

Samantha Maxwell

From: Bianca Tree s 9(2)(a)
Sent: Friday, 11 M
To: Helen Willis s 9(2)(a)
Cc: Mark Luker s 9(2)(a); Jarrod Thompson
s 9(2)(a); Joe Jeffries;
Matthew Thode; Amy Dresser; Fast Track Consenting; Stephanie Frame
Subject: RE: [COMMERCIAL]Fast-track Consenting application: Johnsonville Town Centre
Redevelopment [MERW-MERWLIB.FID1704866]

Kia ora Helen

Thank you again for taking the time to consider this request.

I confirm that Stride requests an amendment to the referral application to provide for the residential building to be up to 35 metres in height. We understand that the Minister will seek an additional 10-day consultation period on the basis of the amended wording, and that this invitation to comment will be sent to all parties who were previously invited to comment under section 21 of the FTCA.

Please let us know if there is any further information that we can provide to assist your briefing to the Minister.

Ngā mihi
Bianca

Bianca Tree

Partner

s 9(2)(a)



Important information

This email and any attachments are confidential and may be legally privileged (in which case neither is waived or lost by mistaken delivery). Please notify us if you have received this message in error, and remove both emails from your system. Any unauthorised use is expressly prohibited. MinterEllisonRuddWatts collects personal information to provide and market our services (see our privacy policy at minterellison.co.nz for more information about use, disclosure and access). MinterEllisonRuddWatts' liability in connection with transmitting, unauthorised access to, or viruses in this message and its attachments, is limited to re-supplying this message and its attachments.

Our COVID-19 Vaccination in the Workplace Policy

We're a fully vaccinated workplace. You can read our COVID-19 Vaccination in the Workplace Policy [here](#).

Lawyers are required to seek verification of their client's identity. [Learn more](#).

s 9(2)(a)

Comments on applications for referral under the COVID-19 Recovery (Fast-track Consenting) Act 2020

This form is for local authorities to provide comments to the Minister for the Environment on an application to refer a project to an expert consenting panel under the COVID-19 Recovery (Fast-track Consenting) Act 2020.

Local authority providing comment	Greater Wellington Regional Council
Contact person (if follow-up is required)	Shaun Andrewartha – s 9(2)(a)
	Nick Pearson – s 9(2)(a)
	Click or tap here to enter text.

Comment form

Please use the table below to comment on the application.

Project name	Johnsonville Town Centre Redevelopment
General comment – potential benefits	Potential benefits for bus and rail public transport networks.
General comment – significant issues	GWRC does not hold any significant concerns over the development of the site. As the GWRC will be responsible for enforcing the conditions of consent (if granted), GWRC requests that the conditions of consent are consistent with similar developments consented by GWRC around the region.
Is Fast-track appropriate?	GWRC is satisfied that the proposal is suitable for the FTCA.
Environmental compliance history	Stride Investment Management Limited does not have any recorded compliance history with Greater Wellington Regional Council
Reports and assessments normally required	<ul style="list-style-type: none"> - Erosion and Sediment Control Plan (ESCP) For a project of this scale, a detailed ESCP would need to be submitted with the application. This should include calculations which show adequate sizing of all erosion and sediment devices. This should be prepared in accordance with the relevant GWRC guidelines. - Dewatering Management and Settlement Plan (DMSP) Ideally submitted in draft as part of the application and should include measures to manage the effects associated with dewatering, including a detailed assessment and monitoring plan to measure ground settlement effects on surrounding properties. - Detailed Site Investigation (DSI) for Contaminated Land At least part of the site is listed within Greater Wellington's Selected Land Use Registrar (SLUR), as a Hazardous Activities and Industries Lists (HAIL) activity. - Contaminated Site Management Plan (CSMP) At least part of the site is listed on or adjacent to Greater Wellington Regional Council's SLUR database. Therefore a CSMP should be submitted in draft as part of the

	<p>application. However a CSMP can be addressed through a condition of consent and certified prior to construction to allow the contractor undertaking the works to be involved in the formation of the plan.</p> <p>- Operational Stormwater Assessment/Infrastructure Report</p> <p>The project will result in a significant increase in impermeable, contaminant generating area (i.e carparking). Water Sensitive Urban Design measures will be required to minimise contaminants discharged from the site. Policies P73 and P79 of the Proposed Natural Resource Plan provide good guidance for preparing this report.</p>
Iwi and iwi authorities	<p>Ngāti Toa Rangatira</p> <p>Taranaki Whānui ki te Upoko o te Ika</p>
Relationship agreements under the RMA	N/A
Insert responses to other specific requests in the Minister's letter (if applicable)	<p>Are there any reasons that you consider it more appropriate for the project, or part of the project, to proceed through existing Resource Management Act 1991 (RMA) consenting processes rather than the processes in the FTCA?</p> <p>Greater Wellington considers it appropriate for the project to process through the FTCA.</p> <p>The matters that need to be addressed through a regional consenting process are typical of other large scale urban developments.</p> <p>Our only concern would be that the conditions imposed on the consent (if granted) are consistent with conditions imposed on other similar developments, and sufficient to manage the adverse environmental effects from the development.</p> <p>What reports and assessments would normally be required by the council for a project of this nature in this area?</p> <p>See above</p> <p>Does the applicant, or a company owned by the applicant, have any environmental regulatory compliance history in your region?</p> <p>See above</p> <p>What effects, if any, do anticipate the project having on the local rail and bus networks? Please provide comment from Greater Wellington Regional Council's Metlink department on this matter.</p> <p>The redevelopment offers opportunities to significantly improve the connections between Metlink's bus and rail public transport networks, as well as the opportunity for Metlink to strengthen the networks themselves, including in the context of bus layover and bus stop capacity, as well as facilities for charging infrastructure and Metlink's frontline workforce. Metlink has had constructive engagement with the developer and looks forward to continuing such engagement.</p>
Other considerations	N/A

Note: All comments, including your name and contact details, will be made available to the public and the applicant either in response to an Official Information Act request or as part of the Ministry's proactive release of information. Please advise if you object to the release of any information contained in your comments, including your name and contact details. You have the right to request access to or to correct any personal information you supply to the Ministry.

Jacob Paget

From: Anna McLellan <s 9(2)(a) >
Sent: Monday, 28 March 2022 8:12 am
To: Fast Track Consenting
Subject: RE: [COMMERCIAL]Further consultation on Johnsonville Town Centre - comments due end of day Friday 25 March

MFE CYBER SECURITY WARNING

This email originated from outside our organisation. Please take extra care when clicking on any links or opening any attachments.

Kia ora Maggie

On behalf of GWRC I can confirm that the changes to the JTC application do not impact on the matters we have already commented on. We have no further comment to make on the extension to the building height.

Ngā mihi



Anna McLellan

Kaitaki-a-tīma | Team Leader, Consents and Compliance

Greater Wellington Te Pane Matua Taiao

04 8304346

100 Cuba St, Te Aro, Wellington 6011

Follow us online: [Facebook](#) | [Twitter](#) | gw.govt.nz

From: Fast Track Consenting <fasttrackconsenting@mfe.govt.nz>

Sent: Friday, 18 March 2022 11:12 am

To: Nigel Corry s 9(2)(a) ; Luke Troy s 9(2)(a) ; Alistair Cross s 9(2)(a) ; Shaun Andrewartha s 9(2)(a)

Cc: Fast Track Consenting <fasttrackconsenting@mfe.govt.nz>; Fast Track Consenting <fasttrackconsenting@mfe.govt.nz>

Subject: [COMMERCIAL]Further consultation on Johnsonville Town Centre - comments due end of day Friday 25 March

Hi Nigel,

Please see attached a letter seeking further comment on information received from the Johnsonville Town Centre applicant (also attached).

Many thanks

Maggie

Maggie Vickers

(Acting) Team Leader / Kaiarataki Rōpū - Fast Track Consenting

Ministry for the Environment | Manatū Mō Te Taiao

Ph s 9(2)(a) fasttrackconsenting@mfe.govt.nz | mfe.govt.nz

This email account is monitored by several members of the team, to ensure responses are managed in a timely manner.

Comments on applications for referral under the COVID-19 Recovery (Fast-track Consenting) Act 2020

This form is for persons requested by the Minister for the Environment to provide comments on an application to refer a project to an expert consenting panel under the COVID-19 Recovery (Fast-track Consenting) Act 2020.

Organisation providing comment	KiwiRail Holdings Limited
Contact person (if follow-up is required)	Michelle Grinlinton-Hancock
	s 9(2)(a)
	Click or tap here to enter text.

Comment form

Please use the table below to comment on the application.

Project name	Johnsonville Town Centre Redevelopment
General comment	<p>KiwiRail is generally supportive of the proposal as with the development it will enliven the town centre of Johnsonville and will provide additional employment opportunities and draw people to the area, some who may utilise the existing rail services to access employment opportunities and the later stages will increase the intensity of residential and business occupation of this area which is also anticipated to increase patronage of rail services.</p> <p>Details in terms of the maintenance of the existing access arrangement and the need for use of KiwiRail land during construction can be resolved as part of landowner agreement discussions in later parts of the development process.</p> <p>Of concern to KiwiRail is the statement “<i>Consultation with KiwiRail and the Greater Wellington Regional Council (GWRC)/Metlink (local rail and bus operator) is ongoing</i>” in the email to the Fast-track team on 2 November 2021. At the date of writing these comments KiwiRail has had one meeting with Stride which was an overview meeting of the project although it is acknowledged KiwiRail has been invited to a meeting on Friday 18 February 2022 along with others from Wellington City Council and Greater Wellington Council to discuss the Johnsonville Train station. It is anticipated that there will be ongoing engagement into the future.</p>
Other considerations	Given the importance of the site to the Johnsonville community it is perhaps more appropriate for this application to go through a standard consenting process as the last two applications for this site have done rather than a fast-track consenting process.
[Insert specific requests for comment]	The Minister has not made any specific request for commentary.

Note: All comments, including your name and contact details, will be made available to the public and the applicant either in response to an Official Information Act request or as part of the Ministry's proactive release of information. Please advise if you object to the release of any information contained in your comments, including your name and contact details. You have the right to request access to or to correct any personal information you supply to the Ministry.

Comments on applications for referral under the COVID-19 Recovery (Fast-track Consenting) Act 2020

This form is for persons requested by the Minister for the Environment to provide comments on an application to refer a project to an expert consenting panel under the COVID-19 Recovery (Fast-track Consenting) Act 2020.

Organisation providing comment	Powerco Limited
Contact person (if follow-up is required)	Emma Bennett GM Gas & People email s 9(2)(a)
	Click or tap here to enter text.

Comment form

Please use the table below to comment on the application.

