

## Part 2: Future Development

### LONG-TERM VISION

Johnsonville will become the service centre of the northern suburbs and consolidate its status as Wellington City's second largest centre. It will provide a wide range of employment opportunities, quality shopping and leisure experiences and be a great place to live, providing a variety of lifestyle choices.

Johnsonville will become an even better place to visit, with an outstanding choice of shopping and community facilities. It will boast new shops, entertainment and leisure facilities that will make it a destination day and night. Community facilities will be enhanced and linked together in a new community hub. Its excellent transport connections will be brought up to today's standards and better interconnected to benefit residents, businesses, commuters and visitors alike.

Future growth will be unlocked to provide much greater housing choice with apartment living in the town centre and different housing styles in the surrounding area – making Johnsonville an attractive home for young professionals, families and the older generation. The local economy will be also be boosted by the growth of small dynamic companies.

As Johnsonville matures into a multi-functional town centre it will develop its own distinctive identity. Its streets will be reclaimed for the pedestrian and spaces will be provided for the community to meet. The neighbouring residential districts will be visually and physically connected to the core, and links within the town centre itself will be improved. New buildings will celebrate community character and provide a solid foundation for future prosperity.

### KEY GOALS

The Town Centre Plan is about managing change and coordinating public and private investment to achieve the town centre vision. The Town Centre Plan promotes high-quality development with its key goals and action items, in association with the District Plan. The following key goals are proposed to guide future development within and around the town centre.

#### KEY GOAL 1 – FACILITATE AND MANAGE GROWTH

Wellington is continuing to grow, with around 44,000 more people expected by 2031. This will mean a demand for around 24,000 new dwellings, of which over two-thirds will be apartments or townhouses. Johnsonville is one of the city's main centres and has significant opportunities to grow its residential population as well as the number of jobs. Johnsonville's share of the growth over this period is estimated to be around 2500–3000 people, 1300–1700 new dwellings and 3500 new jobs. The challenge is to direct and manage this growth to provide the greatest benefits to the wider community. The current approach would see a

majority of this residential growth accommodated through incremental infill as well as increases in mainly retail jobs. This Town Centre Plan proposes a more integrated approach to managing growth that delivers wider choices, better quality and greater sustainability.

#### KEY GOAL 2 – ENCOURAGE MORE PEOPLE TO LIVE IN AND AROUND THE TOWN CENTRE

Johnsonville and the rest of the northern suburbs currently provide very limited housing choice, dominated by low-density detached houses. This does not fully reflect the diverse lifestyle needs of the community and in particular limits the choices for young professionals/couples and for older people. Research has shown that the majority of future demand in Wellington will be for other forms of housing such as townhouses and apartments. Johnsonville has the potential to provide an attractive location for apartment and townhouse living. As it has for the central city, intensive housing can bring extra vitality and vibrancy to the centre, improve safety, encourage a wider range of facilities and services, improve walkability, increase the viability of public transport and assist in providing more affordable housing choices.

### KEY GOAL 3 – DEVELOP JOHNSONVILLE ROAD AS THE MAIN STREET

Successful town centres often have a focal point based around a street or public space. This is usually where the highest rents are achieved and where pedestrian traffic is the highest. The focus of activity in Johnsonville is along Johnsonville Road, however this key street is compromised by very high traffic volumes (around 25,000 vehicles per day) and by its low urban design quality. The intensity of activity along this street is also reduced by the historical development pattern which has resulted in many single-storey large-footprint buildings with surrounding spaces often used for car parking. Enhancing its role as the main street will help to provide a focal point for the town centre.

### KEY GOAL 4 – IMPROVE DESIGN AND SENSE OF PLACE

Wellington's success as a city is closely related to its strong sense of place and quality of urban design – it is important that this is carried through to Johnsonville. The existing buildings and spaces in the town centre are at best unremarkable and at worst of a very low quality. There is little to distinguish the place as distinctly Johnsonville. Key elements will include ensuring high standards of urban design, celebrating heritage, building a unique sense of place and encouraging environmentally sustainable building design.

### KEY GOAL 5 – A FULL RANGE OF TOWN CENTRE FUNCTIONS

Mature town centres typically have a wide range of shops, entertainment and recreational facilities, a thriving night-time economy, and a well-defined civic function. Retail is already well represented in the town centre, however there is potential to increase the range of shops, services and other facilities and make it more than just a place to shop.

### KEY GOAL 6 – RETAIN A COMPACT TOWN CENTRE

A compact urban form has significant advantages in terms of public transport efficiency, walkability, energy-use, greenhouse-gas emissions and the ability to create a vibrant centre. Johnsonville town centre is already compact and easily walkable, and it is important that future development and any changes to road layouts are designed to maintain and enhance this, including locating major activities within the existing town centre.

