharf being located in the same position as the existing wharf, to the



northside of the existing wharf and a new location possibly where the original wharf was located at Church Street.

These scenarios have provided a guide for the assessment of the relevant planning matters in this document.

## 4 Local Statutory Framework

### 4.1 Christchurch District Plan – Works landside of the CMA (including abutment and construction activities)

The relevant operative District Plan is the Christchurch District Plan (the ‘District Plan’), the Replacement District Plan became wholly operative in December 2017. A summary of the key planning controls relevant to the site and wharf and its potential redevelopment are summarised below.

#### 4.1.1 Overview of the Main Wharf

Unhelpfully, in terms of public understanding of issues, the wharf is identified as a Heritage Item with the identification number 1137 – despite the City Council having no mandate to notate the wharf as such. The wharf is (contextually) contained within a Heritage Setting and an Akaroa Heritage Area, the area is identified in Appendix 9.3.7.3.1 of the District Plan and attached as **Appendix 1** of this report.

The Statement of Significance for Akaroa Wharf is contained in **Appendix 2**. The site is also contained within the following overlays:

- Coastal Environment
- Mahaanui Iwi Management Plan Silent Files and Kaitōrete Spit
- Ngā Tūranga Tūpuna
- Significant Park Tree

The relevance and the potential consenting pathways are identified in the following section of the report.

#### 4.1.2 Plan Provisions – Heritage Provisions

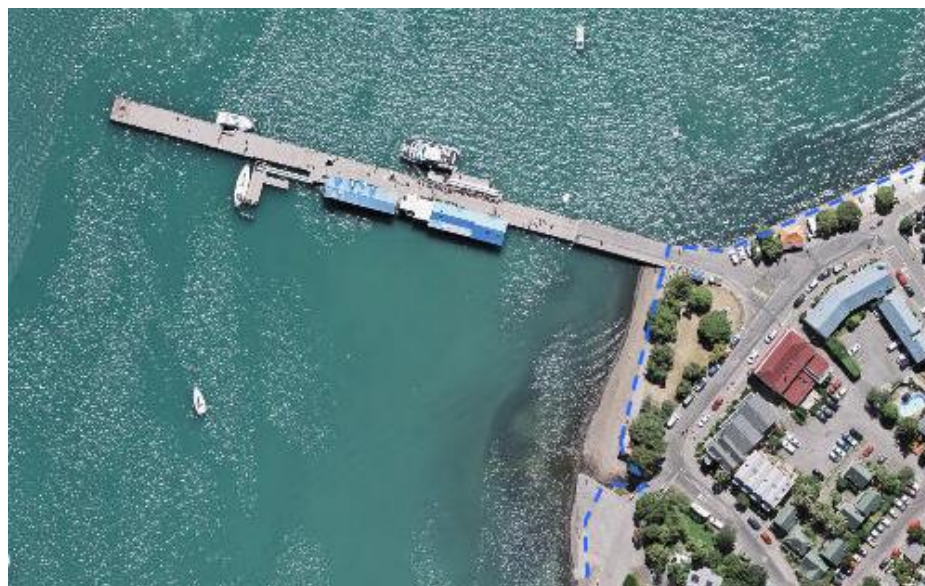
Given the overlap of responsibilities at the CMA, any heritage significance associated with the Wharf will be in relation to the large heritage setting which relates to a number of proximate features landside of the CMA. It is likely that the relevant Heritage objectives and policies associated with the wider Heritage setting will still require consideration in any consent sought.

The Wharf is proximate to a cluster of heritage items in the area. This includes the small store used by Harbour & Dolphin Cruises, which was the Wharfinger’s Office and Setting, a bus stop structure, which is described in the District Plan as Seat, Shelter and Setting, the Fisherman’s Rest, and finally the Britomart Reserve Cannon. It is worth noting that these items are not identified by Heritage New Zealand Pouhere Taonga. **Figure 4** below indicates the heritage items and settings in the immediate vicinity of the site.



**Figure 4: Heritage notations in the vicinity of the Akaroa Wharf.**

It is of note that District Plan rules do not apply for overlays extending into the Coastal Marine Area (CMA), which is shown as the blue line in **Figure 5**. As the wharf is located within the CMA, it will only be necessary to consider the rules described below in relation to the landward site of the listing only.



**Figure 5: Coastal Marine Area boundary adjacent to the Akaroa Main Wharf, shown as blue line (identified in the Regional Coastal Environmental Plan [RCEP]).**

As the District Plan does not have jurisdiction over the CMA, the majority of the works associated with the Main Wharf will be addressed in a resource consent to the Regional Council (Environment Canterbury). Regional coastal plans are required to identify historic heritage in the coastal marine area and provide for the protection of historic heritage in rules. Regional plans and district plan provisions should avoid administrative duplication, however the current Regional Coastal Environmental Plan administered by Environment Canterbury was prepared prior to the current District Plan, albeit the discrepancy appears to lie with the Christchurch District Plan. A full assessment of the Regional Plans is contained in Section 5 of this report.

It is of note the the land immediately adjacent to the wharf is located within a separate Heritage setting associated with the seat and shelter, the Cannon and the Wharfinger's Office. Therefore, any works that occur in this area will be subject Rule 8.9.2.1 P1(i), which states earthworks shall not occur within 5 metres of a heritage item.

---

## Summary

The objectives and policies in the District Plan seek to ensure that historic heritage is maintained and protected to contribute to the Christchurch District's character and identity. It is acknowledged that when there is a threat to life or property or the cost is unreasonable to repair, it is safest to demolish historic heritage.

### Akaroa Heritage Area

Aforementioned, the wharf and surrounding areas are located within the Akaroa Heritage Area. The map for this area is contained in Appendix 9.3.7.3.1 of the District Plan. While this area does not have a chapter of rules associated with it, all activities within this area that require a resource consent as a result of other Plan rules, must consider the relevant matters of discretion and also include the impact on heritage values of the Akaroa heritage area.

The matters of discretion in relation to the Akaroa heritage area consider whether the scale, form, design and location of development and subdivision, will maintain or enhance the heritage values and significance of the heritage area and whether development, including new buildings or additions to buildings, will impact on views to or from any heritage item or setting. The matters contained in 9.3.6.3 of the Plan also consider whether the development, including new buildings, impact on the views to or from any heritage item or setting.

The Akaroa Heritage Area is also subject to the Design Guidelines set out in Appendix 15.15.7, many of the guidelines are relevant to buildings rather than the wharf, however, another matter considers whether the Akaroa Design and Appearance Advisory Committee have been consulted and any possible outcomes of the consultation. In this instance, it will likely be beneficial to consult with the Akaroa Design and Appearance Advisory Committee throughout the development phase of the wharf. This will ensure that the Committee is satisfied with the proposed design of the wharf.

### Heritage New Zealand Pouhere Taonga Act 2019

Although the wharf is not identified by Heritage New Zealand, permission is required from an archaeological authority, under the *Heritage New Zealand Pouhere Taonga Act 2014*, to modify or destroy any archaeological site. An archaeological site is defined under the Act as any place in New Zealand (including buildings, structures or shipwrecks) that was associated with pre-1900 human activity, where there is evidence relating to the history of New Zealand that can be investigated using archaeological methods. Work related to this proposal that may require authorisation to be obtained could include:

- Road construction
- Building demolition

Pre-application meetings are recommended by Heritage New Zealand and can be arranged with the nearest Heritage New Zealand office or via email through [archeologist@heritage.org.nz](mailto:archeologist@heritage.org.nz).