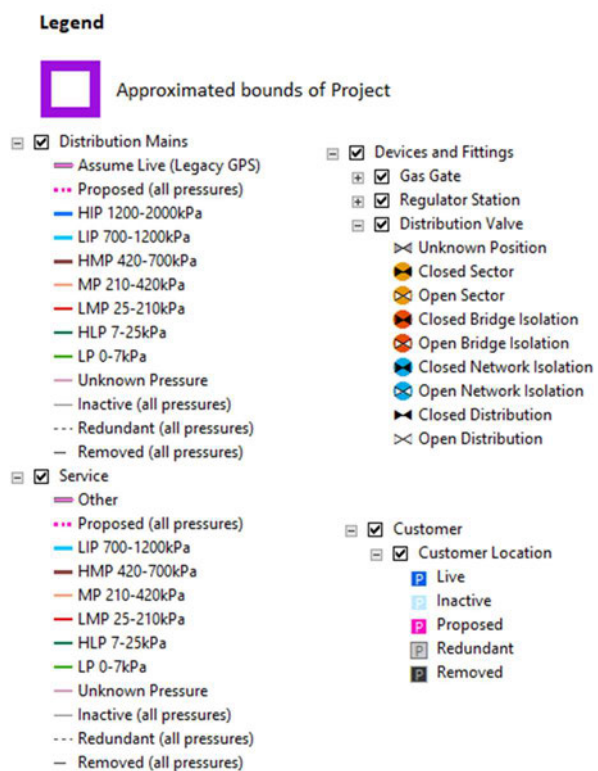
Project name	Johnsonville Town Centre Redevelopment
General comment	<p>Powerco owns live gas infrastructure including mains and service pipes (plus one Intermediate Pressure service pipe – 1,200kPa operating pressure), valves and customer metering installations in the proposed development area. In addition, we supply gas to approximately 21 customer sites (including 9 active customers), within the bounds of the proposed project site. Please refer to the GIS extract (Figure 1) and GIS legend (Figure 2) included below.</p> <p>The proposed project may have an impact on our customers and assets, which could require temporary and/or permanent disconnection, as well as the possible relocation of gas infrastructure to accommodate this proposal.</p> <p>The Powerco gas network has plenty of spare capacity in the area to supply any increased residential and commercial gas demand resulting as part of this project.</p>
Other considerations	Click or tap here to provide any information you consider relevant to the Minister's decision on whether to refer the project to an expert consenting panel.
[Insert specific requests for comment]	If the proposed development was to proceed Powerco would require further consultation with the developer to understand the footprint of the development and timeframes in preparation for consultation with our customers, planning for any renewal or relocation projects and execution.

Note: All comments, including your name and contact details, will be made available to the public and the applicant either in response to an Official Information Act request or as part of the Ministry's proactive release of information. Please advise if you object to the release of any information contained in your comments, including your name and contact details. You have the right to request access to or to correct any personal information you supply to the Ministry.

Figure 1: GIS extract of proposed project location



Figure 2: GIS legend of proposed project location



Samantha Maxwell

From: Anna Middlemass <s 9(2)(a) >
Sent: Friday, 18 March 2022 3:42 pm
To: Fast Track Consenting
Subject: FW: [COMMERCIAL]Further consultation on Johnsonville Town Centre - comments due end of day Friday 25 March

MFE CYBER SECURITY WARNING

This email originated from outside our organisation. Please take extra care when clicking on any links or opening any attachments.

Our privacy policy is [here](#). It tells you how we may collect, hold, use and share personal information.

Hi Maggie

Please find outlined below Powerco's comment regarding your latest request (18 March), in relation to an application under the COVID-19 Recovery (Fast-Track Consenting) Act 2020 - #76 – Johnsonville Town Centre Redevelopment.

- If the proposed residential building was to increase from 26 meters to 35 meters, the only consideration would be that if the residential building were to connect to gas, it would increase the previously assumed demand by roughly 35%
- Even with this increase from what Powerco previously modelled, there is plenty of capacity on the network to manage this
- The consultation process will be important to Powerco as any customers that may need to be disconnected during the construction of the building or for relocation of assets (depending on the buildings height and footprint), would potentially be disconnected for longer
- That consultation will occur with the current tenants of the town centre as part of this development proposal.

Please get in touch if you have any questions.

Anna Middlemass (*she/her*)

Asset Strategy Manager - Gas

Mobile s 9(2)(a)

Level 4, 1 Grey Street, Wellington 6011 | PO Box 62, Wellington 6140

www.powerco.co.nz



From: Fast Track Consenting <fasttrackconsenting@mfe.govt.nz>

Sent: Friday, 18 March 2022 11:20 am

To: Emma Bennett s 9(2)(a)

Cc: Fast Track Consenting <fasttrackconsenting@mfe.govt.nz>; Fast Track Consenting

<fasttrackconsenting@mfe.govt.nz>

Subject: [COMMERCIAL]Further consultation on Johnsonville Town Centre - comments due end of day Friday 25 March

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Hi Emma,

Please see attached a letter seeking further comment on information received from the Johnsonville Town Centre applicant (also attached).

Many thanks

Maggie

Maggie Vickers

(Acting) Team Leader /Kaiarataki Rōpū - Fast Track Consenting

Ministry for the Environment | Manatū Mō Te Taiao

Ph s 9(2)(a) | fasttrackconsenting@mfe.govt.nz | mfe.govt.nz

This email account is monitored by several members of the team, to ensure responses are managed in a timely manner.



CAUTION: This email and any attachments may contain information that is confidential. If you are not the intended recipient, you must not read, copy, distribute, disclose or use this email or any attachments. If you have received this email in error, please notify us and erase this email and any attachments. You must scan this email and any attachments for viruses.

DISCLAIMER: Powerco Limited accepts no liability for any loss, damage or other consequences, whether caused by its negligence or not, resulting directly or indirectly from the use of this email or attachments or for any changes made to this email and any attachments after sending by Powerco Limited. The opinions expressed in this email and any attachments are not necessarily those of Powerco Limited.

Comments on applications for referral under the COVID-19 Recovery (Fast-track Consenting) Act 2020

This form is for local authorities to provide comments to the Minister for the Environment on an application to refer a project to an expert consenting panel under the COVID-19 Recovery (Fast-track Consenting) Act 2020.

Local authority providing comment	Wellington City Council
Contact person (if follow-up is required)	Caleb Tien
	Senior Consents Planner
	s 9(2)(a)

Comment form

Please use the table below to comment on the application.

Project name	Johnsonville Town Centre Redevelopment
General comment – potential benefits	<p>The proposal is considered to have the following key benefits:</p> <ol style="list-style-type: none">1. Improvement of Currently Outdated Mall<p>Johnsonville is Wellington's largest and most significant commercial centre outside the Wellington CBD. The shopping mall forms an integral part of the commercial centre. Built in the 1960s and 1970s, the shopping mall is however aged and no longer fit for purpose. By providing a modern shopping experience, the project will help reduce retail spending leakage outside the area and district. The proposal will see the development and upgrade of not only the existing Johnsonville Mall, but also of the immediate surrounds within the vicinity of the mall.</p>2. Supporting Growth in the Right Location<p>Johnsonville is identified as a major urban growth area in the Wellington Spatial Plan, as a Metropolitan Centre in the District Plan, and as an Urban Renewal Area in the Wellington Regional Growth Framework. The Council has made strategic investments in community, sports, recreation and transport infrastructure over a decade to revitalise the Johnsonville town centre. One of the drivers has been to catalyse growth and investor confidence in Johnsonville – an area of high accessibility (serviced by trains and buses) and resilience (on high grounds, away from coastal and fault line hazards). With its mix of retail, commercial and residential activities, the project is expected to support population growth in Johnsonville and adjoining suburbs.</p>3. Improved Efficiency of Land Use<p>The site is located in a key location within the Johnsonville CBD, but is underutilised, and is not an efficient use of land that is within very close proximity to social and community services (library, pool, community centre, medical centre), retail and commercial offerings, supermarkets, and public transport (rail and bus). The proposal will make use of this location and increase the efficiency of land use for a site that has the existing services to support intensification and facilitate further economic growth and development.</p>

	<p>4. Improved Amenity</p> <p>The development of the site presents an opportunity to contribute to public space, pedestrian amenity, and level of services offered in the Johnsonville CBD, and will support population growth in Johnsonville and adjoining suburbs through the increase in supply of commercial/retail offerings and residential housing supply.</p> <p>5. Economic Benefits</p> <p>As noted in the applicant's Economic Impact Overview (Property Economics, December 2021), "the project represents a significant opportunity for the city and local economies to protect, sustain and grow jobs and incomes, provide additional job opportunities and income, while also providing additional competitive residential opportunities and higher amenity shopping environment." The project will significantly contribute to employment and GDP during construction, in addition to the long-term jobs in the mall operation. Beyond the direct economic activity caused by the project, other benefits include: increased dwelling supply and affordability; increased land use density and efficiency; economies of scale in infrastructure costs; and retention of local employment and disposable income spending.</p> <p>6. Housing Supply</p> <p>The project also includes increased dwelling supply and affordability, with associated efficiency and convenience benefits that come from this increased density and mixed-use development located within close proximity to retail, commercial, community, social, and public transport facilities/services.</p> <p>7. Targeted Intensification</p> <p>The location of the development is one where intensification is encouraged given the existing zoning and accessible location along key transportation routes, in particular rail and the close proximity to Johnsonville Train Station which provides a direct connection to the Wellington CBD.</p> <p>8. Sustainability and Resilience</p> <p>Given that this is a new building complex, it will incorporate elements of sustainable design (e.g. solar energy collection on roof, planting and water management, EV charging station, rain water detention, and on-site re-use), and will have a high level of seismic resilience.</p> <p>9. Building Community</p> <p>The redevelopment of the Johnsonville Mall and the proposed design will provide a social nodal point around existing community facilities (i.e. Johnsonville Library, Johnsonville Community Centre, Keith Spry Pool), which will create a greater sense of place and facilitate community building. The proposed Community Court area is directly across the road from a number of community services, which will provide reciprocating benefits for both those existing services and the proposed food and beverage offerings within the proposed development. This location amongst community services and the train station will be a natural point of congregation and meet up for the community.</p>
<p>General comment – significant issues</p>	<p>1. Planning Context and Permitted Baseline</p> <p>The District Plan is currently under review, and a 27 metre building height is proposed for the subject site in the current draft. This height reflects the 8 storey height in the Wellington Council Spatial Plan (the Spatial Plan) for Johnsonville Zone 1 (Type 5).</p>

It is noted that if this application is lodged before the Proposed District Plan is notified, no weight would be given to the NPS-UD or possible future building heights indicated in the Spatial Plan or draft District Plan Review document, as to do so would potentially predetermine the outcome of the Schedule 1 process of the RMA.

