

Shed 35

Waterloo Quay



Photo: Shed 35. Image: *Charles Collins, 2015.*

Summary of heritage significance

- Shed 35 is a carefully designed and proportioned wharf-side interwar warehouse. It is a well-considered and elegant symmetrical composition of basic architectural elements that creates a simple but striking building.
- The building is one of two early 20th century brick buildings in the Centreport (active port) area of the Wellington waterfront.
- The Centreport area is a constantly changing landscape influenced by reclamation, containerisation of cargo and the use of waterfront land for modern high-rise office buildings. The brick buildings (Shed 35, and nearby Maritime House) contribute to the sense of place, provide visual interest and have become landmarks that help orientate visitors to the Centreport Harbour Quays commercial and industrial precinct.
- The building has technological significance as a now rare intact example of an early 20th century waterfront building and for the techniques evident in its design and construction. It is also of interest for the founding of the south-east wall on a former wharf-side sea-wall

	Current reference Maps 12 & 17 reference 419] PC58
	(1995 District Plan reference Map 17 Reference 253)
District Plan:	Note the listing reads “Shed 35, 1915 and curtilage [sic] as appended to Chapter 21 of the District Plan.”
Legal Description:	Part Lot 1 DP 7469, Lot 12 DP 406642
Heritage Area:	none
HPT Listed:	Not listed 2012
Archaeological Site:	86 Waterloo Quay, Building 37 – Shed 35 (WCC reference) 52 Waterloo Quay, Building 37 – Shed 35 (WCC reference) Pipitea Wharf Store No. 1 (original name)
Other Names:	Hinemoa Street (nearby road) The Promenade (nearest road) King’s Wharf Pipitea Wharf Harbour Quays (Centerport precinct)
Key physical dates:	25th March 1915 ¹
Architect / Builder:	James Marchbanks, Wellington Harbour Board Builder: Meyer and Co. ²
Former uses:	Wharf-side commercial building
Current uses:	
Earthquake Prone Status:	Owner Notified SR 256067
Extent: Cityview GIS 2012	



¹Annual Report of Engineer October 1915 p17

²Annual Report of Engineer October 1915 p17

Extent: Site location plan showing Shed 35. Image: Cityview (not to scale).



1.0 Outline History

1.1 History³

The Port of Wellington has its genesis in the choice of Wellington as a location for organised settlement by the New Zealand Company in 1839. Settlement by northern hemisphere immigrants necessarily brought in its wake an infrastructure to support these settlements, ports included.

Reclamation of land from the harbour provided space for the port and the city to develop. The first reclamation of many occurred in 1852, and by 1901 the original shoreline from Thorndon Quay to Clyde Quay no longer existed.⁴ The Wellington Harbour Board, created by an Act of Parliament in 1879, was established to regulate use of the harbour and to ensure the profits from shipping were used to develop the port.⁵ When the Board assumed control of the Queen's Wharf in 1882, it proceeded to erect wharves and warehouses to receive the ships and house cargo entering and leaving the harbour.

Shed 35 was designed in 1913 by Wellington Harbour Board chief engineer James Marchbanks.⁶ Prior to joining the Harbour Board in 1909, Marchbanks had been employed by the Railways Department, rising to the post of chief engineer in 1895. Construction of Shed 35, then known as Pipitea No. 1, began in 1913. At this time Pipitea Wharf had not been completed. Shortly thereafter the outbreak of World War I disrupted the supply of building materials and absorbed the labour force that would otherwise have been drawn upon. Despite this, Shed 35 was completed in 1915.

³ Note: this document has been adapted from the 2006 Recommendation for listing on the District Plan prepared by Russell Murray (WCC reference "Shed 35.doc")

⁴ Robert McLean, 'History of Reclamation', New Zealand Historic Places Trust 2004.

⁵ Alys Mendus, 'Report on the Historic Values of the two remaining Wharf Buildings on the Commercial Port, Wellington. Shed 35 and Maritime House'. New Zealand Historic Places Trust 2003. The following information is derived from this report, unless stated otherwise.