#### 4.1.3 Plan Provisions – Coastal Environment

The wharf is situated within the Coastal Environment, the District Plan recognises that land use activities can impact the quality of the coastal environment therefore activities located within or affecting the coastal environment requiring resource consent approval under the zone or district-wide rules will be assessed against the coastal environment objectives and policies within Chapter 9.6.

The Plan recognises that the coastal environment must be managed and protected while ensuring people and communities provide for their social, economic and cultural wellbeing and their health and safety, while maintaining and protecting the values of the coastal environment,

this includes biodiversity, and maintenance of the ecological function and habitats; natural features and landscapes and character; historic heritage; Ngāi Tahu cultural values; as well as visual quality, amenity and recreation values.

When considering the replacement for the Main Wharf it will be important to ensure access to the coastal environment. The matters are the plan will be achieved through design and consenting from ECan for the relevant processes. If a resource consent is necessary for the District Plan, which is likely, then an assessment of the matters of discretion relevant to the coastal environment will be required in the application.

#### 4.1.4 Plan Provisions – Ngāi Tahu Values

The site of the wharf is also incapsulated within the Mahaanui Iwi Management Plan Silent Files and Kaitōrete Spit and the Ngā Tūranga Tūpuna overlays. A description of the two overlays is provided below.

Areas contained within the Mahaanui Iwi Management Plan Silet Files And Kaitōrete Spit overlay include places that are considered by Ngāi Tahu to be wāhi tapu and/or wāhi taonga. In some instances, the precise location of sacred places may not be disclosed by whanau (silent files). Kaitōrete Spit is known to contain a high number of archaeological sites.

Additionally, areas contained within the Ngā Tūranga Tūpuna overlay are places of settlement or occupation in the past. These are areas or landscapes of Ngāi Tahu cultural significance. There is not usually known physical features on the sites to be protected, (however, there may be archaeological sites) but there is an opportunity to incorporate Ngāi Tahu history and values into the development or redevelopment of these areas.

It is worth noting that there are no particular rules for these areas, however the activity must be consistent with the objectives and policies described in Chapter 9.5. Rule 9.5.5 contains the discretion matters for the relevant overlays. When the application is prepared it will be necessary to consider if the new wharf aligns with the objectives and policies. The objectives and policies seek to ensure that Ngāi Tahu cultural and natural values are recognised and that Council will work with work with Te Rūnanga o Ngāi Tahu and Papatipu Rūnanga to provide recognition and protection of these values.

When a resource consent is prepared to make alterations or reconstruct the wharf it will be necessary to acknowledge and assess the rules contained within Chapter 9.5.4. It is understood that Council has engaged with Ōnuku Rūnanga. This will reduce the risk for the resource consenting process and the rūnanga will have an opportunity to provide advice and input on the redevelopment of the wharf. An archaeological authority will also likely be required prior to the consent being lodged with Council.

#### 4.1.5 Plan Provisions – Significant and Other Trees

There are three significant park trees on the Britomart Reserve adjacent to the site, identified in the District Plan as PTG11. All three of the trees are *Myoporum laetum* (Ngaio) trees as recognised in Appendix 9.4.7.2 in the District Plan. Chapter 9.4 relates to the management of the Christchurch District’s significant trees and trees in road corridors, parks, reserves and public open space. The Rule 9.4.4.1.1 P12 will likely be triggered due to the works required for the wharf:

- a. *Earthworks within 5 metres of the base of any tree in:*
  - i. *parks, public open space or road corridors in Christchurch City; or*
  - ii. *Parks, public open space or road corridors in Akaroa as shown in Appendix 9.4.7.4.*

An activity standard for this rule states that the activities shall be undertaken by, or under the supervision of, a works arborist employed or contracted by the Council or a network utility operator. The Plan also states that the trees shall not be more than 10 metres or within a waterbody setback.

Rule 9.4.4.1.1 P12 states that no earthworks can occur within 5 metres of the base of any tree. If this is required to establish the new wharf, then resource consent will be required. It is possible that during the removal or construction of the wharf and alterations to the land that this rule could be triggered.

It is important to note the Christchurch City Council has a global consent for works affecting significant and other trees. The decision for the Global consent (RMA/2018/2857) stated that works may occur within road reserves, parks and public open spaces, waterway margins, on private land and in proximity to significant trees located on private land.

#### **4.1.6 Plan Provisions – Transport Zone**

Beach Road between Rue Lavaud and Rue Jolie, which is adjacent to the Akaroa Wharf is classed as a collector road in the roading hierarchy in the District Plan. Collector roads are defined as roads distribute and collect local traffic between neighbourhood areas and the arterial road network. In Akaroa, this portion of the road typically has a moderate level of vehicle traffic and pedestrians in the immediate vicinity of the wharf.

Rule 7.4.2.1 P13 permits the new transport infrastructure and additions to existing transport infrastructure in the Transport Zone (excluding activities or structures listed in Rule 7.4.2.1 P15) and new freight handling activities.

The portion of Beach Road, directly adjacent to the current wharf is contained within a heritage setting and any works with the transport zone, will also be subject to the Chapter 9 and the Historic Heritage rules in the District Plan.

#### **4.1.7 Summary**

Overall, it has been determined that a consent will be required from the Christchurch City Council, due to the associated landside matters associated with removing the Main Wharf in Akaroa. These will largely be works associated with the abutment, including earthworks and the construction programme. The likely resulting non-compliances in the Christchurch District Plan are:

- Overlapping considerations as to a new structure within the CMA abutting and encroaching (in a very small part) a notated heritage setting;
- Undertaking work within the Akaroa Heritage Area;
- Earthworks within 5 metres of a significant tree;
- Altering the road contained within a transport zone;
- Undertaking work within the Mahaanui Iwi Management Plan Silent Files and Kaitōrete Spit and Ngā Tūranga Tūpuna overlays; and
- Undertaking work within the coastal environment.

It will also be necessary to confirm if any earthworks will occur in proximity to the trees at the Britomart Reserve, and if the activity is not compliant with Rule 9.4.4.1.1 P12, then a resource consent will be required. Similarly, it will be necessary to identify if any works will occur in the Transport Zone on Beach Road, which is located within a heritage setting that are not consistent with the permitted activities described in Rule 7.4.2.1 and 8.9.2.1. If resource consent is

---

required there is a need to consider the matters of discretion associated with the coastal environment, the Akaroa Heritage Area and Ngāi Tahu values and the natural environment.

## 5 Canterbury Regional Plans

There are a number of largely administrative matters associated with the Regional Land and Water Plan and the Regional Coastal Environmental Plan (RCEP) that would need to be considered in terms of construction and redevelopment.

It is considered that these matters are orthodox development matters and are easily resolved through specialist geotechnical and engineering expertise.