2. Effects

- Building Design
- Urban Design
- Building Height
- Amenity
- Encroachments
- Wind
- Traffic
- Earthworks
- Construction
- Signage
- Servicing
- Flooding

While many of these effects will be acceptable or appropriately mitigated or could be managed through conditions on the consent, the ability to appropriately mitigate the flooding hazard and associated stormwater management is yet to be finalised and is discussed in more detail below.

3. Flooding Hazard

One of the key issues faced by the site is the flooding hazard present within the site and surrounding area. On this note, the preliminary review of the proposal has been undertaken by Wellington Water Limited who have advised that the key outcome sought is the management (and mitigation where possible) of this hazard.

4. Urban Design

Considering the significance of the project, its scale and location, number of urban design matters need to be considered. Street edges along the three main corridors and within the development play a key role in the vitality of the project. Consideration of scale, transition between spaces, safety and CPTED issues and activation leads to better street edge design and is required. Inclusion of greening and linear parks is another important factor that can not only mitigate some bulk and massing effect of such large projects, it can also improve the quality of life for the wider residents and users of the centre. Provision or extension of at grade car park is discouraged as it can lead to many safety issues while creating a car dominant and inaccessible environment.

Given the flooding hazard present, it is important that the design of the development, in particular the street interface elements, is done in a manner that achieves good urban design outcomes while still mitigating and managing the flood hazard present

The movement between destinations, including the route between new Council Library, Waitohi and Johnsonville Road, plays a critical role in creation of an attractive and well-connected town centre. Proportion of the buildings to the spatial configuration of these routes need to reflect a human scale that facilitates walkability but also enhance the economic well-being of the centre. Locating key community and commercial activities can help with achieving these goals.

	<p>It must be noted that WCC has provided the applicant's design team with design briefs in relation to the provision of a civic plaza, greening (tree planting) on site, and the accommodation of public transport services in and around the site. These design briefs are attached to this letter as Appendix A-C. Provision of such public amenities is expected in this project to address the wider resilience, wellbeing, and future needs of Johnsonville's residents. Such spaces need to be designed based on best urban design practice and universally accepted design principles. WCC Design team wishes to review and approve the final design of any publicly accessible space that is included in this proposal.</p> <p>5. Building Design</p> <p>When assessed against the existing planning framework and associated rules, the proposed built form, in particular height, will be a departure from what is anticipated within the zone, and is expected to exceed the height limit by 6-8m (subject to ongoing design refinements). However, it is noted that the effects of this are anticipated to be the visual amenity aspects, as the central location of the building within the site with a parking area to the south is expected to absorb the remainder of the bulk and located effects.</p> <p><u>Note:</u> Shading diagrams are expected to be provided in order to form a complete view and undertake an assessment.</p>
Is Fast-track appropriate?	<p>Fast-track is considered to be appropriate, provided that the urban design and flooding issues that would be addressed through the RMA process, are otherwise appropriately addressed through the fast-track process.</p> <p>One of the key aspects of this proposal is to ensure that good urban design outcomes are achieved. In relation to urban design, the standard RMA consenting process would allow for the urban design aspects (in this instance the civic plaza, greening, and integration of public transport as per the briefs) to be negotiated during the pre-application process. The fast-track process removes the ability for WCC to negotiate and incorporate these important design aspects.</p> <p>Similarly to the above but in relation to the management of the flood hazard, the standard RMA consenting process would allow for the times and process to ensure that appropriate methods of stormwater and flood hazard management is established. Should the Minister decide that the fast-track option is appropriate, the Council would like flood management/mitigation methods to be approved by Wellington Water Limited prior to construction.</p> <p>If the consent is approved then effects relating to construction, contamination and earthworks could be managed through conditions.</p> <p>The proposed development is of a nature that is compatible with the existing commercial land use of the site, with the inclusion of the residential accommodation component being consistent with policies directing regionally significant suburban centres to provide for a range of land uses. The proposal is appropriate for the site given the proximity to community services, retail and commercial stores, places of employment, and public transport, and will create economic growth, provide housing, and facilitate community building through the creation of a specific hub within this regionally significant centre.</p>
Environmental compliance history	The applicant is not known to have any noteworthy compliance history with WCC
Reports and assessments normally required	<ul style="list-style-type: none"> - Urban Design Assessment and Report - Assessment against the WCC Centres Design Guideline and Residential Design Guideline

	<ul style="list-style-type: none"> - Traffic Impact Assessment - Infrastructure and Servicing Report - Flooding Assessment - Structural Engineering Report - Earthworks/Geotechnical Assessment and Report - Landscaping Assessment, with confirmation the trees shown would be able to grow in this location and the sizes required to achieve good amenity outcomes, and for the mitigation of wind effects. - Shading Assessment - Wind Report/Assessment - Assessment from the Wellington Water Land Development Team, with confirmation of network capacity and details of servicing requirements. - A draft Construction Management Plan
Iwi and iwi authorities	<p>The Council's mandated iwi partners are:</p> <ul style="list-style-type: none"> • Te Rūnanga o To Rangatira, 2/4 Nohorua Street, Takapuwahia, Porirua 5022 • Port Nicholson Block Trust, PO Box 12164, Thorndon, Wellington 6011 <p>The site is not identified as a site of significance to iwi and it is not a Statutory Acknowledgement Area.</p> <p>There are two Treaty settlements that apply to the geographical location of the Site, but there are no specific principles or provisions in the Treaty settlements that are relevant to the Site.</p> <p>The applicant has provided information in relation to this in the form of an assessment of the proposal against Treaty Settlement Matters.</p>
Relationship agreements under the RMA	<p>WCC has no specific relationship agreements under the RMA.</p>
Insert responses to other specific requests in the Minister's letter (if applicable)	<p>The following specific questions on the application have been asked, and are responded to in more detail below</p> <ol style="list-style-type: none"> 1. <u>Are there any reasons that you consider it more appropriate for the project, or part of the project, to proceed through existing Resource Management Act 1991 (RMA) consenting processes rather than the processes in the FTCA?</u> <p>Overall, it is considered that the fast-track process is appropriate for the reasons and benefits outlined above.</p> <p>Where it will be more appropriate for the project to proceed through the RMA consenting process is in terms of addressing the flooding hazard that is present in and around the site. The RMA consenting process will allow for more time to develop a method to manage the flooding hazard which is integrated with the design of the development.</p> <p>Another reason why the RMA consenting process could be more appropriate is in terms of the perceived level of involvement from members of the public towards a regionally significant development, which could create a greater sense of place and ownership.</p> <p>Despite the above, as has been outlined above, fast-tracking is considered to be an appropriate option, not only due to the economic benefits, but also for the improved efficiency of a currently underutilised site, and the social and community building opportunities around a new town Community Court this has the potential to create.</p> 2. <u>What reports and assessments would normally be required by the council for a project of this nature in this area?</u> <p>Listed above.</p>

3. Does the applicant, or a company owned by the applicant, have any environmental regulatory compliance history in your city?

No, as above.

4. The project site is located at the low point of a valley. Do you anticipate any adverse effects associated with flooding risk arising from the project?

The following comments has been received from Wellington Water Limited in relation to the flooding risk:

- Any development shall not increase the predicted flood levels.
- Any development shall fully mitigate any additional runoff from this site. It is noted that the site is largely impervious so probably no chance of this but any betterment is desirable.
- Any flood storage areas displaced by filling of the site or building should be mitigated by way of storage on site for all flows up to 100-year return period with climate change.
- Overland flows shall not be obstructed and any modifications to the existing overland flowpath should ensure that the flood levels are not increased, and the paths have sufficient capacity to carry flows up to 100yr storm event with climate change.

The flooding risk was identified at the beginning of the process, and the applicant has been liaising with Wellington Water Limited. The level of effects will depend on the extent and suitability of stormwater management design. Detailed design is yet to be undertaken, and investigations have been high-level thus far.

It is understood that the development will be designed to address the flooding risk.

With the above in mind, it is reiterated that a requirement for the flood management/mitigation methods is to be approved by Wellington Water Limited prior to construction, is included.

5. The project proposes road closure of the existing 'paper road' (Gothic and Hawea Streets), which runs into the project site from Broderick Road. Please provide comment on this matter.

The road stopping would need to be completed under the LGA 74 and would be contingent on Council approval and a public notice requirement.

The biggest risk is the uncertainty around the road stopping process as it needs to go through public consultation and could end up in the Environment Court. WCC is working closely with GWRC throughout this process in order to ensure positive outcomes from a public transport perspective. WCC is anticipating to have some concept designs from Stride by April which can then be reviewed and further comments provided.

However, it is noted that Stage 1 of the development is not contingent on securing/stopping the two roads from WCC. The acquisition of the roads is understood to be only required for the future stage(s) which are not included as part of this application.

6. Please provide comment on the capacity of existing utility and three-waters infrastructure to service the project, and/or any adverse effects that the project may have on this existing infrastructure.

As part of initial discussions with Wellington Water Limited, no immediate concerns regarding capacity of existing three-waters infrastructure were raised.

In relation to flooding/stormwater, Wellington Water Limited have provided the following comments:

	<ul style="list-style-type: none"> - Stormwater runoff from traffic areas shall be treated priority to discharge to the stormwater network - All existing public three waters assets if relocated/modified etc needs to meet the council standards and regional standards for water services. - Similarly, any building over water services will need to comply with the building over assets requirements as set out in the relevant guidelines.
Other considerations	<p>The applicant is currently liaising with a number Council officers, with further updates on progress able to be provided.</p> <p>As noted above, WCC has provided design briefs that relate to the civic plaza, greening on the site, and accommodation of public transport on and at the periphery of the site. These design briefs are attached within Appendix A-C of this letter.</p>

Note: All comments, including your name and contact details, will be made available to the public and the applicant either in response to an Official Information Act request or as part of the Ministry's proactive release of information. Please advise if you object to the release of any information contained in your comments, including your name and contact details. You have the right to request access to or to correct any personal information you supply to the Ministry.

Johnsonville Development Framework

Johnsonville Civic Plaza Design Requirements

Wellington City Council

Wellington's streets, laneways, intersections, parks, promenades, squares and waterfront are the public spaces of the city. As a network of individual spaces, they act as the 'glue' that binds the city together. The key principles from the [Council's Public Space Design Policy \(2010\)](#) are:

- To enhance Wellington's sense of place.
- To make the structure of Wellington better understood as a city.
- To improve accessibility for all.
- To improve the diversity of experience for Wellingtonians and visitors.
- To enhance the city's night-time environment.
- To ensure the design of public spaces incorporates elements of sustainability.
- To ensure that public spaces incorporate high-quality design.
- To manage and maintain public spaces effectively.

Specific Design Requirements:

The following guidelines set out what Wellington City Council considers as a desirable outcome within the Johnsonville Mall Redevelopment project. It must be noted that this requirement applies only to the proposed **civic plaza** along Moorfield Road and exclude the road reserve, pedestrian connections to and from the plaza, and connecting spaces.

