

Stephen Harte

From: Steve Lewis <Steve.Lewis@strideproperty.co.nz>
Sent: Friday, 7 October 2016 11:20 a.m.
To: Stephen Harte; Karen Killick
Subject: RE: Updated Johnsonville plans

Hi Stephen.

We agree with your suggestions below, ie:

- We agree to note in the LEA that design of the waiting area/shelter is to be further detailed to provide glazed returns /more weather protection.
- We accept full cost of extending the road improvements to the south of your site (ie we remove the cap of \$100k, which we previously discuss).

Please now put the LEA to your Executive Leadership Team ASAP for ratification.

thanks

Steve Lewis
National Manager
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From: Stephen Harte [<mailto:Stephen.Harte@wcc.govt.nz>]
Sent: Thursday, 6 October 2016 5:39 PM
To: Karen Killick <Karen.Killick@strideproperty.co.nz>
Cc: Steve Lewis <Steve.Lewis@strideproperty.co.nz>
Subject: RE: Updated Johnsonville plans

Thanks for providing this additional information. In relation to the amended plans I am happy for you to forward them to the consent processing team as an update/ further information. I am however looking for some enclosure of this space to afford better weather protection. My preference is for this to be shown simply as glazed returns at either end of the shelter at this stage. Alternatively we can leave it at this point but note in our Land Exchange Agreement that this be considered in the detailed design of this space as part of that agreement.

Thank you for clearing up my understanding of the veranda extension at the Traffic Signals on Johnsonville Road. I am satisfied that addresses the need identified at this location.

On the deletion of the eastern carpark ramp off Broderick Road I will ask that that be deleted as a condition so long as both our urban design and transport planning advisors can agree to this.

From here I propose that I put our draft agreement in front of our ELT for endorsement. The last concession in doing so would be to ask you to accept the full cost of extending the road improvements to the south of your site to match the earlier work we carried out rather than cap this at \$100k. This includes the kerblines changes on the West side of the street to accommodate the bus layby outside the proposed new library. I don't expect the work will exceed \$100k but it

makes the package tidier and gives more certainty for pushing your case for full remissions of development contributions.

If you have any further questions please contact me. Thanks.

Stephen Harte

Implementation Manager Network Improvements | Network Development and Implementation | Transport and Waste operations | Wellington City Council

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From: Karen Killick [<mailto:Karen.Killick@strideproperty.co.nz>]
Sent: Wednesday, 5 October 2016 1:14 p.m.
To: Stephen Harte
Cc: Steve Lewis
Subject: RE: Updated Johnsonville plans

Hi Stephen

I have reviewed the Broderick Street access points with TDG and we are comfortable with deleting the eastern most carpark ramp and only have two entries off Broderick Street. My preference at this stage would be for Council to require this as a condition of consent and we confirm that we accept such a condition, rather than us redesigning our plans further. TDG have confirmed that deleting this entry is absolutely fine from an on-road traffic viewpoint however it would trigger us to review the internal carpark circulation around the first Broderick street entry to make sure it was very user friendly. This is a design process we could better undertake during the next phase of design, after we have consent. The condition of consent could simply require the deletion of the eastern-most carpark ramp, and for Stride to submit an updated Broderick Street elevation and carpark circulation plan for urban design and/or traffic approval prior to some milestone like submitting a building consent. I could ask Peter Coop of Urban Perspectives to draft a condition if this approach is acceptable.

Regards

Karen Killick
Development Manager

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From: Karen Killick
Sent: Tuesday, 4 October 2016 10:16 a.m.
To: 'Stephen Harte'
Cc: Steve Lewis
Subject: RE: Updated Johnsonville plans

Hi Stephen

My apologies, I hadn't picked up these comments on your previous email. However in respect of the weather protection at the crossing on Johnsonville Road we did pick up on this after the last pre-app urban design meeting we had at the RCP offices which you attended and the canopy was revised at that time and extended further out in the section adjacent to the crossing. This is already part of the application and you can see it extends very close to the traffic lights. I need to discuss with TDG removing the eastern-most Broderick carpark ramp and I'll come back to you on this soon.

Regards
Karen

From: Stephen Harte [<mailto:Stephen.Harte@wcc.govt.nz>]
Sent: Monday, 3 October 2016 4:16 p.m.
To: Karen Killick
Subject: RE: Updated Johnsonville plans

Thanks for the updated plans. I think these go a long way toward what we were looking for but I will check with my urban design colleagues and come back to you. On the other points of; closing the eastern most driveway to the carpark; weather protection for pedestrians at the crossings: and bus stop on Johnsonville Road what thoughts did you have on these? Thanks.

Stephen Harte

Implementation Manager Network Improvements | Network Development and Implementation | Transport and Waste operations | Wellington City Council

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From: Karen Killick [<mailto:Karen.Killick@strideproperty.co.nz>]
Sent: Monday, 3 October 2016 2:49 p.m.
To: Stephen Harte
Subject: Updated Johnsonville plans

Hi Stephen

Further to your emails to Steve Lewis, we have updated the plans as requested. We now show a right run into Moorefield Road, bus stops on the western side of Moorefield Rd, enlarged tenancy space on the eastern side as well as a set-back bus shelter. However two points to note are:

- We haven't gone as far as enclosing the bus shelter area as a room but it is set back into the building for further protection from the weather. As Steve has previously said we have major safety and security concerns about an enclosed space.
- We haven't widened the pedestrian crossing as shown because it would cut into the bus stop and effectively lose 1 of the 2 stops. The pedestrian crossing as shown is 8m wide and would be a large crossing capable of taking Lambton Quay volumes of people.

If you are happy with this I will have these drawings provided to the consent processing team as an update/ further information to our application.

Regards
Karen Killick
Development Manager

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