**Table 1** below provides an assessment of the necessary policies and rules in the Canterbury Regional Plans. From the assessment, it is evident that the RCEP will be the most relevant to the redevelopment of the Main Wharf in Akaroa. The wharf and the Akaroa are both identified in Schedule 5 of the RCEP, and therefore activities associated within these areas result in non-compliances. Overall, it can be confirmed that resource consents will be required from Environment Canterbury.

Table 1 – Relevant Regional and District Plans - Assessment of Rule Applicability

| Plan                                       | Akaroa Main Wharf and Adaptive Coastal Management  | Rule Requirements  | Applicability to Proposal  | Resource Consent Required  |
|--|--|--|--|--|
| <b>Regional Plans</b>                      |  |  |  |  |
| <b>Regional Coastal Environmental Plan</b> | Construction - Discharge of Dewatering Water, Construction Phase Stormwater and Foreshore Sediment | <p><b>Rule 7.1 permits</b> a range of discharges to the CMA associated with a range of activities including:</p> <ul style="list-style-type: none"> <li>the discharge of water and/or contaminants, except where provided for by Rules 7.1(b) or (e), disregarding natural perturbations, does not: result in any scour or erosion that is not erased by wind, tidal or wave action within 24 hours; for Coastal CR waters does not reduce visual clarity by greater than 33%; emit objectionable odours; reduce dissolved oxygen to less than 80%; and, change the water temperature by more than 3°C or cause water to exceed 25°C (<b>Rule 7.1(a)</b>);</li> <li>the discharge or stormwater, except where provided for by Rule 7.1(b), disregarding natural perturbations, does not: result in any scour or erosion that is not erased by wind, tidal or wave action within 24 hours; for Coastal CR waters does not reduce visual clarity by greater than 50% beyond 100m from the discharge; and, give rise to the effects listed in (iii)(1) to (5) (<b>Rule 7.1(b)</b>); and</li> <li>The discharge of sediment already present in the CMA associated with the disturbance of sediment, where it is associated with permitted activity Rules 8.1 or 8.7, or where a resource consent has been granted in accordance with Rules 8.2 to 8.5 and 8.8 or 8.9 (<b>Rule 7.1(e)</b>).</li> </ul> <p><b>Rule 7.2 (discretionary activity)</b> provides for the discharge of water or contaminants to the CMA, except as provided for by Rules 7.1, 7.3 to 7.6 (or from ships or offshore installations).</p> | <p>The proposed wharf and associated adaptive coastal management response <b>is located within the Coastal Marine Area</b> as shown on the Coastal Plan Planning Maps.</p> <p>Any discharge may contain three different components, namely dewatering water, construction phase stormwater from the construction area and the discharge of sediment associated with the disturbance of the foreshore. Therefore, Rules 7.3 and 7.6, which relate to the discharge of sewage, are not relevant to this proposal.</p> <p>Separate permitted activity rules under Rule 7.1 provide for the construction discharges, provided the relevant conditions of the rule are complied with.</p> <p>Given the nature of the activity, and the location of the wharf within the CMA, it is likely that a resource consent will be required. Rule 7.1(e) permits the discharge into water or land in the Coastal Marine Area of sediment already present in the foreshore or seabed, if the structure is authorised as a permitted activity by Rule 8.1 or 8.7 or granted a resource consent.</p> <p>The associated works with the adjacent roading network may require dewatering and result in discharges into the coastal environment. Additionally, during the demolition and removal of the current water, there is the potential for further discharge into the CMA.</p> | <p>The discharge of water, into water or onto or into land in the Coastal Marine area for the purposes of site dewatering and the discharge dewatering water to land requires resource consent, for a <b>discretionary activity</b>, in accordance with <b>Rule 7.2</b> and must any activity shall comply with the standards of the Rule.</p> |

| Plan | Akaroa Main Wharf and Adaptive Coastal Management  | Rule Requirements   | Applicability to Proposal   | Resource Consent Required   |
|------|--|---|---|---|
|      |  | <p><b>Rule 7.3 (discretionary activity)</b> provides for the discharge of human sewage into water which has passed through soil or a wetland.</p> <p><b>Rule 7.4 (discretionary activity)</b> provides for the discharge of water or contaminants that after reasonable mixing gives rise to the effects listed in (a)(i) to (iv), where exceptional circumstances apply, the discharge is temporary or is associated with necessary maintenance work.</p> <p><b>Rule 7.5 (non-complying activity)</b> provides of the discharge of water or contaminants where the water quality standards set out in Schedule 4 of the Coastal Plan are not complied with.</p> <p><b>Rule 7.6 prohibits</b> the discharge of untreated sewage from a ship or offshore installation and into specified bays.</p>   |   |   |
|      | Erection, Reconstruction, Placement, Alteration, Extension, Removal or Demolition of Structures fixed in, on, under or over any foreshore or bed | <p><b>Rules 8.1(a) to (s)</b> provides for a range of construction activities (establishment, demolition etc) as <b>permitted activities</b> for specific structures.</p> <p><b>Rule 8.1(f)</b> specifically states that the removal or demolition of any structure or part of any structure is a permitted activity, provided that all materials removed other than those remaining as part of the structure, are removed from the Coastal Marine Area. For wharves, jetties, piled structures or buildings, Environment Canterbury shall be advised in writing at least twenty days prior to work commencing. This rule also states that the activity is permitted if the structure is not listed in Schedule 5.12 as a Protected, Cultural or Historic Structure.</p> <p><b>Rule 8.2 (discretionary activity)</b> provides for the erection, reconstruction, placement, alteration, extension, removal or demolition of any structure, not provided for by Rules 8.1, 8.4, 8.5 or 8.6.</p> | <p>The Main Wharf and associated adaptive coastal management response <b>is located within the Coastal Marine Area / Foreshore</b> as defined and shown on the Coastal Plan Planning Maps.</p> <p>As the Main Wharf in Akaroa Harbour is contained in <b>Schedule 5.12</b> as a Protected Recreational, Cultural or Historic Structures or Sites, and therefore it cannot be removed or demolished as a permitted activity. The Akaroa Harbour is also listed in <b>Schedule 5.13</b>.</p> <p>The proposed activity will entail the erection or placement of a structure within an area listed in Schedule 5.13 and is not allowed as a permitted activity by Rule 8.1, but may be controlled by Rule 8.2 or 8.5.</p> | The proposed activity will be within an area listed in Schedule 5.13 (the Akaroa Harbour) and will require the erection or placement of a structure within a CMA that has a horizontal projection of more than 100 metres, there a resource consent will be required for a <b>non-complying activity</b> , under <b>Rule 8.5(c)</b> . |