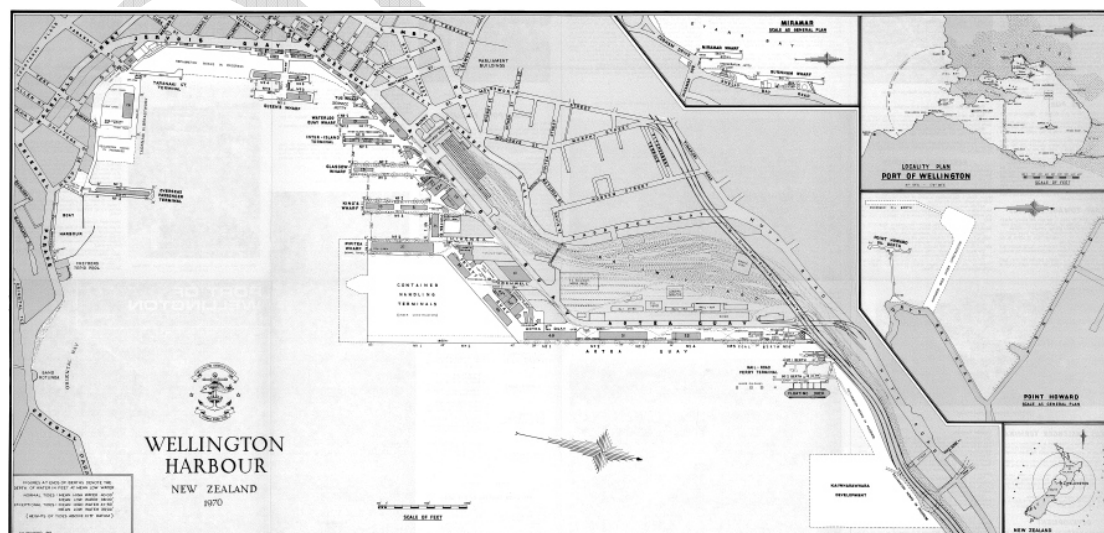
⁶ ACO16:3:42, Wellington Harbour Board Contract No.172, 18/8/1913. Wellington City Archives (WCA).

Once completed, Shed 35 was able to house approximately 4,000 tons of general cargo or 14,000 bales of wool. It was initially used to store cargo from England and supplies intended for the forces fighting in World War I. One important feature of the building was the overhead electric gantry cranes, which were used to move cargo.

Shed 35 was used as a storage facility until 2003. By this time, vehicles used to transport goods were too big to turn around inside the building, which limited its usefulness to Port of Wellington. The building has not been significantly altered since its construction, though the gantry cranes have been removed. A number of other port buildings, including similar sheds, have been demolished in recent years. There have been several proposals for re-use of this building, the most recent being a conversion to a food market.⁷