Size and shape:

Based on our experience and case studies, we require 900-1000 sqm of well-defined civic plaza. We recommend considering an asymmetrical shape (possibly an elongated triangle/rectangle of 20m to 40-70m). The shape can be optimised to achieve the following:

- Reduced shading on the north facing edges of the plaza
- Welcoming on Moorfield frontage
- Channelling the movement based on desire lines (i.e. from the library to Johnsonville Road)
- Micro-climate considerations such as dominant wind direction

Elements:

The civic plaza will cater for two key goals: **a pause and a movement**. Both need to be considered carefully. While movement and welcoming need to be key to the design, the plaza must facilitate activities like outdoor dining. Other key elements to include are:

- **Greening:** [to be confirmed; Bec/Caitlin]
- **Urban furniture** [it is important that people who wish not to go to the restaurant to be able to enjoy the plaza. Plaza shouldn't be exclusive to the patrons of the adjoining retail premises; it must be usable by any member of the public.]
- **Shelter:** the plaza needs to provide both opportunities and shelter to enjoy **sun** and **shade**. Also, the plaza needs to provide shelter from rain and wind.
- **Materials:** sustainability, durability and maintenance of material should be considered. Avoid using cold and soulless materials and colour pallets as seen in many modern plazas. It is recommended to use bright colours, timber and light colour stone. Creativity and storytelling should lead this process.

Octopus Principle:

Just as important as the edge of a plaza is the way that streets, sidewalks and ground floors of adjacent buildings lead into it. Like the tentacles of an octopus extending into the surrounding neighbourhood, the influence of a good square starts at least a block away. Therefore, the way that **the main body of plaza meets Moorfield from one side and how it leads to other connections to**

east, south and north from other sides. The line of movement needs to be very clear. Also, sightlines from each direction are critical in designing of a good plaza.

Flexible Design:

The use of a plaza should be flexible for the course of the day, week, and year. To respond to these natural fluctuations, flexibility needs to be built in. The plaza needs to be designed in a way that responds to community needs, like **small events, gigs, and outdoor cinema** (specifically considering the pandemic or future challenges). Utilities to facilitate this flexibility are important too (i.e. External tap, drinking fountain, three-phase power etc.).

Inner/Outer Principle:

The civic plaza needs to be designed with different zones. Two key areas to be included in design are outer edges for **dining, movement and window shopping** and inner area, which is the place of **pause, rest or gathering**. A green and furniture buffer can divide the two. However, the plaza and its spatial cohesion should not be fragmented, and it must read as a whole.

Accessibility:

The design of the plaza should consider all people with different abilities or the stage of their life. It needs to cater for young children, parents with prams, older people who may need a place to rest or a place for teenagers to hang out. Accessibility measures should be incorporated into the design from early on, in order to maintain the quality of space (rather than an afterthought or an add-on element). For example, changes in levels should be 'designed-in' where possible rather than separate accessibility ramps being provided.

Cultural Identity:

The design team needs to consult with mana whenua and have a strong cultural narrative for the plaza. **Public art and landscape plan** can significantly add to the cultural values and identity of place and create a sense of belonging, uniqueness, and respect.

Aligned Requirements:

An increase in the quantum of green space in the site is to be achieved through site re-design. This should include provision of high-quality landscaping, greening of existing public spaces and creation of new useable green open space areas. Wellington City Council notes there are deficiencies in terms of open space along Johnsonville Road and would strongly encourage and support a pocket park on this side which could connect through the site to the Plaza along Moorfield Road.

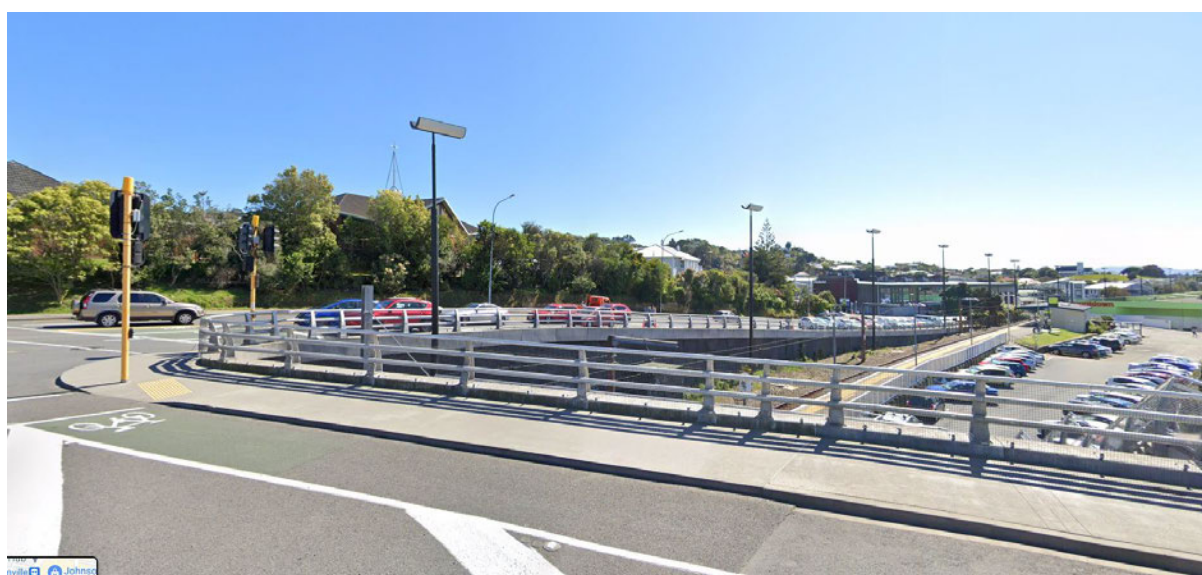
Johnsonville Development Framework

Greening Requirements

Wellington City Council

Minimum requirements in public road corridors

The following guidelines set out what Wellington City Council considers as a desirable outcome along Moorefield Road and Johnsonville Road where they adjoin the mall site and are level with the site (ie elevated areas with retaining walls towards the Moorefield / Broderick intersection are not suitable for tree planting).



Above: Elevated areas along Moorefield Road and Broderick Road: no street trees required

Existing street trees

Where existing street trees (on Council land) are present and in good state of health, the preference is for these trees to be retained and protected.

Where street trees need to be removed, they will need to be replaced and additional trees provided as follows:

- For every tree removed a minimum two replacement trees must be provided.
- Replacement street trees must meet the specifications below for new street trees.

New street trees

Where street trees are not currently present, and subject to the location of vehicular entry/egress points and pedestrian crossings, new street trees should be provided in the public footpath adjoining the development site as follows:

- Trees must be spaced **15m apart** (stem to stem)
- New tree pits are to have a minimum of **4m³** soil volume and have the capacity for shared utility conduits (see WCC Standard Tree Pit Detail, attached).

- New trees should have a minimum stem width (calliper) of 5cm at 1.4m above root flare of **pb95** grade as a minimum.
- Tree pits opening must be **1m²** and be either planted in low growing ground cover or, where footpath space is limited, have flush stone set or metal grate.
- Where the required 15m spacing is not practicable due to site conditions / vehicular accessways, trees can be provided in groups ie with multiple trees spaced around 6m apart.
- Where sufficient footpath space is available, rain gardens (ie tree pits connected together to act as rainwater retention tanks) are a desirable feature.
- Tree species should be selected based on design functionality and taking into account their projected canopy at maturity. Street trees need to have an upright form or grow fast and be trimmed to remain clear of the transport corridor (especially where double-decker buses operate).



Above: Existing group of trees on Johnsonville Road



Above: Existing group of trees on Moorefield Road

Minimum requirements on mall site

The following guidelines set out what Wellington City Council considers as a desirable outcome within the Johnsonville Mall Redevelopment site.

Broderick Road

Footpaths along Broderick Road are generally limited to 2 to 2.5m in width and therefore not currently sufficiently wide to accommodate street trees.

Should new buildings be proposed set back from the footpath, the footpath should be extended and street trees provided at the kerbside as per Johnsonville Road and Moorefield Road.

In those parts of Broderick Road where the mall site is level with the footpath (east of Bould Street), trees should be provided within the mall site along the site boundary, except where buildings line the site boundary. These should be planted in groups ie with multiple trees spaced around 6m apart.

Where surface car parking is proposed, planting along the boundary should include clear stem trees and low-level planting to soften the street edge while maintaining lines of sight within the car parking area to enhance personal safety.

Rain gardens should be considered where practicable.



Above: Existing group of trees on the mall site along Broderick Road.

Civic plaza

The civic plaza must contain standard (clear stem) trees, either singles or in groups, complemented by low level planting. Trees must be provided at a minimum ratio of **1 tree per 100m²** plaza space. Raised planter boxes are acceptable where trees sit over a structure (eg undercroft car park).

New trees should have a minimum stem width (calliper) of 5cm at 1.4m above root flare of **pb95** grade as a minimum.

Streets and pedestrian accessways

Open-air (ie not inside buildings) vehicular and/or pedestrian accessways within the mall site must have standard trees and low level planting, where practicable. Trees must be provided at **10m** interval along internal 'streets' (on both sides) or at a minimum ratio of **1 tree per 100m²** of outdoors pedestrian accessways.

Pocket park on Johnsonville Road

The provision of a pocket park on Johnsonville Road is considered desirable. This should contain trees and/or low level planting at the same ratio as the civic plaza. The same tree specifications apply to both spaces (ie pb95).

The civic plaza and pocket park together must provide **at least 1,000m²** (in total) of publicly accessible open space.

Johnsonville Development Framework

Johnsonville Hub – Long Term Functional Requirements

Wellington City Council

Purpose

WCC have initiated a project around Johnsonville town centre that looks to align the planning and delivery of investments in Johnsonville by local, regional and central governments as well as the private sector and key stakeholders. As part of this Metlink have been tasked look at the future of the train station and bus service hub.

The outcome sought is a solution that supports Johnsonville as great places to live and work that improve wellbeing and provide a sense of community. This will include the opportunity to develop greater intensity and different types of urban development and to deliver a well-functioning area with more housing, services and employment opportunities, transport and amenity.

Geographic scope

The study area will cover the commercial land in Johnsonville town centre and surrounding areas identified for upzoning in the Wellington Spatial Plan. The focus will be mainly on the land close to the Broderick Rd / Moorefield Rd / Johnsonville Rd triangle and large sites where higher densities could be realised.

Long Term Functional Requirements – to 2041

Current demand forecasting by GW indicates that we should be designing for an overall 92% increase in bus demand out to 2041. Major greenfield development that will feed into Johnsonville is occurring in the Upper Stebbings Valley, Glenside West and Lincolnshire Farms areas. While Upper Stebbings and Glenside West are expected to be serviced by extensions to existing bus routes Lincolnshire Farms is likely to require an additional bus route for which terminal and layover capacity needs to be future proofed.