### KEY GOAL 7 – MAXIMISE THE POTENTIAL OF THE PUBLIC TRANSPORT SYSTEMS

To justify investment in new heavy-rail infrastructure, population densities of over 40 dwellings per hectare are usually necessary. Johnsonville is currently about one-third of this density, so it is fortunate to have such excellent access to both rail and bus public transport systems. The rail line provides a direct link to Wellington Rail Station and a range of bus services provide access to and from the central city and the rest of the northern suburbs. Some improvements are proposed to these services to enhance service, but there is also a need to provide better integration between the different transport systems. The redevelopment of the town centre provides a unique opportunity to better utilise the investment in this transport infrastructure by increasing the population catchment around the rail station and by building public transport usage into the design of new facilities.

### KEY GOAL 8 – MANAGING TRAFFIC

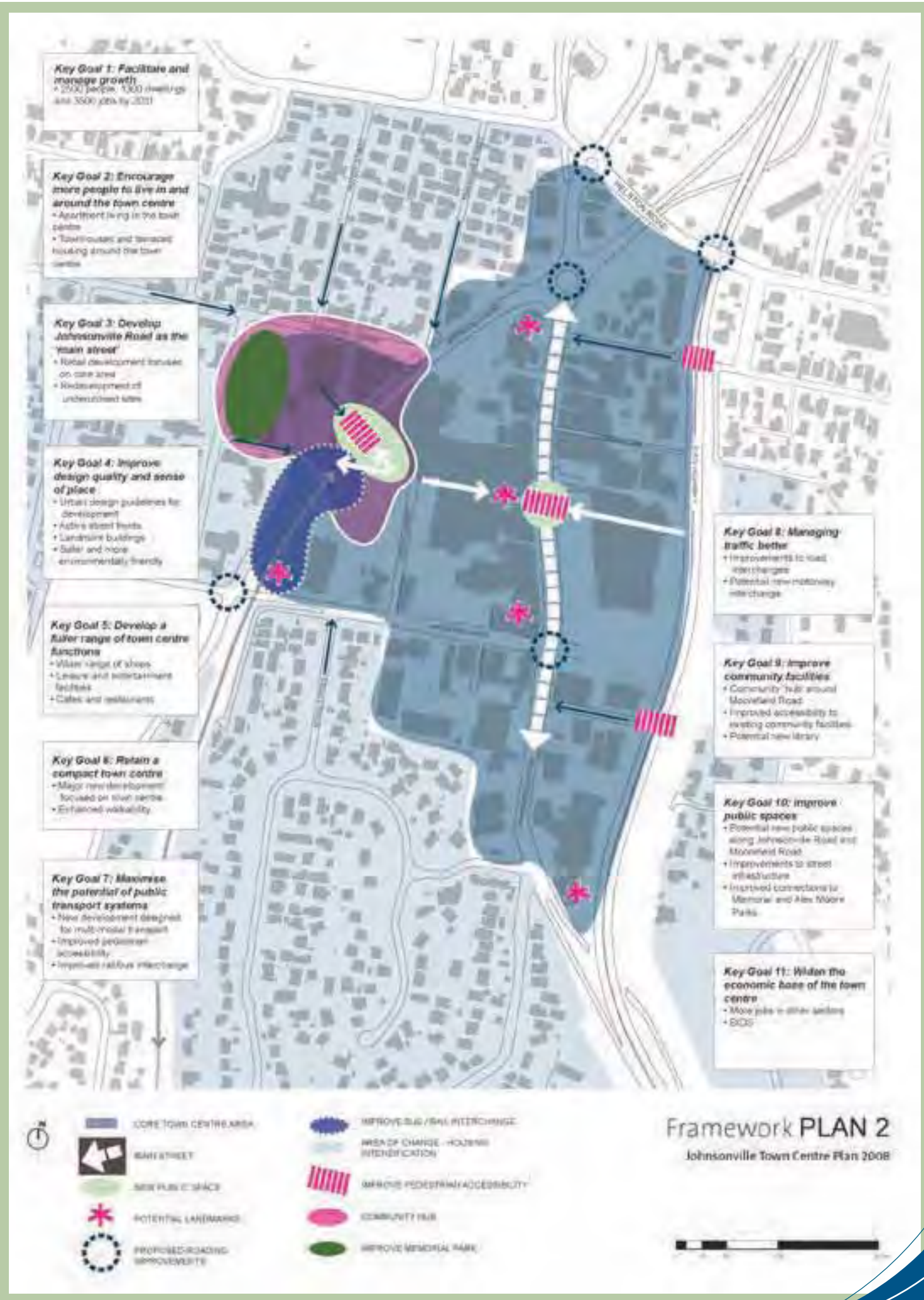
Much of Johnsonville's growth over the last 50 years has been designed for the private car, despite the excellent access to public transport. Traffic volumes in the town centre are high and several key intersections are at capacity. Improvements may be needed to upgrade capacity at key points to allow for future growth in the town centre and surrounding areas. Parking also needs to be carefully managed to support town centre activities while not encouraging unrestrained vehicle use. Alternative solutions to direct through traffic away from Johnsonville Road may have to be explored.