| Plan | Akaroa Main Wharf and Adaptive Coastal Management   | Rule Requirements   | Applicability to Proposal  | Resource Consent Required   |
|------|---|---|--|---|
|      |   | <p><b>Rule 8.3 (discretionary activity)</b> provides for the erection or placement of a range of specific structures (i.e., new structures).</p> <p><b>Rule 8.4 (non-complying activity)</b> provides for the erection or placement of a swing mooring, boatshed and new structures in Areas of Significant Natural Value or listed in Schedule 5.13, unless other rules apply.</p> <p><b>Rule 8.5 (non-complying activity)</b> provides for the erection or placement of a range of specific new structures in Areas of Significant Natural Value or within an area listed in Schedule 5.13. The erection or placement of a structure or structures in the Coastal Marine Area shall be non-complying where the structure is solid, is sited obliquely or perpendicular in horizontal projection to the line of mean high water springs in the CMA and the horizontal project is 100 metres or more in length.</p> | <p>The erection or placement of a structure within the Coastal Marine Area is a discretionary activity where the structure is solid, sited obliquely or perpendicular in horizontal projection to the line of mean high water springs in the CMA and is 100 metres or more in length for a horizontal projection. The current wharf is 155 metres as described in the Calibre Condition report, therefore if the proposed wharf extends more than 100 metres, which is likely, a resource consent will be required.</p>  |   |
|      | <p>Construction - Disturbance of the Foreshore during the Reconstruction and Replacement of the Structure</p> | <p><b>Rule 8.6 permits</b> a range of activities, including under <b>Rule 8.6(c)(i)</b> where the disturbance (or removal) occurs in conjunction with the erection, reconstruction, placement, alteration, extension, removal or demolition of a structure permitted by Rule 8.1 or by a resource consent granted in accordance with Rules 8.2 to 8.5.</p> <p><b>Rule 8.6(c)(v)</b> permits a range of activities, provide the disturbance does not occur within a Protected Recreational, Cultural or Historic Site listed in Schedule 5.12.</p> <p><b>Rules 8.7 to 8.10</b> then provide for the disturbance of the foreshore for a range of activities as <b>discretionary and non-complying activities</b>.</p>   | <p>The proposed activity is not a permitted activity as Rule 8.6(c)(v) states that any disturbance does not occur within a Protected Recreational, Cultural or Historic Site listed in Schedule 5.12.</p> <p>Except as provided for other rules, and the disturbance of any plant or animal that is being lawfully harvested, any destruction, damage or disturbance of the foreshore or seabed and removal of sand, shingle, shell or other natural material from the seabed or foreshore shall be a discretionary activity. It is anticipated that the proposed redevelopment of the wharf will likely require a consent under Rule 8.7 or 8.8.</p> <p>If the proposal will involve more than 100 cubic metres in any twelve month period, it will create a non-compliance under Rule 8.9.</p> | <p>Resource consent will be required, but further information is required to determine if the proposal will be a <b>discretionary</b> or a <b>non-complying activity</b>.</p> |

| Plan | Akaroa Main Wharf and Adaptive Coastal Management                | Rule Requirements  | Applicability to Proposal   | Resource Consent Required   |
|------|--|--|---|---|
|      | Deposition of Natural Material in and on the Foreshore           | <p><b>Rule 8.11 permits</b> a range of activities, including <b>Rule 8.11(a)(i)</b> where the deposition occurs in conjunction with the erection, reconstruction, placement, alteration, extension, removal or demolition of a structure, and the associated disturbance of the foreshore, permitted by Rules 8.1 or 8.6 or by a resource consent granted in accordance with Rules 8.2 to 8.5 and 8.7, 8.8 or 8.10. However, the rule also states that the activities are permitted provided that the deposition does not occur within a Protected Recreational, Cultural or Historic Site listed in Schedule 5.12.</p> <p><b>Rules 8.12 to 8.15</b> then provide for the disturbance of the foreshore for a range of activities as <b>discretionary</b> and <b>non-complying activities</b>.</p>  | <p>There is the potential that the deconstruction and redevelopment will occur <i>contemporaneously</i> with the erection, reconstruction, placement, alteration, extension, removal of buildings associated with the proposal.</p> <p>Rule 8.13 states that the deposition of more than 50,000 cubic metres of any material on the foreshore or seabed at any site in a twelve month period, shall be discretionary.</p> | Resource consent may be required as a <b>discretionary activity</b> . |
|      | Occupation of the CMA – During Construction and by the Structure | <p><b>Rule 8.22 permits</b> a range of activities, including occupation associated with:</p> <ul style="list-style-type: none"> <li>• Occupation associated with the reconstruction and extension (i.e., the construction activity), and associated activities, of structures where permitted under Rule 8.1 or by a resource consent, and provided CRC is informed in writing at least 10 working days before the construction activity commences (<b>Rule 8.22(a)</b>); and</li> <li>• Occupation of additional parts of the CMA where the reconstruction and extension, and associated activities, is permitted by Rule 8.1 and provided CRC is informed in writing at least 10 working days before the construction activity commences (<b>Rule 8.22(b)</b>).</li> <li>• Occupation associated with a structure that was lawfully established when this rule became</li> </ul> | <p>Works will be required within the CMA, additionally the wharf will be established within the CMA.</p> <p>Resource consent will be sort, and therefore Environment Canterbury will be informed prior to the work commencing.</p>  | Resource consent may be required as a <b>discretionary activity</b> . |

| Plan | Akaroa Main Wharf and Adaptive Coastal Management                     | Rule Requirements  | Applicability to Proposal  | Resource Consent Required   |
|------|---|--|--|---|
|      |   | <p>operative, provide the structure is in good repair, is in use and has not been abandoned, where CRC is provided with a plan showing its location and public access is maintained (<b>Rule 8.22(e)</b>).</p> <p><b>Rule 8.23 (discretionary activity)</b> provides of the occupation of the CMA except as provided for by Rule s8.22, 8.24 and 8.25.</p> <p><b>Rules 8.24 (non-complying activity)</b> and <b>8.25 (non-complying activity)</b> both provide for the occupation of the CMA where public access is excluded or effectively excluded. Rule 8.25 applies to occupation of the CMA within Areas of Significant Natural Value.</p>  |  |   |
|      | Construction – Taking or Diversion of Coastal Water                   | <p><b>Rule 8.30(1) permits</b> the taking of coastal water provided: the rate of take is not greater than the rate of replenishment (Condition (a)); the discharge resulting from the take is authorised by a rule, resource consent or by regulation (Condition (c)); and, the take is not from a protected area listed in Schedule 5.12.</p> <p><b>Rule 8.30(2) permits</b> the damming or diversion of coastal waters associated with the reconstruction and extension of structures permitted by Rule 8.1, subject to conditions.</p> <p><b>Rule 8.31 (discretionary activity)</b> provides for the taking, damming or diversion of coastal water where it is not provided for by Rule 8.30.</p> <p><b>Rule 8.34 (discretionary activity)</b> provides for the production or storage of any hazardous substance.</p> | <p>No coastal water will be taken or diverted in the construction or commissioning of the project.</p> <p>It is likely that the petrol and diesel facilities will be reinstated on the wharf, and therefore consent will be required for the storage of a hazardous substance.</p> | Resource consent may be required as a <b>discretionary activity</b> . |
|      | Coastal Hazard Zone 1 – Reconstruction and Replacement of a Structure | <p><b>Rule 9.1</b> provides for a range of activities within the Coastal Hazard Zones 1 and 2 as <b>permitted activities</b>. Specific rules and conditions potentially relevant to this application are:</p>  | <p>The entirety of the proposal will not be located within the Coastal Hazard Zone 1 or 2, and therefore these rules are not relevant to this application.</p>   | <b>NA</b>   |