Rail operational requirements

Johnsonville Station provides a single platform within close proximity to nearby bus stops located on Moorefield Road. Access between buses and trains is uncovered and requires crossing Moorefield Road to reach northbound bus stops A and C. Metlink provide 35 park and ride spaces with a further 20 spaces on Moorefield Road. Currently maximum train length on the Johnsonville line is 4 cars.

Current rail plans do not envision any material changes to capacity and frequency on Johnsonville line out to 2031. Beyond the current 10 year LTP planning horizon the operation of 6 car trains would provide a 50% increase in capacity when required,. Kiwirail also have a long term requirement to provide for a second platform at Johnsonville Station which would allow stabling of a second train at Johnsonville enabling an additional train to operate at the peak-of-the-peak which could provide in theory provide for up to a 300% increase over current peak capacity if required.

Long term requirements:

- Second platform.

- Platforms extendable for 6 car Matangi (150m length).
- Minimum shelter requirement 1m² per passenger (60m² current requirement) along with additional space required future ticket vending machines.
- Train crew toilet.

Best practice design would look to integrate bus and train modes into a single facility for customers providing safe, accessible and weather protected connections between us and train services.

Bus operational requirements

Johnsonville bus hub currently consists of three on street bus stops located on Moorefield Road with layover space for three buses. Space for another 2 buses to layover is provided in the mall carpark and on Broderick Road. A double length bus stop on Johnsonville Road provides a further location where one out of service bus can park.

The bus stop located on the Countdown side of Moorefield Road (Stop B) is an interim bus stop arrangement pending the redevelopment of the Mall and is planned to be replaced by two new stops located on Moorefield Road (a new shorter stop B and new stop D replacing current angle parking adjacent to the train station on Moorefield Road).

Current bus stop provision and long term requirements:

Currently space is provided approx 9 buses around Johnsonville triangle through a mixture of service stops and layover locations on Moorefield Road, Broderick Street, Johnsonville Road and within the mall carpark. A high level review of requirements suggests capacity is required for at least 10 buses to provide space for in and out of service buses with this requirement likely to grow to 14 buses by 2041.

Requirement by route	Stop type	2021 stop requirements	Stop requirements 2041
1/19e/60e - Northbound	Through stop – no layover	2 buses (17 buses per hour)	2 buses (33 buses per hour)
1/19e/60e - Southbound	Through stop – no layover	2 buses (15 buses per hour)	2 buses (29 buses per hour)
19 Churton Park	Terminal stop/layover	1 bus (3 buses per hour)	1 buses (6 buses per hour)
22 Northland	Terminal stop/layover	1 bus (2 buses per hour)	1 bus (4 buses per hour)
24 Broadmeadows	Terminal stop/layover	1 bus (6 buses per hour)	1 bus (12 buses per hour)
52/56 Newlands	Terminal stop/layover	1 bus (3 buses per hour)	1 bus (6 buses per hour)
60 Porirua	Terminal stop/layover	1 bus (3 buses per hour)	1 bus (6 buses per hour)
Future Lincolnshire Farms	Terminal stop/layover	N/A	1 bus (4 buses per hour)
Other layover	Layover stop	1 buses	4 buses
Total bus spaces		10	14

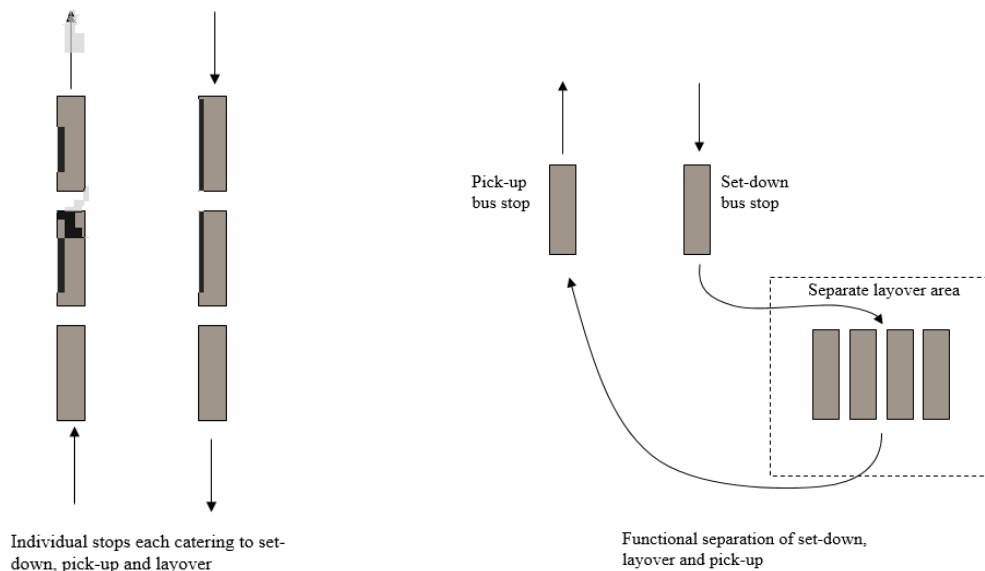
Assumptions: For through stops a 2 bus length stop has capacity for 40 to 60 buses per hour therefore no additional capacity is required out to 2041. For terminal stops if frequency is 10 minutes or greater capacity is required for a second bus which is included as part of 'Other layover'.

Bus layover vs. service stops

Bus layover must be provided to allow bus drivers to take legally required breaks between operating bus services. Both short 10 minute breaks that provide the opportunity to use toilets and longer breaks such as for lunch or between service runs in line with driving regulations. Provision within or in close proximity to a terminal facility supports the efficient and reliable delivery of public transport services. Having to reposition buses and drivers to a separate driver facility adds time and risk of delay on the wider traffic network which make providing services more costly and potentially less reliable.

When configuring a bus terminal facility bus layover can be incorporated with service stops or separately provided.

The two diagrams below highlight the differences in these approaches. The first is commonly used for on-street facilities where bus stops may be dedicated to a route where the bus sets down passengers, takes layover and then picks up passengers all from the same stop. The second alternative approach (as used at Lambton Interchange) allows a more compact facility to be provided for customers, with the layover function separated into a dedicated facility.



Metlink have a preference for the separation of layover with provision on an off-street location a building for drivers to take their prescribed breaks.

Access Requirements

Johnsonville is a focal point for bus and train services in the northern suburbs of Wellington with bus services travelling and through Johnsonville from areas to the north, south, east and west of Johnsonville (figure 1).

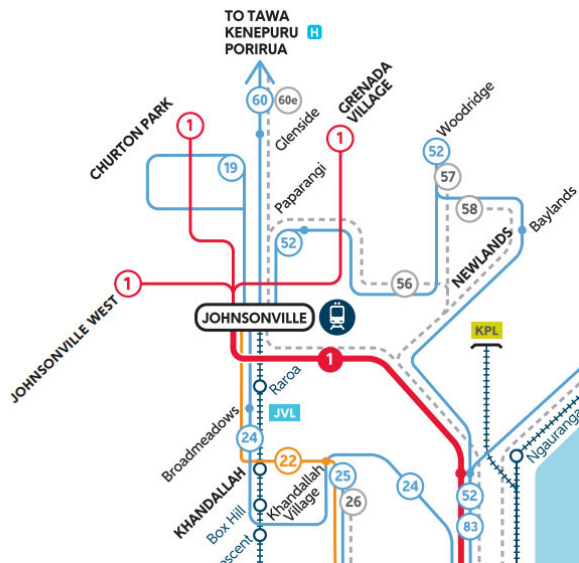


Figure 1 – Bus and train services serving Johnsonville

Buses approach and depart from Johnsonville using the following streets (Figure 2):

- A. Johnsonville Road – Direct services to the city (1, 19e, 60e)
- B. Moorefield Road services to Tawa and Porirua, Churton Park, Newlands and Johnsonville West (1, 52, 56, 60, 60e)
- C. Moorefield Road services to Khandallah, Broadmeadows, Ngaio and Northland (22 and 24).
- D. Selected school bus services use Broderick Road and Frankmore Avenue to access Johnsonville.

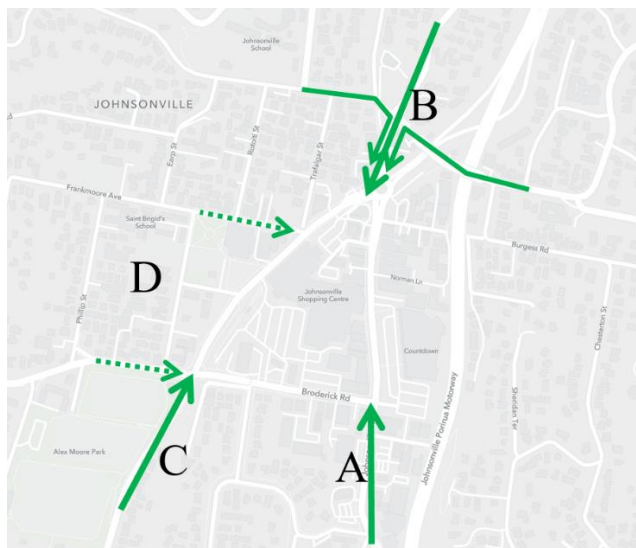


Figure 2: Bus approach routes to and from Johnsonville

For the efficient operation of bus services any future bus interchange needs to provide direct and efficient access for public buses to and from these access corridors. The core north-south spine (route 1) along with commuter services (19e and 60e) travel through Johnsonville via Moorefield Road and Broderick Road.

For peak time public transport to be an attractive option buses need to be able to operate on routes that are direct, intuitive for customers and reliable with a minimum of travel time variability. As well as being unattractive to customer's indirect routes that deviate from customer desire lines or loop

and double back are more costly to provide, requiring more buses and drivers for the same level of capacity, making it less cost effective to provide services.

Therefore a future interchange facility would ideally support efferent access for buses to and through the Johnsonville triangle.

Metlink have a preference to minimise the need for uncontrolled right turn manoeuvres which increases journey times and risk of collision.

Modal separation

When designing a best practice bus terminal facility the movements of in and out of service buses are separated from general traffic, pedestrians and cyclists.

Access for parking, kiss and ride and uber/taxi should as far as feasible be separated from bus operational areas to minimise the opportunity for conflict that can otherwise occur such as when vehicles attempt to pick up and set down using bus stops causing delay and risk of collision for buses.

Metlink have a preference that if locating a facility in a mall carpark for example separate access and circulation should be provide for buses to minimise opportunity for friction and conflict between modes.

Bus turning

Johnsonville is a terminal point for buses from suburbs to the north, south and east of Johnsonville. A critical requirements for the efficient operation of a bus services is the ability to turn buses. Currently this is achieved for buses from the south using the roundabout at the intersection of Johnsonville Road and Moorefield Road. For buses from the north turnaround is currently achieved using the mall carpark and Broderick Road.

