

**From:** [Peter Wells](#)  
**To:** [Laura Kellaway](#)  
**Cc:** [Mitchell Davis](#); [Matthew Chote](#); [Polly Larkman](#)  
**Subject:** RE: Snapper Pilot - Johnsonville Line  
**Date:** Tuesday, 15 June 2021 1:19:16 pm  
**Attachments:** [image001.png](#)  
[20210521\\_WRS Validators.pdf](#)  
[AEE WRS validators.pdf](#)

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TO: HERITAGE NEW ZEALAND POUHERE TAONGA – LAURA KELLAWAY  
CC: KIWIRAIL – POLLY LARKMAN  
FM: GREATER WELLINGTON REGIONAL COUNCIL - METLINK

Good day Laura

Please find attached Ian Bowman's Heritage Impact Assessment for the proposed Snapper Validators to be installed at Wellington Railway Station. This should be read in conjunction with the draft consent drawing pack (attached here) and the images (previously shared via WeTransfer).

As per our previous discussions, we are providing this to you, ahead of our formal consent applications to Wellington City Council, for your review and comment.

We note your previous preliminary advice in respect of the proposal, discussed a conditional approval for this Pilot project.

We are able to re-confirm that this Pilot is for a temporary installation of the six (6) validator posts. Any subsequent permanent installation of validator posts would be subject to consultation with HNZPT with respect to size, design, colour, location, numbers and scale and would require new applications to be made to WCC and HNZPT. The outcomes of the Pilot project, and the upcoming appointment of a preferred provider for National Ticketing Solution, will be available to inform this consultation on the future arrangements. In respect of the time frame, we note that the transition to the permanent National Ticketing Solution is planned to occur by December 2022, with full transition completed by March 2023. As such, we would like to request an extension to the proposed end date of December 2022, up to March 2023.

There remains some time pressure on the project, so we would appreciate if you would be able to review these documents and confirm your final position as soon as is practical.

Kind Regards

**Peter Wells**

Project Manager

**Metlink**

**027 223 2271**

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**From:** Laura Kellaway <xxxxxxxx@xxxxxxxx.xxx.xx>  
**Sent:** Thursday, 3 June 2021 5:06 PM  
**To:** Peter Wells <xxxxx.xxxxx@xx.xxxx.xx>  
**Subject:** RE: Snapper Pilot - Johnsonville Line

Hi Peter

I have downloaded the four images- thank you for these.

I am away next week- back on the 15<sup>th</sup>.

Kind regards  
Laura

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**Laura Kellaway** | Conservation Architect | Kaihoahoa Penapena | Central Region | Heritage New Zealand Pouhere Taonga / Te Takiwā o Te Pūtahi a Māui | P O Box 2629 | Level 1, 79 Boulcott St | Wellington 6140 | Ph: (64 4) 471 4895 | Mobile 027 445 3599

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**From:** Peter Wells <[xxxxx.xxxxx@xx.xxxx.xx](mailto:xxxxx.xxxxx@xx.xxxx.xx) >  
**Sent:** Thursday, 3 June 2021 11:05 am  
**To:** Laura Kellaway <[xxxxxxxx@xxxxxxxx.xxx.xx](mailto:xxxxxxxx@xxxxxxxx.xxx.xx) >  
**Cc:** Mitchell Davis <[xxxxxxxx.xxxxx@xx.xxxx.xx](mailto:xxxxxxxx.xxxxx@xx.xxxx.xx) >; Matthew Chote <[xxxxxxxx.xxxxx@xx.xxxx.xx](mailto:xxxxxxxx.xxxxx@xx.xxxx.xx) >; Ian Bowman Architect and Conservator <[xxx@xxxxxxxxxxx.xx.xx](mailto:xxx@xxxxxxxxxxx.xx.xx) >  
**Subject:** RE: Snapper Pilot - Johnsonville Line

Good day Laura

Confirming that I have forwarded updated imaging for the six (6) validators at Wellington Railway Station and proposed colour scheme, via WeTransfer. If you could confirm that you've been able to download and view these please. If not, then I will find an alternative way to forward to you.

Kind Regards

**Peter Wells**

Project Manager

**Metlink**

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**From:** Laura Kellaway <[xxxxxxxx@xxxxxxxx.xxx.xx](mailto:xxxxxxxx@xxxxxxxx.xxx.xx)>

**Sent:** Tuesday, 1 June 2021 2:27 PM

**To:** Peter Wells <[xxxxx.xxxxx@xx.xxxx.xx](mailto:xxxxx.xxxxx@xx.xxxx.xx)>

**Cc:** Mitchell Davis <[xxxxxxxx.xxxxx@xx.xxxx.xx](mailto:xxxxxxxx.xxxxx@xx.xxxx.xx)>; Matthew Chote <[xxxxxxxx.xxxxx@xx.xxxx.xx](mailto:xxxxxxxx.xxxxx@xx.xxxx.xx)>;

Ian Bowman Architect and Conservator <[xxx@xxxxxxxxxxx.xx.xx](mailto:xxx@xxxxxxxxxxx.xx.xx)>

**Subject:** Re: Snapper Pilot - Johnsonville Line

Hi Peter

Thank you for the opportunity to view the ample validator.