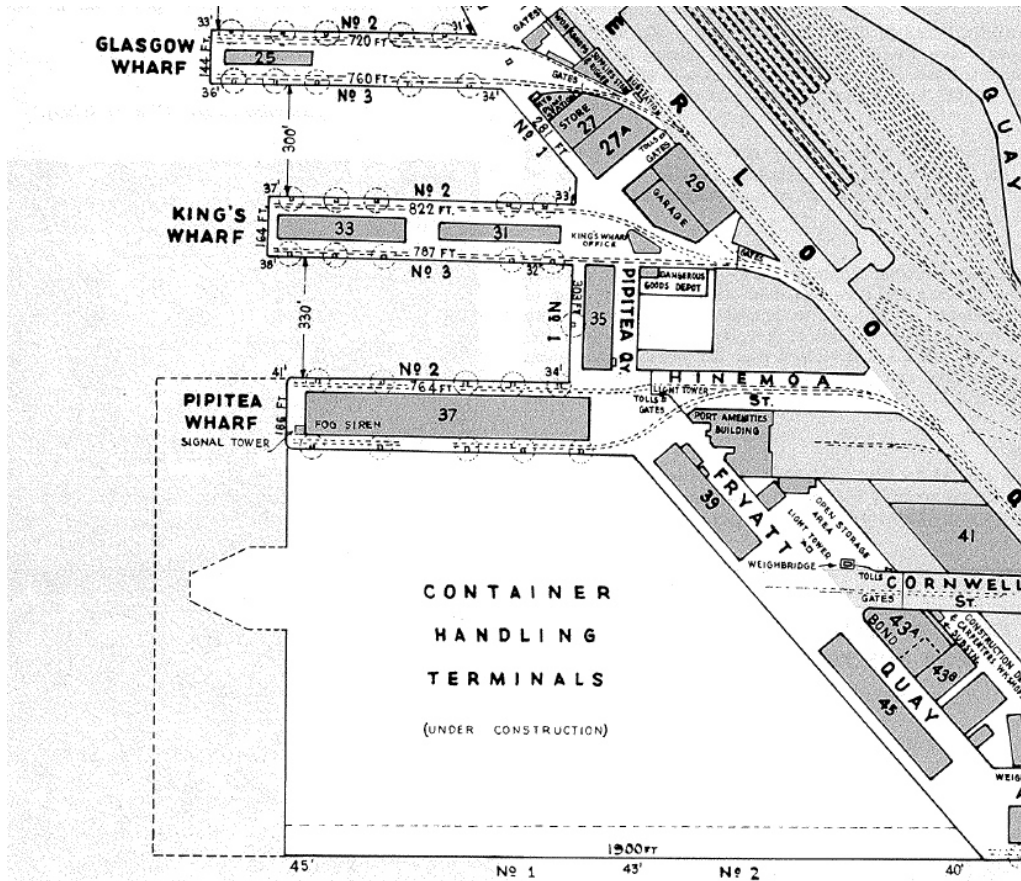


‘Cable steamer at Wellington Wharf’ circa 1930s. Image: Alexander Turnbull Library
ID: MNZ-2109-1/4

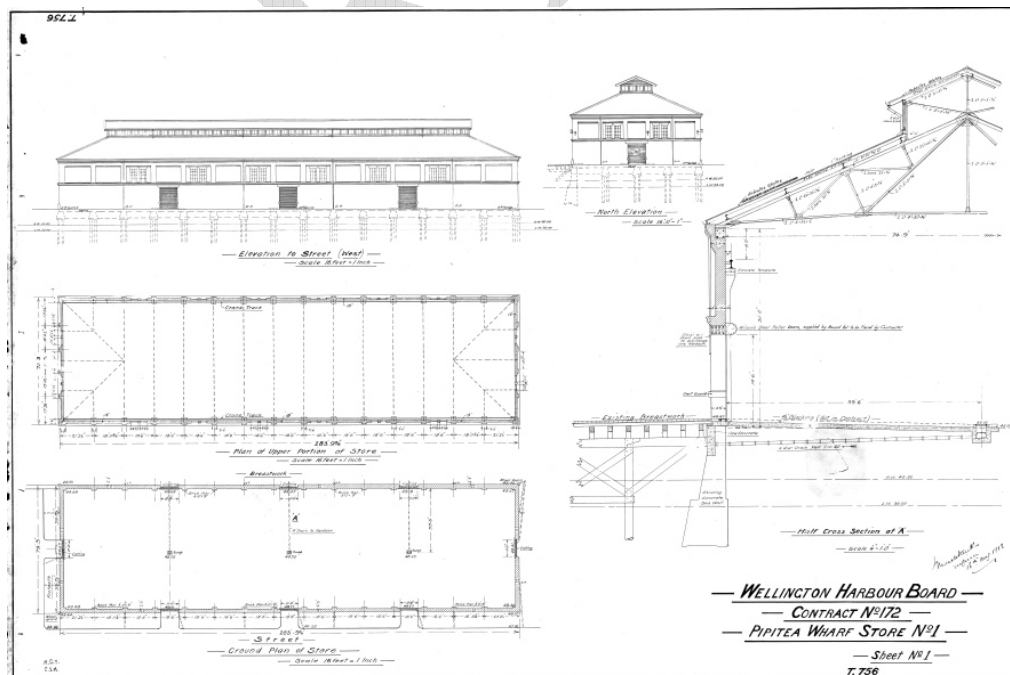


Wellington Harbour Board Berthage Plan (1970). Image: WCC Archives

⁷ Hank Schouten, ‘Bustling market to bring Shed 35 alive’, *Dominion Post*, 15/06/2012, accessed 23/04/2014, <http://www.stuff.co.nz/dominion-post/news/7106361/Bustling-market-to-bring-Shed-35-alive>



Enlargement of the Wellington Harbour Board Berthage Plan (1970) to show Pipitea and King's Wharf including Maritime House and Shed 35.