| Plan   | Akaroa Main Wharf and Adaptive Coastal Management                | Rule Requirements  | Applicability to Proposal   | Resource Consent Required  |
|--|--|--|---|--|
|  |  | <ul style="list-style-type: none"> <li>The reconstruction or replacement of any structure, provided the it is not reconstruction in a position further seaward than the original structure (<b>Rule 9.1(a)</b> and Condition (ii)); and</li> <li>The repair or maintenance of any structure, provided the structure substantially retain the same form and dimensions (<b>Rule 9.1(e)</b> and Condition (ii)).</li> </ul> <p><b>Rule 9.2 (restricted discretionary activity)</b> provides for the reconstruction and replacement of structures not provided for by Rule 9.1 or prohibited by Rules 9.3 and 9.4.</p> <p><b>Rules 9.3 and 9.4 prohibit</b> a range of activities which include: habitable buildings; landfills; production or storage of hazardous substances; and, new roads or railways.</p> |   |  |
| <b>Canterbury Land and Water Regional Plan</b> | Construction – Site Dewatering and Discharge of Dewatering Water | <p><b>Rule 5.119 permits</b> the taking of groundwater for the purpose of excavation and construction dewatering, and the associated discharge of that water, subject to Conditions (1) to (9). Conditions (4) to (9) are not relevant to this proposal given the location and nature of the proposal. Conditions relevant to this application specify that:</p> <ul style="list-style-type: none"> <li>The take does not exceed 6 months (Condition (1));</li> <li>The take does not lower groundwater levels by 8m below ground level, or cause any subsidence (Condition (3)).</li> </ul> <p><b>Rule 5.120 (restricted discretionary activity)</b> provides for these activities where the conditions of Rule 5.119 are not complied with.</p>  | <p>The construction activity is expected to take place over more than six months (refer to <b>Section 3</b> of this application). Although site dewatering, as component of the construction activity, may not occur throughout the whole construction period.</p> <p>The site is not identified in the CRC’s Listed Land Use Register (i.e., the site is not a contaminated site levels are below that for Recreational Use) and the take will not significantly lower groundwater levels or cause subsidence.</p> | <p>The take of groundwater for the purposes of site dewatering and the discharge dewatering water to land requires resource consent, for a <b>restricted discretionary activity</b>, in accordance with <b>Rule 5.120</b>.</p> <p>Discretion, under this rule, is restricted to the effects of not meeting the conditions of Rule 5.119.</p> |

| Plan                         | Akaroa Main Wharf and Adaptive Coastal Management         | Rule Requirements  | Applicability to Proposal   | Resource Consent Required   |
|------------------------------|---|--|---|---|
|                              | Construction – Discharge of Construction Phase Stormwater | <p><b>Rule 5.94A permits</b> the discharge of construction phase stormwater (i.e., generated from construction earthworks) to a range of receiving environments in a manner that may enter groundwater or surface water, subject to Conditions (1) to (6). Conditions (2), (3) and (6) are not relevant to this application given the location and nature of the proposal (i.e., any such discharge is to land). Conditions relevant to this application specify that:</p> <ul style="list-style-type: none"> <li>• The area of disturbance is less than 2ha in any location (Condition (1)(b));</li> <li>• The discharge is not from or into contaminated or potentially contaminated land (Condition (4)); and</li> <li>• The discharge does not contain any hazardous substances (Condition (5)).</li> </ul> <p><b>Rule 5.94B (restricted discretionary activity)</b> provides for the discharge of construction phase stormwater where the conditions of Rule 5.94A are not complied with.</p> | <p>At any one time during the construction of the project, less than 2ha of land will be subject to earthworks and therefore Condition (1)(b) is complied with.</p> <p>In addition, the site is not associated with a contaminated site (Condition (4)) and the implementation of the EMP during construction activity will ensure that construction phase stormwater will not contain any hazardous substances (Condition (5)).</p>  | <p><b>Permitted activity</b> in accordance with <b>Rule 5.94A</b>.</p> <p>No resource consent required.</p> |
| Canterbury Air Regional Plan | Construction – Discharge of Dust                          | <p><b>Rule 7.32 permits</b> the discharge of dust beyond a property from land development activities, subject to Conditions (1) to (3). The conditions are as follows:</p> <ul style="list-style-type: none"> <li>• Relates to the construction of buildings less than and greater than 3 stories (Condition (1));</li> <li>• Requires, amongst other matters, that if the area of disturbance exceeds 1,000m<sup>2</sup> that a dust management plan (as per Schedule 2) is to be prepared and implemented (Condition (2)); and</li> </ul>  | <p>Condition (1) of Rule 7.32 is not relevant to this proposal as a 3-storey building (or greater), is not proposed.</p> <p>The area of land disturbance associated with the proposal exceeds 1,000m<sup>2</sup>. The applicant will carry out the works in accordance with a Construction Management Plan (<b>CMP</b>), which will include a Dust Management Plan that meets the requirements of Schedule 2.</p> <p>Given the nature of the construction activity, its location and the implementation of a Dust Management Plan, there will be no offensive of objectionable effect beyond the site boundary.</p> | <p><b>Permitted activity</b> in accordance with <b>Rule 7.32</b>.</p> <p>No resource consent required.</p>  |

| Plan | Akaroa Main Wharf and Adaptive Coastal Management | Rule Requirements  | Applicability to Proposal | Resource Consent Required |
|------|---|--|---------------------------|---------------------------|
|      |   | <ul style="list-style-type: none"> <li>Requires that there is no offensive or objectionable effect beyond the boundary (Condition (3)).</li> </ul> <p><b>Rule 7.33 (restricted discretionary activity)</b> provides for discharges of dust that does not comply with Conditions (1) and (2) or Rule 7.32.</p> <p><b>Rule 7.34 (non-complying activity)</b> provides for discharge of dust that does not comply with Condition (3) of Rule 7.32.</p> <p><b>Rules 7.3 (permitted activity) and 7.4 (restricted discretionary activity)</b> apply to the discharge of dust, amongst other discharges, where the discharge is not provided for by other rules.</p> |                           |                           |

## 6 National Policy Overview

### 6.1 New Zealand Coastal Policy Statement

Given the relative age of the Regional Coastal Plan, it will be necessary in this instance to also provide a consideration of the higher order NZ Coastal Policy Statement.

The purpose of the New Zealand Coastal Policy Statement (2010) contains is to state policies in order to achieve the purpose of the Resource Management Act (1991) in relation to the coastal environment of New Zealand.

The NZCPS a number of policies relevant to works and structures within the Coastal Marine Area. These policies seek to strike an effective balance between providing for such activities within the coastal environment and ensuring that important natural resources and community and cultural values are protected in doing so. **Table 2** below contains an assessment of the policies of the New Zealand Coastal Policy Statement relevant to the Akaroa Main Wharf.