As we await the 3d image showing the six validators and also Ian Bowman's heritage assessment the following is the preliminary view of Heritage New Zealand to KiwiRail:

Heritage NZ is generally supportive in principle of a trial process that is contained within the historic platform area.

While there is no revised Conservation Plan Ian Bowman's report confirms that the heritage values of the platform area, spaces and elements is of high value and has a high degree of rarity in line with the Category 1 heritage status of the Railway Station.

It is noted that there is no master plan or development plan for the future of this area that co-ordinates and takes a heritage based approach that supports heritage, modernisation and future uses. The platform area designed in the 1930s has overtime been constrained by more recent additions and closing off of the main gates etc and has a number of intrusive elements. Cumulative change has not been addressed.

There is a concern that long term any introduction of new intrusive elements does not hold or enhance existing heritage values.

There is a strong indication, signalled by the proposed validator project, that there will be increasing numbers of passengers and possible impacts on the station and its platform area. The potential impact of any rapid transport system has it seems to date excluded the

central city railway station. A co-ordinated approach and long term plan, along with the revised Conservation Plan is considered important with any future plans.

The review of the Conservation Plan by KiwiRail is a significant step in helping identify and update heritage values and guidance for all parties.

### **Proposed trial of six validators**

- The installation of the selected six [as per drawing AG03 April 2021] validators are considered intrusive elements within a historic space.
- Inground work is supported as the platform ground materials at these locations are of limited heritage fabric and the inground work can be removed and is reversible.
- No changes are proposed to the building walls or historic elements.
- The six validator units selected are the only option given for the GWR trial. Alternative types are recommended that are smaller in scale and more in keeping with a historic station.
- The proposed locations of six units is based on GWR trial requirements and are not considered in heritage terms to be appropriate in terms of the original design and layout.
- The proposed colour schemes are GWR colours. The heritage recommendation is that any new elements, especially intrusive elements, are in the railway station historic colours and recede in prominence ie dark brown, black.
- It is expected that the Pilot will continue until end of 2022 and that it is a trial, and that at this time or earlier , the Snapper equipment will be replaced with the new vendors equipment and new approvals from Heritage New Zealand and consents will be required to support this.
- Existing validators can be fully removed at the end of the Pilot period and area restored with minimal effort.

Preliminary advice is that support for the current set of six validator trial units ,which fall outside of good heritage practice on a number of criteria, would be dependent on:

- removability and reversibility at the end of the trial
- a time limit of December 2022
- in the interim look at options that are less intrusive in scale, design and colour, and with a more appropriate location that considers the wider platform and ongoing use through the station.
- that a co-ordinated approach and development plan be begun between parties that looks to the most appropriate balance of long term use [based on current predictions] and retaining heritage values in line with the Conservation Plan.

Heritage New Zealand would assume that the final installation of a validator system at the Wellington Railway Station would include a full re-address of the current design, including location, along with consideration of the increased passenger predictations and the overall site design.

If it is possible to reduce the degree of bold colour on the Snapper units this would be appreciated

Kind regards  
Laura

**Laura Kellaway** | Conservation Architect | Kaihoahoa Penapena | Central Region | Heritage New Zealand Pouhere Taonga | P O Box 2629 | Level 1, 79 Boulcott St | Wellington 6140 | |

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**From:** Peter Wells <[xxxxx.xxxxx@xx.xxxx.xx](mailto:xxxxx.xxxxx@xx.xxxx.xx)>  
**Sent:** Tuesday, 25 May 2021 4:12 PM  
**To:** Laura Kellaway <[xxxxxxxxx@xxxxxxxxx.xxx.xx](mailto:xxxxxxxxx@xxxxxxxxx.xxx.xx)>  
**Cc:** Mitchell Davis <[xxxxxxxxx.xxxxx@xx.xxxx.xx](mailto:xxxxxxxxx.xxxxx@xx.xxxx.xx)>; Matthew Chote <[xxxxxxxx.xxxxx@xx.xxxx.xx](mailto:xxxxxxxx.xxxxx@xx.xxxx.xx)>; Ian Bowman Architect and Conservator <[xxx@xxxxxxxxx.xx.xx](mailto:xxx@xxxxxxxxx.xx.xx)>  
**Subject:** Snapper Pilot - Johnsonville Line

Good day Laura

Thank you for taking the time to visit Snappers office today and see the early prototype validator posts.

As discussed briefly, it would be useful for us to have your points of concern provided as initial feedback to us. Noting that these will not necessarily be the final formal comments of Heritage New Zealand.

Thanks

**Peter Wells**

Project Manager

**Metlink**

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