Loss of these turnaround facilities will result in the need for buses to circulate on local streets resulting in less efficient and more costly operation of buses, less reliable bus services subject to local traffic congestion, and by using Johnsonville Road run counter the WCC desire to not have buses on the 'Main Street' of Johnsonville.

A best practice bus interchange facility would provide for the internal circulation of buses without the need to circulate on the local street network, minimising contribution to local traffic congestion and supporting the efficient and reliable operation of buses.

Bus fleet

Currently Metlink operate a mixture of medium and large single deck buses, and high capacity double deck buses on Johnsonville services. As a long term requirement infrastructure should be usable by these bus types along with the possible addition of 18m articulated buses with a minimum of reconfiguration (that is this bus type could be accommodated with only minor infrastructure changes such as stop layout, signage and road markings within the footprint of a future facility).

Driver Facilities

Driver facilities are required for bus driver rest breaks. Break facilities generally consist at a minimum of toilet, kitchen and seating area where drivers can take a rest break secure from passenger areas of the interchange facility.

Opportunity exists to consider investigating combined facilities for bus and train drivers at a future integrated interchange.

Specific driver requirements will need to be confirmed with bus and rail operators.

Charging

Metlink is planning to transition to a fully electric bus fleet by 2031. To support this it is expected that major bus interchanges such as at Johnsonville would make provision for the charging of a limited number of out of service buses on breaks between services.

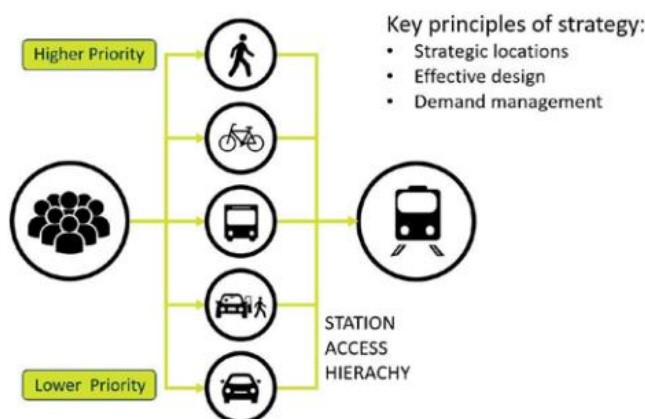
Specific charging requirements to be confirmed.

Station Access

Smarter Connections Strategy

Metlink has a Smarter Connections Strategy as adopted in the Regional Public Transport Plan 2021-2031. The Smarter Connections Strategy is a framework to assist decision makers and officers when considering choices around Park and Ride, and train station access in general. Metlink developed the Smarter Connections Strategy in 2018 to provide clarity about when and where we will invest in Park and Ride facilities, and how we manage Park and Ride as a component of the broader outcome to improve access to public transport.

A key principle for station access is the station access hierarchy which prioritises access by active modes followed by feeder buses, taxis/ride share, kiss and ride, disability parks and finally general parking.



When designing a new or upgraded station we aim to integrate station facilities with local transport networks:

- b. Improve environmental outcomes
- c. Enhance safety, security and amenity for all users
- d. Provide for all access options, including active modes, drop offs and feeder buses in a way that reflects the priorities identified in the station access hierarchy
- e. Ensure flexibility to respond to emerging transport technologies and trends
- f. Support co-location of complementary services and transit oriented design

g. Ensure alignment with future land use plans, and flexibility to respond to future land use changes

h. The station access hierarchy is also applicable to strategic location, in terms of questioning whether Park and Ride is the most efficient investment compared to other access modes.

Following this access hierarchy a future transport interchange at Johnsonville should focus firstly on providing excellent pedestrian access to the town centre and surrounding residential areas. Ideally access to the town centre by public transport will provide an attractive customer experience with good lighting shelter and secure pedestrian connections to the town centre and would be integrated with future mall development to allow direct access to the mall without the need to cross carparks or a feeling of being dropped at the back service entrance of the mall.

Summary of requirements

Bus and Rail

- Co-location of bus and rail facilities with safe, accessible and weather protected connections

Rail Station

- Provides for future second platform.
- Platforms extendable for 6 car Matangi (150m length).
- Minimum shelter requirement 1m² per passenger (60m² current requirement) along with additional space required future ticket vending machines.
- Train crew toilet.

Bus Facility

- Capacity for a minimum of 14 buses for demand out to 2041
- Preference for provision of separate off-street layover with a building for drivers to take their prescribed breaks.
- Direct bus access to and through facility with a minimum of travel time variability
- Separation of bus operations from other modes.
- Provide ability for buses to efficiently turn without the need to loop around the block.
- Provide for current bus fleet single and double deck as well as future proof for articulated buses.
- Provision of driver break facilities
- Provision of charging facilities for buses in dedicated layover areas.

Station Access

- Prioritise station access for pedestrians as the highest priority with provision of park and ride for private vehicles as the lowest priority.
- Integrate access with adjoining land uses (commercial, civic and residential).

From: Hamish Dean s 9(2)(a)
Sent: Tuesday, 29 March 2022 4:44 pm
To: Helen Willis
Cc: Angela Nicholas; Fast Track Consenting; Halley Wiseman
Subject: RE: COVID-19 Recovery (Fast-track Consenting) Act 2020 – further comments sought on referral application – Johnsonville Town Centre Redevelopment

MFE CYBER SECURITY WARNING

This email originated from outside our organisation. Please take extra care when clicking on any links or opening any attachments.

Dear Helen

Further to our original comments dated 15 February 2022, the Ministry has requested the Council to consider a proposed change to Stride Investment Management Limited's referral application for the Johnsonville Town Centre Redevelopment project under the Fast-track Consenting Act 2020.

The applicant has requested that the original 'up to 26m' height proposed for the Project's residential building be revised to 'up to 35 metres' height. No additional plans have been provided to Council in regards to the proposed change in height.

Wellington City Council is preparing a new District Plan (**Proposed District Plan**) which it intends to notify in July 2022. The Proposed District Plan will give effect to the National Policy Statement for Urban Development. A precursor Draft District Plan was issued for community feedback in November 2021. The feedback on the Draft District Plan is currently being considered and will inform the Proposed District Plan.

In the Draft District Plan, the Stride site in Johnsonville is zoned "Metropolitan Centre" and has a maximum building height of 27m. The zone is a key area for growth and intensification. The plan anticipates and enables building heights beyond 27m, subject to the development contributing to positive community outcomes defined as "City Outcomes Contribution". These comprise five factors (provision of public space and amenity; universal accessibility; sustainability and resilience; housing affordability; and urban design quality) which influence a larger development's quality, the level of amenity offered by the city's public environment, and the public's enjoyment of it.

While the Proposed District Plan has yet to be finalised and notified to the community for feedback, it is expected to continue facilitating the delivery of higher density mixed-use development in the Johnsonville Metropolitan Centre, including at the scale requested by Stride at present. This would include a pathway for consenting buildings above the maximum height.

Until notification of the Draft District Plan, the Operative District Plan anticipates buildings up to a maximum of 24m as discretionary activity (restricted) with the discretion limited to the effect of height on:

- design, external appearance and siting
- the amenity of adjoining properties
- sunlight access to streets, public space, or residential buildings in Residential Areas
- the character of the surrounding streetscape, including the form and scale of neighbouring buildings
- the wind environment at ground level

Any buildings above the 24m height control would be considered as a Non-Complying activity under the Operative District Plan.

In summary, while buildings of the scale proposed by Stride are beyond the maximum height anticipated in Johnsonville centre under the Operative District plan, this scale of development is likely to be possible in the

emerging Proposed District Plan and although the proposed height may be shown to have acceptable environmental impacts under the Proposed District Plan, this increase in height is conditioned to wider city outcome contributions by the development that positively improve both communal amenities for residents and public amenities. It is therefore considered crucial to assess the design outcomes in relation to wider context, street interfaces and public spaces and how the building fits in within the future townscape of Johnsonville.

Ngā mihi

Hamish

Hamish Dean

Resource Consents Team Leader | City Consenting and Compliance | Wellington City Council

P s 9(2)(a)

E s 9(2)(a) | **W** [Wellington.govt.nz](https://www.wellington.govt.nz) |

The information contained in this email is privileged and confidential and intended for the addressee only.

If you are not the intended recipient, you are asked to respect that confidentiality and not disclose, copy or make use of its contents.

If received in error you are asked to destroy this email and contact the sender immediately. Your assistance is appreciated.



Comments on applications for referral under the COVID-19 Recovery (Fast-track Consenting) Act 2020

This form is for persons requested by the Minister for the Environment to provide comments on an application to refer a project to an expert consenting panel under the COVID-19 Recovery (Fast-track Consenting) Act 2020.

Organisation providing comment	Wellington Electricity Lines Limited
Contact person (if follow-up is required)	Ray Hardy
	General Manager Asset Management
	s 9(2)(a)

Comment form

Please use the table below to comment on the application.

Project name	Johnsonville Town Centre Redevelopment
General comment	<p>Wellington Electricity Lines Limited (WELL) supports the proposed Project in principle in consideration of the revitalising effect it will have on the Johnsonville CBD.</p> <p>From an electrical distribution and supply perspective, the proposed development will require capacity upgrading to the network, and therefore the basis of WELL's high-level support is on establishing effective and enduring communication with the Applicant.</p> <p>WELLs primary concern relates to the continued safe and secure supply of electricity to Johnsonville communities and businesses, as well as to ensure this level of supply is maintained both during and post development works.</p>
Other considerations	<p>On the basis of the information made available - WELL agrees for the proposed development being referred to an expert consenting panel so as to enable a detailed assessment of effects of the project. It is through this detailed assessment that the proposal can be more readily assessed from an infrastructure provision effects basis – through which a greater degree of consideration can be directed towards the Project's integration with the local and sub transmission electricity supply network.</p>
[Insert specific requests for comment]	<p>The Minister for the Environment has specifically identified WELL and sought comment about the Project and the capacity of existing infrastructure to service the Project.</p> <p>Based upon this request WELL provide the following high-level written comments.</p> <p>The Project (Stage 1) brief has been reviewed to which WELL has identified that capacity upgrading to the electricity distribution network will be required as a consequence of identified load growth. More specifically - <i>a new 11kV feeder will likely be required.</i></p> <p>With all such linear infrastructure development, being well informed from the initial design stage of the Project is critical to WELL; hence – as an effected party, a mechanism for early and enduring consultation between the Applicant and WELL will need to be firmly in place as a component of any recommendation or decision made by the expert consenting panel.</p> <p>Matters requiring particular consideration consist of (but not necessarily limited to) property and consenting timeframes for a potential new feeder; advanced notification to WELL for construction</p>

	<p>enabling works; recognised developer obligations (costs) associated with any reconfiguring of the existing local network; coordination with other network utility operators (i.e., for the co-location of assets); design input into the location and integration of electrical assets (i.e., transformers, cables, lighting etc.); provision of any new easements; and, timing of the proposed construction works for scheduling purposes.</p> <p>WELL supports in principle the staged revitalisation of the Johnsonville town centre as presented by the Project. This support is tempered to the degree that the development will increase load growth sufficiently enough such that upgrades to the electricity supply's sub transmission network will be required.</p> <p>In response to the query by the Minister – <i>whether the capacity of existing infrastructure is adequate to service the project</i> – it is WELL's opinion that the <i>existing</i> infrastructure is not adequate to service the Project; consequently upgrading will be required.</p> <p>WELL seek that the Applicant effectively engages with them in regard to pre-design and construction management elements of the Project. WELL additionally seek, through the expert panel's assessment of the proposal, that robust mechanisms are put in place (such as conditions) to the effect that WELL is appropriately involved with the proposal so as to ensure that continuity of safe and secure electricity supply is maintained throughout the Project's development.</p>
--	--

Note: All comments, including your name and contact details, will be made available to the public and the applicant either in response to an Official Information Act request or as part of the Ministry's proactive release of information. Please advise if you object to the release of any information contained in your comments, including your name and contact details. You have the right to request access to or to correct any personal information you supply to the Ministry.