*Table 2 – New Zealand Coastal Policy Statement – Assessment of Policy Applicability*

| Policy  | Applicability to Proposal   |
|---|---|
| <p><b>Policy 6</b></p> <p>1 (e) considers where and how built development on land should be controlled so that it does not compromise activities of the national and regional importance that have a functional need to locate and operate in the coastal marine area;</p>  | <p>The replacement Akaroa Main Wharf will need to be re-established within the coastal environment due to its function and purpose.</p>   |
| <p><b>Policy 6</b></p> <p>2 (b) recognises the need to maintain and enhance the public open space and recreation qualities and values of the coastal marine environment;</p>  | <p>The proposed replacement wharf is likely to be established in a similar position and scale to the existing water and will be unlikely to compromise public opens space and recreation values of the coastal marine environment.</p> <p>It is anticipated that the proposed wharf will further provide for recreation qualities in the Akaroa township.</p>   |
| <p><b>Policy 6</b></p> <p>2 (c) recognise that there are activities that have a functional need to be located in the coastal marine area, and provide for those activities in appropriate places;</p>   | <p>The functional purpose of the wharf is to provide for access for commercial and tourism businesses to the Akaroa Harbour.</p>  |
| <p><b>Policy 6</b></p> <p>2 (e) promote the efficient use of occupied space, including by:</p> <ul style="list-style-type: none"> <li>(i) Requiring that structures be made available for public or multiple use wherever reasonable and practicable;</li> <li>(ii) Requiring the removal of any abandoned or redundant structure that has no heritage, amenity or reuse value; and</li> <li>(iii) Considering whether consent conditions should be applied to ensure that space occupied for an activity is used for that purpose effectively and without unreasonable delay.</li> </ul> | <p>The wharf will be available to the public and will continue to support commercial and tourism activities that use the existing wharf. The heritage status of the wharf therefore makes (ii) irrelevant for this assessment.</p> <p>Conditions could be implemented to allow for public access to the wharf, but the privately-owned buildings on the existing wharf need to be considered in any future development. Once it has been established how these stakeholders will be involved with the redevelopment of the wharf it will be possible to determine the most appropriate way to progress and what conditions would be suitable and more importantly if any are necessary.</p> |

|  |  |
|--|--|
| <p><b>Policy 17</b></p> <p>This policy seeks to protect historic heritage in the coastal environment from inappropriate subdivision, use and development through a range of mechanisms, including identification, assessment and recording of historic heritage, providing for integrated management of site in coloration with councils, agencies and iwi authorities and kaitiaki. Policy 17(g) seeks to protect historic heritage by imposing or reviewing resource consents and designations. The policy also considers provisions for methods that would enhance owners' opportunities for conservation of listed heritage structures, such as relief grants or rates relief.</p> | <p>Policy 17 seeks to protect historic heritage in the coastal environment, while it is acknowledged that the proposal will likely require the removal of a heritage item, it will provide for more efficient use of the coastal marine area and will support the needs of the Akaroa Community.</p>   |
| <p><b>Policy 18</b></p> <p>This policy seeks to recognise the need for public open space within and adjacent to the coastal marine area, for public use and appreciation including active and passive recreation for such public open space.</p>   | <p>In the long-term it is anticipated that upgrading or redeveloping the wharf will provide for more public open space in the coastal marine area. Policy 18(d) also recognises the need to consider the likely impact of the coastal processes and climate change, and it has been indicated that precautions will be taken to raise the wharf and provide suitable stability mechanisms to provide for a structure that will be utilised for at least the next 50 years.</p>   |
| <p><b>Policy 19</b></p> <p>(2)(c) seeks to maintain and enhance public walking access to, along and adjacent to the coastal marine area by identifying opportunities to enhance or restore public walking access.</p>  | <p>The proposed activity is in accordance with this policy and will provide the public access of the coastal marine area. It has been determined that if the necessary changes to the wharf are not implemented, the wharf could pose a risk to the health and safety of the public and the environment.</p>   |
| <p><b>Policy 19</b></p> <p>3(d) only impose a restriction on public walking access to, along or adjacent to the coastal marine area where a restriction is necessary to protect historic heritage, to protect public health and safety and for temporary activities or special events.</p> <p>(4) considers before imposing any restriction under (3), consider and where practicable provide for alternative routes that are available to the public free of charge at all times.</p>   | <p>There is the potential that public access could be restrict either to, along or adjacent to the coastal marine area during the construction period for the wharf. However, the proposal is consistent with this policy as it will allow the protection of a historic heritage, in the long-term will improve public safety and will only be for a temporary period, until the wharf is re-established.</p> <p>The proposed activity will be consistent with this policy, because in the long-term it will ensure that access to the coastal environment is not compromised.</p> |

It is anticipated that the proposal will be consistent with the policies assessed above. Regional policy statements, regional plans and district plans are required to give effect to all national policy statement.

The other National policy statements that are currently operative are include:

- National Policy Statement on Urban Development Capacity;
- National Policy Statement for Freshwater Management;
- National Policy Statement for Renewable Electricity Generation;
- National Policy Statement on Electricity Transmission; and
- New Zealand Coastal Policy Statement.



It is not considered that any of the other National Policy Statements, apart from the New Zealand Coastal Policy Statement, are relevant to this proposal.

## 6.2 National Environmental Standards

The Resource Management (National Environment Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 (NES) came into force on 10 October 2011. The purpose of the NES is to provide a nationally consistent set of planning controls and soil contaminant values and ensure that land that is affected by contaminants in soil is appropriately identified and assessed before it is developed, and if necessary the land is remediated or the contaminants contained to make the land safe for human use.

Due to the age and use of the existing Main Wharf in Akaroa, it is anticipated that it will be a contaminated structure. On this basis, it will be necessary to have the wharf assessed and the results of the testing will determine the correct method of disposal. Based on previous demolition undertaken at Lyttelton Port of Christchurch all piles removed would at a minimum need to be disposed of at an approved facility such as Kate Valley landfill. These costs should be incorporated within the project.

## 7 Required Expert Opinions and Scope

From the assessment undertaken above and as a result of the complexity of the proposal, it will be necessary to engage a range of experts, agencies and groups during the consenting process. It is anticipated that guidance and reports will be required from the following:

- Engineering Consultants, in terms of:
  - demolition /programme
  - implications associated with sea level rise / climate change and coastal protection; and
  - works methodology and duration;
- Heritage Consultants to provide an Archaeological assessment will be required, and engage with Heritage New Zealand and obtain an Archaeological Authority;
- Iwi and local rūnanga, being Ōnuku Rūnanga;
- Akaroa Design and Appearance Advisory Committee;
- Marine Ecologists / Scientists.

The various reports and information that can be provided by each of the experts, agencies or groups, will support the resource consent applications to both the Christchurch City Council and Environment Canterbury. In the instance of a hearing, evidence will also likely be required from experts.

## 8 Strategy

The redevelopment of the Akaroa Main Wharf has been assumed as occurring in phases, which is dependent on the urgency of the repairs and use of the wharf.

It is anticipated that the proposal will require consent largely from Environmental Canterbury Regional Council (ECan), with proportionally less required from Christchurch City Council. As identified above, whilst not mandated the Christchurch City Council's Heritage Team will take considerable interest in the project but do offer a wide-ranging set of skills in terms of informing the project and methodology. A further assessment is provided below.

### 8.1 Initial remedial works

As per the letter sent 5 July 2019 the immediate remedial works and repairs to be undertaken on the wharf will be permitted activities.