Shed 35 plan, section and elevation. Image: WCC Archives ACo_4_172-plans

1.2 Timeline

1915	Shed 35 constructed
Circa 1960 - 1970	Reclamation of the area around Aotea Quay as a shipping container port. ⁸
1989	Wellington Harbour Board dissolved, and a new port company formed. This is now called CentrePort Ltd.
1995 - 2002	Maritime House and Shed 35 were deleted from the WCC Heritage Inventory / District Plan following a submission by the building owners / port authority. ⁹
Unknown date	Gantry crane removed – requires further research
June 2008	Maritime House and Shed 35 added to the Heritage Inventory as part of District Plan Change 58
2012	Proposal to develop Shed 35 as a speciality “food hall” or market ¹⁰

2.0 Description

2.1 Architecture

Shed 35, originally known as Pipitea Wharf Store No. 1, is a large storage building intended for around 3,000 tons of cargo and is typical of the many utilitarian buildings erected on the waterfront as the use of the harbour intensified in the early 20th century. In overall dimension, it is 86.5 m long by 24.2 m wide and 9.1 m high at the eave (283'9" x 79'3" x 30'). It is constructed with load-bearing masonry walls, resting on concrete piles on three sides and a former sea-wall on the fourth side. The walls support steel roof trusses which span across the building to in turn support the vast hipped roof and projecting clerestory. The shed was fitted for two overhead travelling gantry cranes – the rails for these are still in place, although the cranes have been removed.

The building, essentially a large rectangular box, is designed in a functional aesthetic, with some Georgian overtones, and has little in the way of overt ornament. However, it is carefully designed and proportioned and sits well on its site and in the wider area. It has a well-considered and elegant symmetrical composition of basic architectural elements which creates a simple but striking building.

The lower walls form a tall plinth in relation to the upper part of the building and are essentially planar, relieved only by the loading dock openings (the loading bay doors are recessed back from the face line of the building), a small, non-original, porch arrangement on the west side and a few small doors and windows, principally at the south elevation. A large moulded brick string course projects out to divide the lower from the upper façade. Above the string course, the structure is expressed as a simple trabeated frame with the wall panels recessed back from the column/beam line, which is flush with the wall face below. At the head of each panel, moulded brickwork forms a transition between the panel and the beam. Topping the beam, a moulded brickwork cornice runs around the perimeter of the building.

The expressed structure creates a strong rhythm for the upper part of the building, which is enhanced by the arrangement and proportions of the joinery. The upper

⁸ Wellington Waterfront Ltd webpage

http://www.wellingtonwaterfront.co.nz/history/waterfront_reclamation/

⁹ NZHPT Report for Shed 35 and Kings Wharf Office, circa 2006

¹⁰ Hank Schouten, *Bustling Market to Bring Shed 35 Alive*, DomPost 15 June 2012

walls are relieved with paired window openings, of a tall and elegant rectangular proportion, set symmetrically along the elevations.