Samantha Maxwell

From: Ray Hardy s 9(2)(a)
Sent: Friday, 18 March 2022 12:50 pm
To: Fast Track Consenting
Subject: RE: [COMMERCIAL]Further consultation on Johnsonville Town Centre - comments due end of day Friday 25 March

MFE CYBER SECURITY WARNING

This email originated from outside our organisation. Please take extra care when clicking on any links or opening any attachments.

No further comment from WELL. There is no substantive change for us

regards

Ray Hardy - IISC
General Manager Asset Management
Wellington Electricity

M s 9(2)(a) **DDI** s 9(2)(a) **T** s 9(2)(a) **F** s 9(2)(a) **W** www.iisc.co.nz
85 The Esplanade, Petone, PO Box 39341, Lower Hutt 5045, New Zealand

This email and any attachments are confidential International Infrastructure Services Company Limited (NZ Branch) and may be subject to legal privilege or copyright. If you have received this email in error, please advise the sender immediately and delete the email and any attachments from your system. If you are not the intended recipient, you must not use, distribute, amend, copy or rely on this email or any attachments. Emails are not secure. They can be intercepted, amended, lost or destroyed and may contain errors or viruses. If you communicate with International Infrastructure Services Company Limited (NZ Branch) by email, you are taken to accept these risks. Any views expressed in this email are those of the individual sender, except where the message states otherwise and the sender is authorised to state them to be the views of International Infrastructure Services Company Limited (NZ Branch)

From: Fast Track Consenting <fasttrackconsenting@mfe.govt.nz>
Sent: Friday, 18 March 2022 11:18 am
To: Ray Hardy s 9(2)(a)
Cc: Fast Track Consenting <fasttrackconsenting@mfe.govt.nz>; Fast Track Consenting <fasttrackconsenting@mfe.govt.nz>
Subject: [COMMERCIAL]Further consultation on Johnsonville Town Centre - comments due end of day Friday 25 March

Hi Ray,

Please see attached a letter seeking further comment on information received from the Johnsonville Town Centre applicant (also attached).

Many thanks

Maggie

Maggie Vickers
(Acting) Team Leader /Kaiarataki Rōpū - Fast Track Consenting

Ministry for the Environment | Manatū Mō Te Taiao

Ph s 9(2)(a) | fasttrackconsenting@mfe.govt.nz | mfe.govt.nz

This email account is monitored by several members of the team, to ensure responses are managed in a timely manner.



If you have a complaint, please let us know in order to access our free complaints process. If we cannot resolve your complaint, you can contact Utilities Disputes on 0800 22 33 40 or go to www.utilitiesdisputes.co.nz. Utilities Disputes is a free and independent service for resolving complaints about utilities providers.

Comments on applications for referral under the COVID-19 Recovery (Fast-track Consenting) Act 2020

This form is for persons requested by the Minister for the Environment to provide comments on an application to refer a project to an expert consenting panel under the COVID-19 Recovery (Fast-track Consenting) Act 2020.

Organisation providing comment	Wellington Water Ltd
Contact person (if follow-up is required)	Paul Gardiner s 9(2)(a)
	Mohammed Hassan s 9(2)(a)
	Click or tap here to enter text.

Comment form

Please use the table below to comment on the application.

Project name	Johnsonville Town Centre Redevelopment
General comment	No comment
Other considerations	s.19. There is potential for significant adverse effects from natural hazards – flooding if not managed appropriately.
[Insert specific requests for comment]	See attached.

Note: All comments, including your name and contact details, will be made available to the public and the applicant either in response to an Official Information Act request or as part of the Ministry's proactive release of information. Please advise if you object to the release of any information contained in your comments, including your name and contact details. You have the right to request access to or to correct any personal information you supply to the Ministry.

From: s 9(2)(a)
To: [Fast Track Consenting](#); s 9(2)(a)
Cc: s 9(2)(a)
Subject: RE: [COMMERCIAL]COVID-19 Recovery (Fast-Track Consenting) Act 2020 – Johnsonville Town Centre Redevelopment
Date: Friday, 4 February 2022 10:14:37 am
Attachments: [image012.png](#)
[image013.png](#)
[image014.png](#)
[image015.png](#)
[image016.png](#)
[image001.png](#)
[image002.png](#)
[Johnsonville Mall Redevelopment.docx](#)

MFE CYBER SECURITY WARNING

This email originated from outside our organisation. Please take extra care when clicking on any links or opening any attachments.

Hi Maggie,

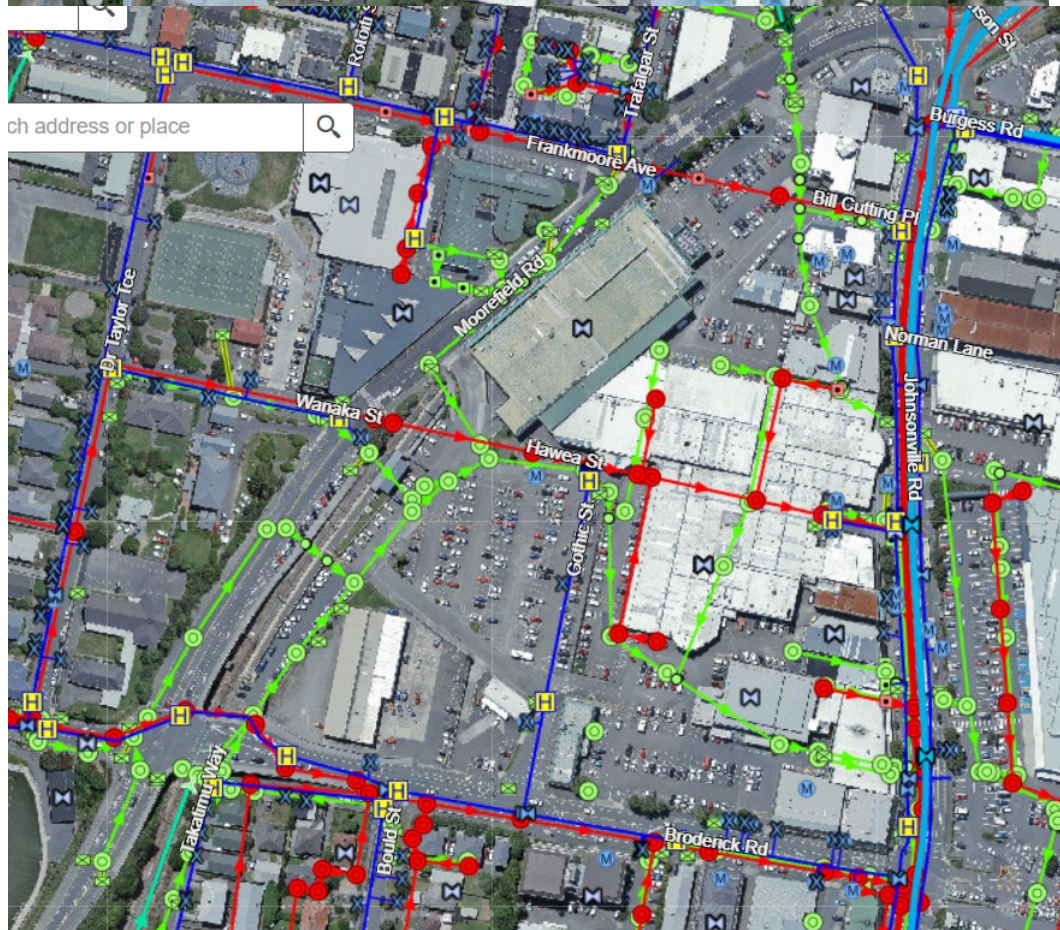
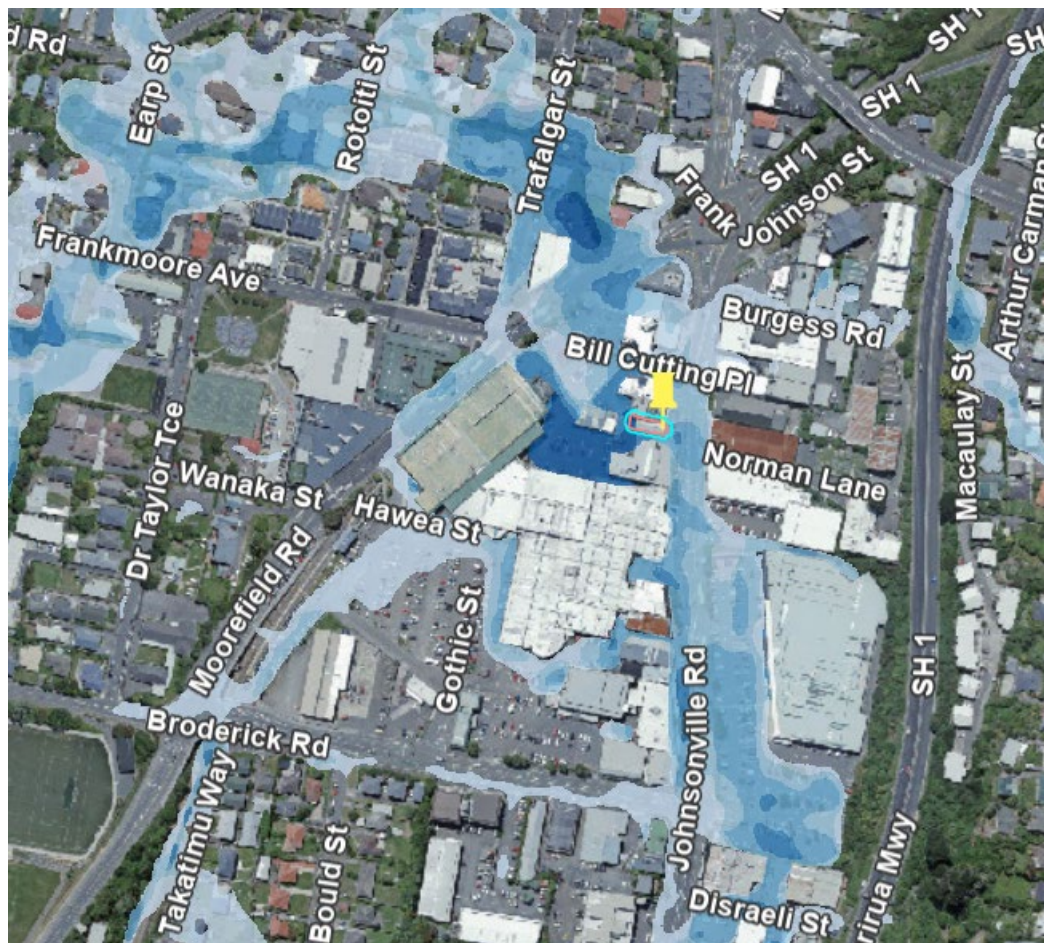
Please find our comments as sought by the minister (attached and below).