In a report prepared 25 February 2019 entitled 'Calibre – Akaroa Wharf Repairs and Maintenance Specification Report' (the Report), it was stated that repairs were required immediately as the current condition of the wharf posed a risk to the health and safety of people and the environment.

The Regional Council does not require consent for repairs and maintenance, but as advised (substantial works) should be date stamped.

It is noted other requirements (as contained in the Council correspondence dated 22 July 2019) are not mandatory, as the Christchurch City Council is not able to impose the following for any repairs or maintenance:

- *The proposed repair and maintenance appear to be like for like or in as close as reasonable materials.*
- *The proposed works should align with the conservation plan which provides guidance on maintenance and repair.*
- *The proposed approach to temporary or holding repairs appears to align with the conservation plan and is acceptable in terms of heritage conservation practice and principles.*
- *All repair works should ideally be recorded.*
- *Sleeving the piles rather than replacing them retains heritage fabric, and replacement materials match existing.*

### 8.2 Construction and Demolition

Any significant construction, changes or demolition of the Main Wharf will require resource consent. It has been determined that if the wharf is demolished, then full replacement will be required due to the significant heritage, social and economic value of the current wharf. While it is possible to repair the existing wharf, Calibre do not consider it will provide a long-term solution. Additionally, due to the condition of the existing materials, any repairs would require the removal of a majority of the heritage features of the wharf.

As recognised in the 'Background Information Listed Heritage Item – The Main Wharf, Akaroa' prepared by John Wilson 21 May 2010, the Main Wharf is a key physical feature of the Akaroa waterfront and is the town's most conspicuous reminder of its long history of interaction with the sea. The wharf is also a lasting representation of the role of Akaroa as the Peninsula's main port in the years when coastal shipping was an important part of the Peninsula's systems of transportation and communication. The significance of the wharf has played a role in determining that it will be replaced in Akaroa. It appears that demolition and reconstruction of the wharf is most likely to occur. Consent will be required from CCC for any alterations, additions or reconstruction of the Main Wharf. As has been identified the wharf is identified as Heritage Item in the Plan and is also contained within a Heritage Setting. Overall, Resource consent will be required under the Christchurch District Plan and the Regional Coastal Environmental Plan and the Land and Water Regional Plan.

### 8.3 Completion and use (activities)

From the information provided, it is anticipated that the future of wharf will operate in a similar manner to the current wharf, but with an increased capacity to provide for the increase in visitors and growth of the commercial and retail activities that utilise the current wharf.

Resource consent will be required from Environment Canterbury to occupy the Coastal Marine Area.

## 9 Potential Risks

The Akaroa Main Wharf is an integral part of the Akaroa and Bank Peninsula community, both culturally and commercially, and therefore there will be risk associated with any alterations. There are ways to mitigate or reduce this risk, being public consultation and the notification processes during obtaining resource consents.

It will also be necessary to reduce risk associated with the commercial on-wharf leases and ownership. Early and ongoing engagement with these stakeholders will be crucial when decided on the phases on the wharf redevelopment. Further discussion is provided below for each of the potential risks that may arise during the consenting process.

### 9.1 Public Consultation

It is acknowledged that Christchurch City Council has engaged with the public and provided a brief summary of three potential outcomes for the wharf. This information will allow the Council to determine the most appropriate redevelopment of the wharf. It will also enable a public transparent process undertaken by Council.

Importantly, in terms of consenting it can identify whether there are particular topics, or individuals that pose a disproportionate risk to the proposal. For the former, this can be overcome through additional expert analysis to ensure a resilient resource consent is lodged. For the latter, targeted consultation can be undertaken, failing that a robust approach can be advanced in terms of notification that would look at restricting notification to such parties by recommending a limited notified approach to obtaining consent.

### 9.2 Notification

The future of the Akaroa Main Wharf is subject to extensive public interest; accordingly, it is recommended that public notification is requested when the resource consent application is lodged with Christchurch City Council.

This reduces risks to the project should the Decision Maker adjudge that notification should have been wider. It will also enable engagement from the public in the redevelopment of the wharf. Also, it is extremely unlikely that the consent could be furthered in a non-notified manner. At a minimum, limited notification should be anticipated, but full public notification expected. The Council, as project sponsor is also able to volunteer full public notification at the onset – it is recommended, as subject to the current consultation phase, that this be the consenting approach taken.

### 9.3 Commercial Leases and Ownership

As the wharf supports several different industries such as tourism, fisheries and hospitality, there will be a need to provide temporary alternatives to these uses in terms of occupation and activity, whilst the existing wharf is removed /replaced.

The commercial leases and ownership of the wharf require careful and ongoing engagement with stakeholders. Accommodating these uses (with practical limits) poses a risk in terms of delays and cost as associated with the project. The Commercial Operators are understood as being the Black Cat Group, Akaroa Fishermen’s Association, Blue Pearl Gallery and Akaroa Dolphins.

---

## 10 Conclusion

Based on the assessment above, resource consent will be required from the Christchurch City Council and Environment Canterbury. The immediate repairs are permitted under the Regional Coastal Plan.

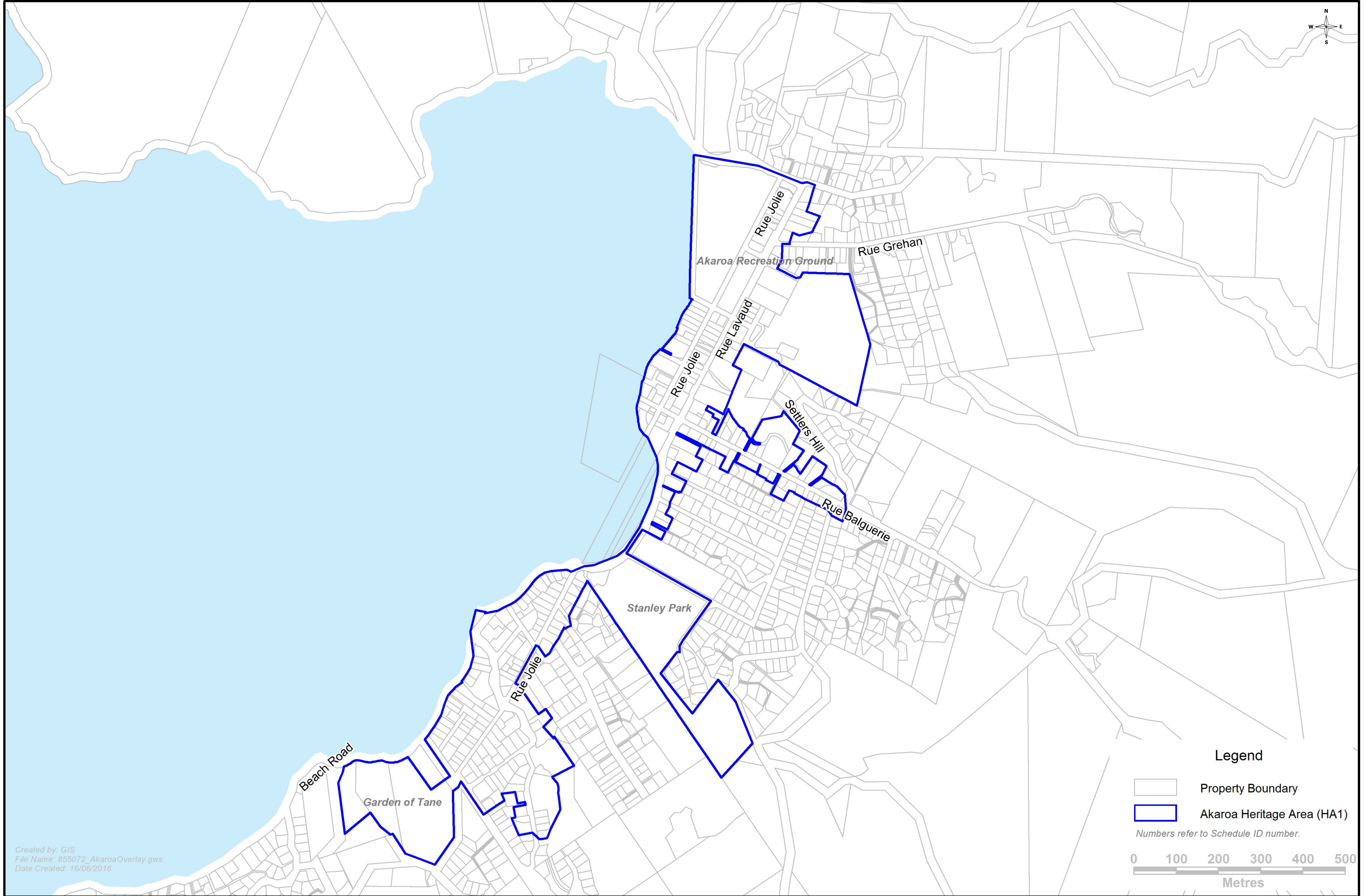
Further larger scale alterations and demolition will require resource consent.