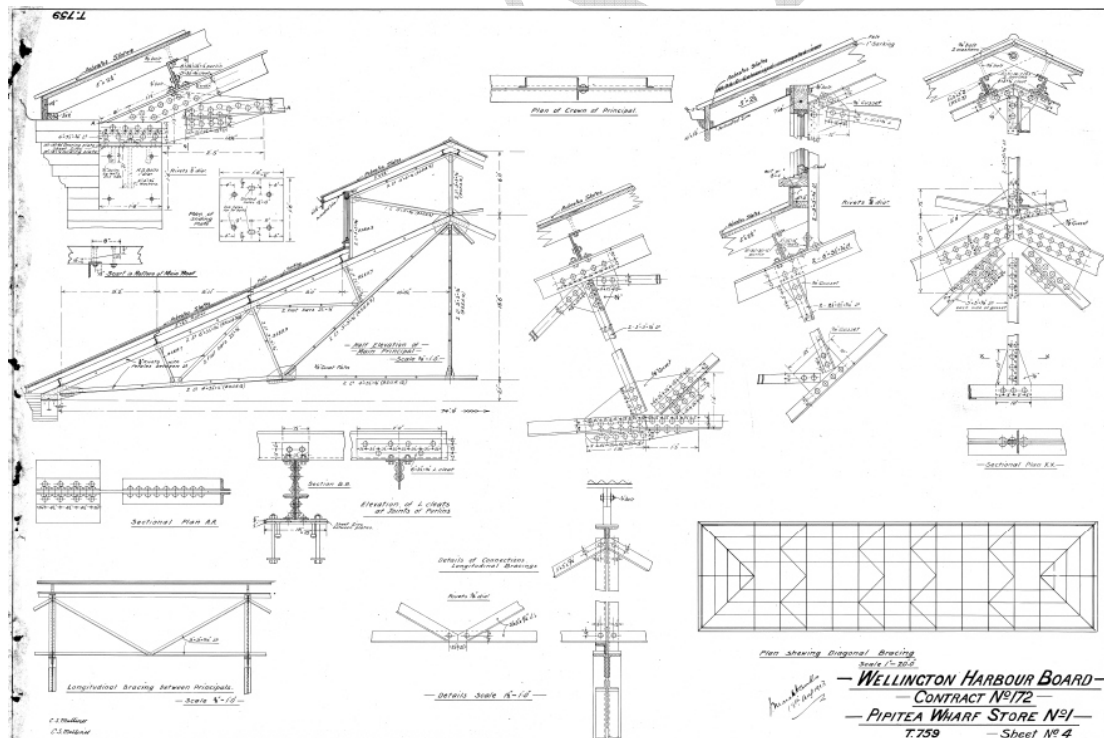
The roof is hipped in plan and features a gabled clerestory rising above the roof along the centre of the building with entirely glazed sides. The gable ends are clad with broad bevel-back weatherboards. The roofing material appears to be Super Six or similar corrugated fibre cement or asbestos. The exterior joinery is entirely in timber and includes elegantly proportioned 9-light window sashes, white painted, and the heavy lined loading bay doors.

One of the important features of the building is the quality of the brickwork, which is first rate – sparsely but carefully and elegantly detailed. In areas the brickwork is eroded and requires repair and re-pointing, but is otherwise in good condition [note the condition of the building was assessed in 2006].

The interior of the building was not inspected, but some key features are visible through gaps in the joinery. Internally the main space appears undivided; the high level clerestory and window light falling into the building imparts a grand sense of space and creates a place which is an informal cathedral to commerce.

2.2 Materials

Reinforced concrete piles; south-east wall built on concrete sea wall; masonry brick walls, steel roof trusses; timber rafters, asbestos roofing.¹¹



Shed 35 roof details. Image: WCC Archives ACo_4_172-plans

¹¹ NZHPT Report for Shed 35 and Kings Wharf Office Bldg (2006)

2.3 Setting

Shed 35 is a large four-square storage building located on the working wharf (King's Wharf) at the northern end of the Port of Wellington. Its neighbours on the wharf include Maritime House, a later building of similar style and quality by the same designer, and a variety of sheds and workshops. Further on is the operational area of the wharf which includes more working sheds and the waterside edge of the wharf. Despite the somewhat haphazard arrangement of buildings in the area and not many clear sightlines, Shed 35 has a significant presence in the "wharfscape" due to its impressive scale.

Adjoining the working wharf, but separated by a chain-link fence is a nascent business park, which features the new Department of Statistics building and other commercial and office buildings, including the headquarters of the NZ Rugby Union, converted from former wharf buildings of a variety of styles and eras. Apart from the Statistics building, the general building height in the area is a tall two to three stories. The area has an open quality created by the generous amounts of space around the buildings required for the circulation of vehicles and cargo. It is bounded to the west by Aotea Quay; a few other sheds and the distinctively-painted Seaworks House provide a buffer to the road itself.