### KEY GOAL 9 – IMPROVE COMMUNITY FACILITIES

Locating quality community facilities in accessible and integrated locations will add to the overall vibrancy of the town centre, encourage walking, assist in making multi-purpose trips viable and provide for more cost-effective service delivery.

### KEY GOAL 10 – IMPROVE PUBLIC SPACES

Public spaces provide focal points for community interaction as well as places for people to relax and for recreation. They often form an important component of a city's sense of place and are the stage for important public and civic events. Johnsonville lacks a town square or public space in an accessible central location and public space on many streets is often compromised by high vehicle use.





**KEY GOAL 11 – WIDEN THE ECONOMIC BASE OF THE TOWN CENTRE**

The northern suburbs have an imbalance between people and jobs. This results in large numbers of commuters and consequential transport congestion and adverse impacts on the environment and health. It is important that residential growth is more than matched by job growth in the local area. Redevelopment of some of the retail areas will provide more jobs but, for a more sustainable local economy, jobs in a wider range of sectors are necessary. This will reduce risk in any economic downturn and maximise the growth in job creation.



**SUBURBAN CENTRE**

**APPROACH**

Johnsonville is a well-established shopping destination for northern suburbs residents. It has a large number of loyal customers, with consultation revealing that approximately 57% of people visit Johnsonville four or more times a week for shopping.

Johnsonville serves several surrounding suburbs as a sub-regional centre, as defined in the centres policy (2008). A sub-regional centre functions as a primary place to shop and a location for employment growth, and has a wide range of facilities and services.

Currently the mix of activities is limited, with few opportunities for eating and drinking, recreation or night-time activities in the town centre. The total building floor area for all land uses in the Johnsonville town centre totals about 74,000 square metres. Existing land uses include:

Commercial (including retail, restaurants and cafes, services, offices)	55,830 sq m, approx.
Light industrial and transport (including service stations, vehicle repair services, storage)	10,500 sq m, approx.
Community services (including community centre, police and fire stations, clubs and library)	3,325 sq m, approx.
Utility	660 sq m
Residential	20 housing units, approx.

The Johnsonville Mall is currently about 8740 sq m and the Countdown supermarket is 4820 sq m. The mall and adjacent uses share about 500 parking spaces in the central triangle block.

There is potential for significant retail redevelopment and intensification in Johnsonville. In particular, the owners of the Johnsonville Mall have advanced plans to significantly expand the number of shops and to develop additional land for other related uses. In addition, other sites within the town centre are subject to change pressure. Such sites have high potential for change because of location, use, size, building age, and/or interest from landowners. They include under-utilised sites with large parking areas, sites at entry points into the town centre, single residential uses, and sites that could be redeveloped with the vision of a pedestrian-oriented town centre.

The capacity for redevelopment is high given a number of large sites, totalling around 400,000 sq m of floor area if all sites were developed fully with three storeys. However, only a proportion of these sites will be redeveloped over the next 20 years.

The vision in this Town Centre Plan is to promote the physical and economic redevelopment of the retail core, through the creation of a pedestrian-oriented retail and mixed use centre.

District Plan changes to the Suburban Centre zone may allow increased intensity at key points including along the main street of Johnsonville Road. Changes to the Suburban Centre zone boundary may allow flexibility around the proposed community services hub, and more viable redevelopment sites to increase the quality and amenity in the town centre.