Kind regards,
Paul

The Johnsonville Mall site is subject to flooding is a landlocked area and a copy of the flood map is attached as below. This site is prone to flooding especially in the northern half and has an overland flowpath both on east of Moorefield Road and along Johnsonville Road. The minimum recommended floor for habitable floors is 140.4m aMSL. Wellington Water's main concerns are:

1. Any development does increase the predicted flood levels.
2. Any development fully mitigates any additional runoff from this site. I do note that the site is largely impervious so probably no chance of this but any betterment is desirable.
3. Any flood storage areas displaced by filling of the site or building should be mitigated by way of storage on site for all flows up to 100year return period with climate change.
4. Overland flows shall not be obstructed and any modifications to the existing overland flowpath should ensure that the flood level are not increased and the paths have sufficient capacity to carry flows up to 100yr storm event with climate change.
5. All roof materials shall not be non-galvanised . They should be either painted or of material that does not impact water quality
6. Stormwater runoff from traffic areas shall be treated priority to discharge to the stormwater network..
7. All existing public three waters assets if relocated/modified etc needs to meet the council standards and regional standards for water services.
8. Similarly any building over water services will need to comply with the building over assets requirements as Setout in the RSWS 3.8 Building in close proximity to public pipelines
[Wellington-Water-Regional-Standard-for-Water-Services-v3.0-December-2021.pdf](#)
[\(wellingtonwater.co.nz\)](#)

The options to reduce flood impacts should be developed and agreed to with Wellington Water.



Property Assessment for 24 Johnsonville Road, Johnsonville, Wellington

Property Recommendation - Use recommended floor levels provided

Recommended levels are provided below - this includes either a recommended floor level or a floor height. It is up to the applicant to choose whichever method suits them better. Minimum floor height/level provided is quoted to the underside of the concrete slab or floor timber joist.

<i>Flooding Status</i>	<i>Potential flood hazard (>50 mm)</i>
<i>Recommended Minimum Floor Level, including freeboard (m aMSL)</i>	<i>140.4</i>
<i>Recommended Minimum Floor Height, including freeboard (m)</i>	<i>1.4</i>
<i>Freeboard (m)</i>	<i>0.2</i>
<i>Potential Overland Flowpath Constraint</i>	<i>The site is sitting on top of a potential secondary flow path. We recommend that the development is made on piles with care taken to avoid obstruction of flow with cladding.</i>

Flooding Details

<i>Maximum Depth (m)</i>	<i>1.2</i>
<i>Minimum Depth (m)</i>	<i>1.1</i>
<i>Maximum Water Level (m aMSL)</i>	<i>140.2</i>
<i>Minimum Water Level (m aMSL)</i>	<i>140.2</i>
<i>Maximum Speed (m/s)</i>	<i>1.1</i>
<i>Minimum Speed (m/s)</i>	<i>0.2</i>

Model Information

<i>Model</i>	<i>Johnsonville/Newlands</i>
<i>Vertical Datum</i>	<i>1953 Wellington City Datum</i>
<i>Software</i>	<i>Infoworks ICM</i>
<i>Seawater Level</i>	<i>2.1m aMSL</i>
<i>Status</i>	<i>Validated</i>
<i>Model Run</i>	<i>100 year ARI + Climate Change (assuming 2.1 C temperature increase)</i>
<i>Last updated</i>	<i>16 Dec 21</i>

Disclaimer

Hazard Classification and Flood Depth data is derived from Wellington Water models. Mapped

flooding information may not be survey-accurate, and is bound by the model assumptions and limitations. Care should be taken that information is verified as part of any flood risk analysis, concept or detail design.

Further Information

If you would benefit from further detailed assessment, or need clarification on the advice provided, please contact Wellington Water at Land.Development@wellingtonwater.co.nz. Ensure you have included development details and the site location/address

Paul Gardiner ([he/him](#)) **Manager (RMA, Consents and Environment)**



Tel **s 9(2)(a)** DDI **s 9(2)(a)** Mob **s 9(2)(a)**

Private Bag 39804, Wellington Mail Centre 5045
Level 4, IBM House, 25 Victoria Street, Petone, Lower Hutt

www.wellingtonwater.co.nz



Wellington Water is owned by the Hutt, Porirua, Upper Hutt and Wellington city councils, South Wairarapa District Council and Greater Wellington Regional Council. We manage their drinking water, wastewater and stormwater services.

From: Fast Track Consenting <fasttrackconsenting@mfe.govt.nz>

Sent: Monday, 31 January 2022 3:16 pm

To: Colin Crampton **s 9(2)(a)**; Paul Gardiner
s 9(2)(a)

Cc: Fast Track Consenting <fasttrackconsenting@mfe.govt.nz>

Subject: FW: [COMMERCIAL]COVID-19 Recovery (Fast-Track Consenting) Act 2020 – Johnsonville Town Centre Redevelopment

Apologies for resending email. We had some issues getting emails out to externals on Wednesday and Thursday, with some getting through and others not.



Samantha Maxwell

From: Paul Gardiner s 9(2)(a)
Sent: Thursday, 24 March 2022 3:57 pm
To: Fast Track Consenting
Subject: FW: [COMMERCIAL]Further consultation on Johnsonville Town Centre - comments due end of day Friday 25 March

MFE CYBER SECURITY WARNING

This email originated from outside our organisation. Please take extra care when clicking on any links or opening any attachments.

Kia ora Maggie –

Thanks for taking my call just now. Please see our further comments below.

Paul

From: Olena Chan s 9(2)(a)
Sent: Monday, 21 March 2022 6:27 pm
To: Mohammed Hassan s 9(2)(a); Paul Gardiner
s 9(2)(a)
Cc: Katrina Murison s 9(2)(a); Land Development
<Land.Development@wellingtonwater.co.nz>
Subject: RE: [COMMERCIAL]Further consultation on Johnsonville Town Centre - comments due end of day Friday 25 March

Thanks Mohammed and Paul.

Paul, I suggest we go back relatively quickly to request further information on:

- The applicant's assessment of effects (AEE) of the change proposal – particularly for demand for 3-W services drinking and wastewater.
- Further information is need to understand the 3-W servicing demands, for example, the number of residential units, and/or any commercial or other use (if relevant)

Can someone confirm the difference in height is? What is the current proposed height? The letter from the applicant is light on info (snip below).

Nga Mihi
Olena

Kia ora Helen

Thank you again for taking the time to consider this request.

I confirm that Stride requests an amendment to the referral application to provide for the residential building to be up to 35 metres in height. We understand that the Minister will seek an additional 10-day consultation period on the basis of the amended wording, and that this invitation to comment will be sent to all parties who were previously invited to comment under section 21 of the FTCA.

Please let us know if there is any further information that we can provide to assist your briefing to the Minister.

Ngā mihi
Bianca

From: Mohammed Hassan s 9(2)(a)
Sent: Monday, 21 March 2022 5:46 pm
To: Paul Gardiner s 9(2)(a)
Cc: Katrina Murison s 9(2)(a); Olena Chan s 9(2)(a)
Land Development <Land.Development@wellingtonwater.co.nz>
Subject: RE: [COMMERCIAL]Further consultation on Johnsonville Town Centre - comments due end of day Friday 25 March

Hi Paul

I can confirm there won't be any change in the requirements for stormwater. However the additional population will have an impact on water supply and wastewater so we will need your revised population estimate to assess the impacts and requirements.

Regards

Mohammed Hassan Team Leader Land Development Consenting



s 9(2)(a)
Private Bag 39804, Wellington Mail Centre 5045
Level 4, IBM House, 25 Victoria Street, Petone, Lower Hutt
www.wellingtonwater.co.nz

Wellington Water is owned by the Hutt, Porirua, Upper Hutt and Wellington city councils and Greater Wellington Regional Council.
We manage their drinking water, wastewater and stormwater services.

From: Paul Gardiner s 9(2)(a)
Sent: Monday, 21 March 2022 5:40 pm
To: Mohammed Hassan s 9(2)(a)
Cc: Katrina Murison s 9(2)(a); Olena Chan s 9(2)(a)
Subject: FW: [COMMERCIAL]Further consultation on Johnsonville Town Centre - comments due end of day Friday 25 March

Hi Mohammed,

There is a small change to the proposal – the want buildings up to 35m in height. I don't think this should impact our concerns around flooding, but it would be great if you could confirm?

Thanks,
Paul

From: Fast Track Consenting <fasttrackconsenting@mfe.govt.nz>
Sent: Friday, 18 March 2022 11:19 am
To: Colin Crampton s 9(2)(a); Paul Gardiner
<s 9(2)(a)>
Cc: Fast Track Consenting <fasttrackconsenting@mfe.govt.nz>; Fast Track Consenting
<fasttrackconsenting@mfe.govt.nz>

Subject: [COMMERCIAL]Further consultation on Johnsonville Town Centre - comments due end of day Friday 25 March

Hi Colin,

Please see attached a letter seeking further comment on information received from the Johnsonville Town Centre applicant (also attached).

Many thanks

Maggie

Maggie Vickers

(Acting) Team Leader /Kaiaataki Rōpū - Fast Track Consenting

Ministry for the Environment | Manatū Mō Te Taiao

Ph s 9(2)(a) | fasttrackconsenting@mfe.govt.nz | mfe.govt.nz

This email account is monitored by several members of the team, to ensure responses are managed in a timely manner.



**A flourishing environment
for every generation.**
He taiao tōnui mō ngā
reanga katoa.