The wider setting is the northern city which includes the stadium, railway yards and the government precinct. And Shed 35 and Maritime House are part of a group of 'maritime' and industrial buildings on Wellington waterfront that includes: -

- The Eastbourne Ferry Terminal Building (former) c 1910s WCC17/337
- Odlin's Building (1907) WCC 17/49
- Queens Wharf Harbour Board Gates 1899 WCC 17/50
- Queens Wharf Dog Drinking Fountain WCC 17/56
- Wellington Harbour Board Head Office (former) 1892
- Shed 3 (1887) see also Wellington Regional Council (WCC 17/256)
- Shed 5 (1886) see also Wellington Regional Council (WCC 17/257)
- Wharf Offices - Shed 7 (1895-96) WCC 17 /161
- Shed 11 (1904) WCC 17/332
- Shed 13 (1904) WCC 17/333
- Shed 21 (1909) 17/334
- Shed 22 WCC 17/50
- Shed 27 (1922)

Shed 35 was once sited at the waterfront edge of the harbour where the land had been reclaimed to form a berthage between Kings Wharf and Pipitea Wharf. The land between the two wharfs was reclaimed in the 1960s and 1970s to form a container storage area and Shed 35 is now located at some distance from the water front. The siting of Shed 35 is significant as a reminder of the previous (reclaimed) edge of the shoreline.

Criteria for assessing cultural heritage significance

Cultural heritage values

Aesthetic Value:

Architectural: *Does the item have architectural or artistic value for characteristics that may include its design, style, era, form, scale, materials, colour, texture, patina of age, quality of space, craftsmanship, smells, and sounds?*

Shed 35 is a carefully designed and proportioned wharf-side interwar warehouse. It is a well-considered and elegant symmetrical composition of basic architectural elements that creates a simple but striking building.

Townscape: *Does the item have townscape value for the part it plays in defining a space or street; providing visual interest; its role as a landmark; or the contribution it makes to the character and sense of place of Wellington?*

The building is one of two early 20th century brick buildings in the Centreport (active port) area of the Wellington waterfront.

The Centreport area is a constantly changing landscape influenced by reclamation, containerisation of cargo and the use of waterfront land for modern high-rise office buildings. The brick buildings (Shed 35, and nearby Maritime House) contribute to the sense of place, provide visual interest and have become landmarks that help orientate visitors to the Centreport Harbour Quays commercial and industrial precinct.

Group: *Is the item part of a group of buildings, structures, or sites that taken together have coherence because of their age, history, style, scale, materials, or use?*

Shed 35 and Maritime house are part of a significant group of maritime and industrial buildings on the Wellington waterfront

Historic Value:

Association: *Is the item associated with an important person, group, or organisation?*

Shed 35 has a historic and continuing association with the Port of Wellington, and with the commercial development of Wellington city.

Association: *Is the item associated with an important historic event, theme, pattern, phase, or activity?*

The building has an association with maritime history and the development of Wellington city.

Scientific Value:

Archaeological: *Does the item have archaeological value for its ability to provide scientific information about past human activity?*

Educational: *Does the item have educational value for what it can demonstrate about aspects of the past?*

The building has education value for its contribution to maritime/transport history

Technological: *Does the item have technological value for its innovative or important construction methods or use of materials?*

The building has technological significance as a now rare intact example of an early 20th century waterfront building and for the techniques evident in its design and construction. It is also of interest for the founding of the south-east wall on a former wharf-side sea-wall

Social Value:

Public esteem: *Is the item held in high public esteem?*

The building has social and cultural value as a physical reminder of port and shipping operations, which continue to perform important economic and transport functions in Wellington.

Symbolic, commemorative, traditional, spiritual: *Does the item have symbolic, commemorative, traditional, spiritual or other cultural value for the community who has used and continues to use it?*

Identity/Sense of place/Continuity:

*Is the item a focus of community, regional, or national identity?
Does the item contribute to sense of place or continuity?*

The building has remained (relatively) unchanged on the site for nearly 100 years and contributes to the sense of place and continuity of the changing landscape of the Wellington waterfront

Sentiment/Connection: *Is the item a focus of community sentiment and connection?*

Level of cultural heritage significance

Rare: *Is the item rare, unique, unusual, seminal, influential, or outstanding?*

The building is one of two surviving fine early 20th century brick maritime buildings in the Centreport area of Wellington waterfront.

Shed 35 is one of the few intact examples of the once numerous brick sheds on Wellington's waterfront and has rarity value.

Representative: *Is the item a good example of the class it represents?*

The building is a good representative example of an interwar industrial building on Wellington's waterfront

Authentic: *Does the item have authenticity or integrity because it retains significant fabric from the time of its construction or from later periods when important additions or modifications were carried out?*

Shed 35 remains in largely authentic condition

Local/Regional/National/International

Is the item important for any of the above characteristics at a local, regional, national, or international level?

