

Te Tai Poutini Plan

Heritage Schedule for Grey District

In respect to recommended deletions from Schedule 1A



Prepared for: Lois Easton / Jo Armstrong, Policy Planners, West Coast Regional Council
Prepared by: Dr Ann McEwan, Principal, Heritage Consultancy Services

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Context

In 2024 Heritage Consultancy Services was engaged to prepare assessment reports for the heritage items and areas included in Schedule 1A of the Te Tai Poutini Plan. In the course of that work the following items have been assessed but found not to meet the threshold for significant heritage value meriting protection under RMA s6f. Consequently no heritage assessments reports have been prepared for the following items and it is recommended that they be deleted from SCHED 1A.

HH43 – former Waipuna homestead, Waipuna Road, Totara Flat



The homestead was reportedly erected in two stages in c.1870 and 1871-72 as the home of Samuel and Mary Mackley. Samuel Mackley is credited with having established the first farm on the West Coast in 1862. The house has not been lived in since c.1970 and has been left to decay ever since. It is listed by HNZPT as a category 2 historic place (list # 3033) but the condition of the building is such that it lacks sufficient authenticity and integrity to merit scheduling.

Recommendation: Delete item from SCHED 1A.

HH53 Taylorville swing bridge remains



The Taylorville Wallsend bridge (c.1888) collapsed in 1920 and was replaced by a swing bridge. That structure washed away in the 1950s and was never replaced. Nominated by way of submission to the TTPP, the story of the bridges of Taylorville has historic interest but there is insufficient surviving historic fabric to assess for heritage significance. The bridge remnants are not listed by Heritage NZPT.

Recommendation: delete the item from SCHED 1A but record the location of remnant structures as an archaeological site.

HH54 Brunner Industrial Site



Although the industrial site is listed by HNZPT independently of the Brunner Mines Historic Area there is no strong reason for separating the scheduling of the area and the site, which stands within the area.

Recommendation: delete the item from SCHED1A because it has been incorporated into the assessment of HH 55 Brunner Mines Historic Area.

HH59 Moana Railway Station Historic Area



Although HNZPT lists the railway station separately from the historic area that is centred upon the station building, only the cluster of structures at the site, namely the station, goods shed and footbridge, embody significant heritage value and constitute a single heritage item.

Recommendation: combine entries for HH58 & HH59 to create a single entry for the Moana Railway Station, Goods Shed & Footbridge.

HH64 Jacks Mill School Historic Area



This scheduled item overlaps with and partially duplicates that for the Jacks Mill School Model Bungalow (HH 62). Both are listed by HNZPT, the model bungalow as a Category 1 historic place and the school as a whole as a Historic Area. Two entries in SCHED 1A runs the risk of isolating the model bungalow from the context of the historic reserve and the other buildings, structures and features on the site. The significant heritage value of the school as a whole and the bungalow in itself are best identified and protected by a single entry in SCHED1A.

Recommendation: delete the item from SCHED1A but expand the HH 62 entry to include the school as a whole.

HH71 Greymouth Railway Station Historic Area



The area, which comprises three scheduled buildings, one unscheduled building and the neighbouring streets, has been listed by Heritage NZPT since 1989. [See below for a discussion about the railway footbridge which was

moved off site in 2002]. Although there is a direct connection between the railway station and the former Government Offices, which once housed railways staff, the Royal Hotel and the commercial building on Mackay Street are only tangentially associated with the station. The signal box mentioned in the HNZPT list report lies beyond the boundary of the historic area as it has been mapped in the TTPP. Currently Heritage NZPT's historic area does not have a formal extent due to a 'wait and see' approach prompted by the likely demolition of the Royal Hotel.

Recommendation: Delete item from SCHED1A, given that the significant heritage resources within the mapped area, being the Royal Hotel (HH75), the Greymouth Railway Station (HH70) and the former Government Offices (HH69), are scheduled in their own right.

HH72 Cobden Rail Bridge remnant truss



The bridge was erected in 1896-97 and then replaced by a new structure in 2006. One truss from the old bridge was retained when the bridge was demolished and moved to a nearby site as a historic feature. Historic interpretation tells the story of the truss, which does not retain sufficient authenticity or integrity to merit scheduling. The bridge was removed from the List of HNZPT in 2006.

Recommendation: Delete item from SCHED1A.

HH79 former Greymouth Railway Station footbridge



The footbridge was dismantled in 2002 and the bowstring arch section relocated to Shantytown in c.2010. The structure has been removed from the List of HNZPT and the surviving span has insufficient authenticity and integrity to merit scheduling.

Recommendation: Delete item from SCHED1A.

A handwritten signature in black ink on a light-colored background. The signature appears to be 'Ann McEwan' written in a cursive, flowing style.

Dr Ann McEwan