The Main Wharf is recognised as a Heritage Item in the District Plan (but is not provided with a mandate requiring such statutory protection) and is a Protected Recreational, Cultural or Historic Structure and Site in the RCEP.

The Main Wharf is recognised as being culturally, socially and economically significant to the Banks Peninsula area, and for that reason it will be important to provide a suitable solution or replacement for the rapidly deteriorating wharf.

APPENDIX 1:  
Appendix 9.3.7.3.1 – Akaroa Heritage Area

Appendix 9.3.7.3.1 - Akaroa Heritage Area



Created by: GIS  
File Name: 855072\_AkaroaOverlay.gws  
Date Created: 16/06/2016

**Legend**

- Property Boundary
- Akaroa Heritage Area (HA1)

*Numbers refer to Schedule ID number.*

0 100 200 300 400 500  
Metres

APPENDIX 2:

Heritage Statement – Statement of Significance

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

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



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



**PHOTOGRAPH : JOHN WILSON, 2009 UPDATE IMAGE**

### **HISTORICAL AND SOCIAL SIGNIFICANCE**

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

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

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

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

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

## **CULTURAL AND SPIRITUAL SIGNIFICANCE**

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

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

## **ARCHITECTURAL AND AESTHETIC SIGNIFICANCE**

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

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

## **TECHNOLOGICAL AND CRAFTSMANSHIP SIGNIFICANCE**

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

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

## **CONTEXTUAL SIGNIFICANCE**

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

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

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

### **ARCHAEOLOGICAL AND SCIENTIFIC SIGNIFICANCE**

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

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

### **ASSESSMENT STATEMENT**

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

### **REFERENCES:**

CCC Heritage File: Beach Rd *Main Wharf*

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

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

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

PLEASE USE IN CONJUNCTION WITH THE CCC HERITAGE FILES.

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

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



**PHOTOGRAPH : ROSEMARY BAIRD, 2013**

**HISTORICAL AND SOCIAL SIGNIFICANCE**

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

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

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

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

## **CULTURAL AND SPIRITUAL SIGNIFICANCE**

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

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

## **ARCHITECTURAL AND AESTHETIC SIGNIFICANCE**

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

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

## **TECHNOLOGICAL AND CRAFTSMANSHIP SIGNIFICANCE**

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

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

## **CONTEXTUAL SIGNIFICANCE**

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

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

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

## **ARCHAEOLOGICAL AND SCIENTIFIC SIGNIFICANCE**

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

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

## **ASSESSMENT STATEMENT**

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

## **REFERENCES:**

CCC Heritage File: Beach Rd *Britomart* Reserve Cannon

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

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

PLEASE USE IN CONJUNCTION WITH THE CCC HERITAGE FILES.





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



**PHOTOGRAPH : BRENDAN SMYTH, 2014**

### **HISTORICAL AND SOCIAL SIGNIFICANCE**

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

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

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

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

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

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

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

## **CULTURAL AND SPIRITUAL SIGNIFICANCE**

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

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

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

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

## **ARCHITECTURAL AND AESTHETIC SIGNIFICANCE**

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

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

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

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

## **TECHNOLOGICAL AND CRAFTSMANSHIP SIGNIFICANCE**

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

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

## **CONTEXTUAL SIGNIFICANCE**

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

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

## **ARCHAEOLOGICAL AND SCIENTIFIC SIGNIFICANCE**

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

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

## **ASSESSMENT STATEMENT**

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

## **REFERENCES:**

CCC Heritage File *Beach Rd (Weighbridge Building)*

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

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

PLEASE USE IN CONJUNCTION WITH THE CCC HERITAGE FILES.

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



**PHOTOGRAPH :** R. BAIRD, 2013

### **HISTORICAL AND SOCIAL SIGNIFICANCE**

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

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

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

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

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

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

## **CULTURAL AND SPIRITUAL SIGNIFICANCE**

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

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

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

## **ARCHITECTURAL AND AESTHETIC SIGNIFICANCE**

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

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

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

## **TECHNOLOGICAL AND CRAFTSMANSHIP SIGNIFICANCE**

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

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

## **CONTEXTUAL SIGNIFICANCE**

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

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

## **ARCHAEOLOGICAL AND SCIENTIFIC SIGNIFICANCE**

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

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

## **ASSESSMENT STATEMENT**

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

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

**REFERENCES:**

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

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

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

PLEASE USE IN CONJUNCTION WITH THE CCC HERITAGE FILES.



APPENDIX 3:

Heritage Items and Settings Aerial Map

# Heritage Items and Settings Aerial Map

Aerial Map Reference: 480  
 Heritage Item Number: 1137  
 HeritageSetting Number: 526



Heritage Item and Setting boundaries are a visual reference only as they have been captured against specific sets of aerial photography.

The outer boundary of the setting is deemed to follow:

- a) the specific measurement(s) or description of the setting boundary where they are included on the aerial map; or if not specified, then;
- b) the cadastral boundary at the nearest point to the setting boundary shown on the aerial maps

The boundaries should only be referred to in relation to these specific photos, not survey information or building plans. There may be a visual distortion due to the angle of the aerial photography. District Plan rules do not apply for overlays extending into the Coastal Marine Area. The Coastal Marine Area is as defined in the Resource Management Act.

A Heritage Item  
A Heritage Setting



Scale 1 : 1,148  
 Aerial photography captured in 2010  
 Published On:30/10/2017