The collection of historic maritime buildings on Wellington waterfront could be considered to be of national significance – further research is required.

3.0 References

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Wellington Waterfront Ltd webpage
http://www.wellingtonwaterfront.co.nz/history/waterfront_reclamation/

Wellington Harbour Board Annual Report of Engineer October 1915

4.0 Appendix

Background research

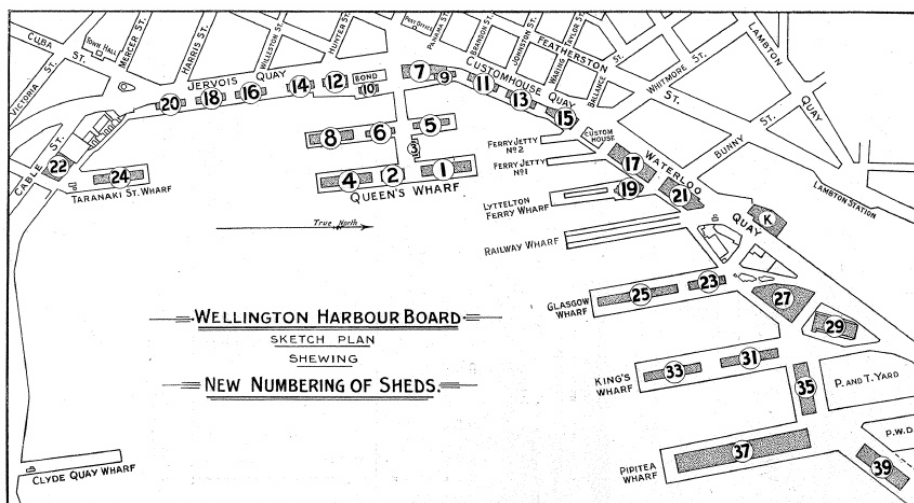
Research from the Report on the Historic Values of Shed 35 and Maritime House (circa 2006)

Changes – little is known on changes to the building, however Museum of City and Seastore have a plan showing that in August 1945 a new locker room and crane driver's access ladder were installed.¹²



Photograph possibly of troops embarking onto a ship berthed beside Shed 35 during WWII. Image: http://kjohnsonnz.blogspot.co.nz/2010_06_20_archive.html

¹² Wellington Museum of City and Sea Store Number 3282 Site Number 35 new locker room and crane driver's access ladder August 1945



1921 Berthage Plan. Image: WCC Archives

WELLINGTON HARBOUR BOARD

NOTICE

RE-NUMBERING OF SHEDS AND STORES.

The Wellington Harbour Board, with a view to uniformity and general convenience, and in order to provide adequately for future shed and store additions, is about to change the manner of naming its sheds and stores. The intention is to make use of consecutive numbers in place of letters and other names.

The erection of the new numbers will be commenced forthwith, and for a few months the old letters, etc., will be left on the buildings alongside the numbers, so that users of the wharves may become familiar with the new names.

The system of numbering will commence at the Queen's Wharf. Sheds and stores lying to the northward of the centre line of the Queen's Wharf will bear odd numbers, and those lying to the southward will bear even numbers. The higher the number the further to the northward or southward will the shed be.

On the back hereof is a sketch plan showing the new numbers of the buildings, and the following schedule gives the old name of each of the sheds with its corresponding number :—

A Shed becomes	5	L Shed becomes	19	W Shed becomes	13
B " " "	1	M " " "	12	X " " "	15
C " " "	2	N " " "	14	Y " " "	24
D " " "	6	O " " "	16	Z (Cheese Store) " "	27
E " " "	10	P " " "	7	Taranaki Street	
F " " "	9	Q " " "	18	Store	22
G " " "	8	R " " "	20	King's No. 1 " "	31
H " " "	4	S " " "	23	" No. 2 " "	33
I " " "	3	T " " "	25	" No. 3 " "	29
J " " "	21	U " " "	17	Pipitea No. 1 " "	35
K " remains " "	K	V " " "	11	Lambton No. 1	39

HARBOUR BOARD OFFICES,
1st DECEMBER, 1921.

H. E. NICHOLLS,
Secretary.

Renaming of Wellington Harbour Board Buildings (1921). Image: WCC Archives