**ACTIONS**

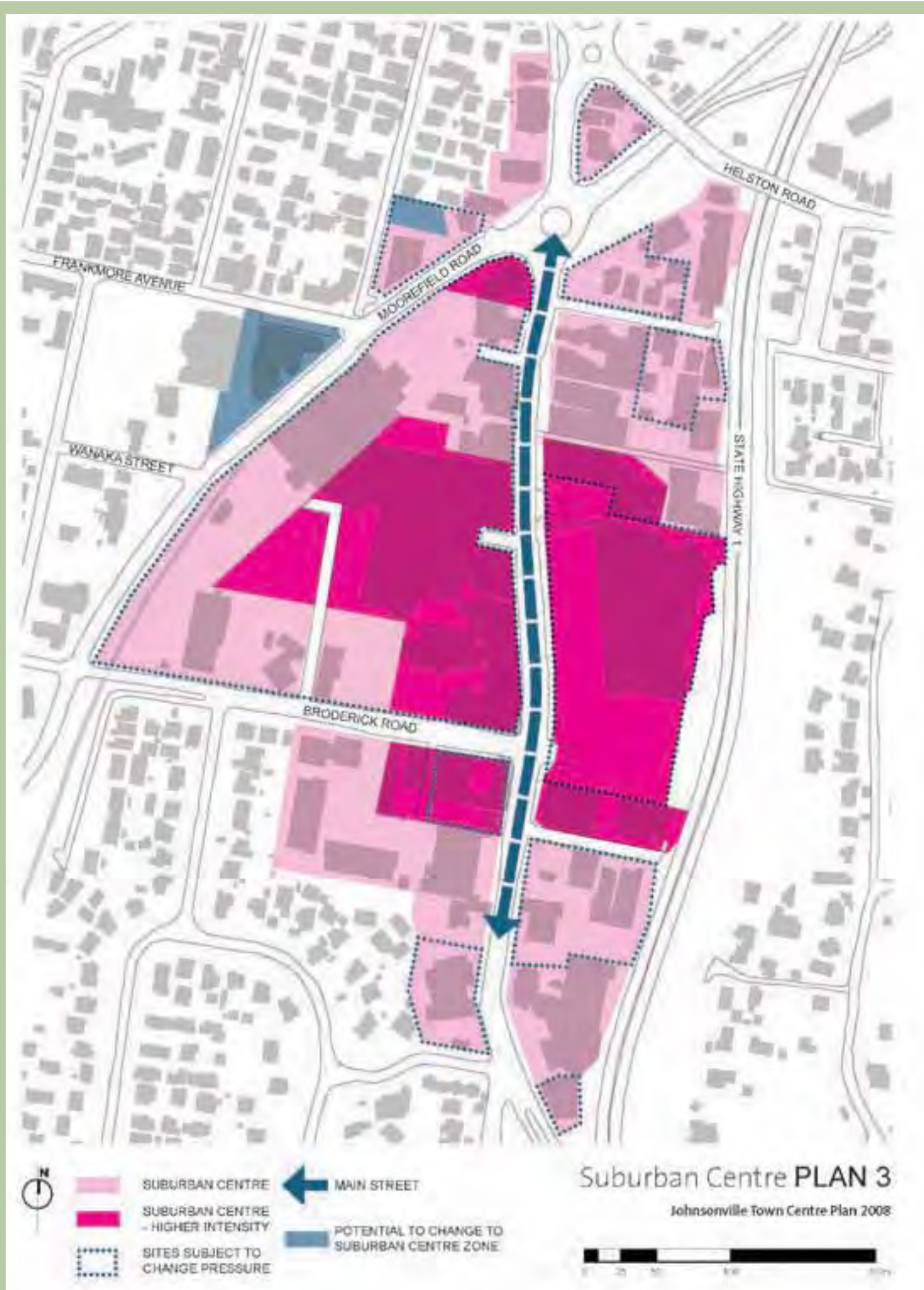
- Redefine the Suburban Centre zone:
  - Review and if necessary amend the boundary for the Suburban Centre zone to recognise existing commercial uses adjacent to the centre and community hub needs.
- Increase the capacity for development:
  - Review and if necessary amend the District Plan to allow for higher intensity development along Johnsonville Road, in the central triangle, along the motorway, and at a proposed community hub along Moorefield Road.
  - Introduce a minimum height requirement along primary frontages with comprehensive redevelopment proposals.
  - Investigate the methods to manage development impacts in areas of higher intensity.

- Promote retail:
  - Encourage expansion and intensification of retail in a compact retail core, including shops and entrances along primary street frontages.
  - Promote the development of anchor destination uses at the north and south ends of the triangle block within the town centre.
  - Encourage owners of the Johnsonville Mall to increase the retail mix in any redevelopment proposals.
  - In addition to sub-regional shopping, encourage local and neighbourhood-serving shops and services for residents to meet daily needs.
- Provide for a variety of other services and uses:
  - Encourage the development of leisure and entertainment facilities in the town centre.
  - Encourage the development of cafes, restaurants and bars.
  - Work with property owners to provide facilities that stimulate a night-time economy.
  - Allow for hotels.
  - Allow for office uses above the first floor and on non-primary street frontages.



Johnsonville Station: Artist's impression of future development





## HOUSING AND MIXED USE

### APPROACH

Johnsonville currently has a limited range of housing choices. The town centre itself lacks concentrated residential uses which would increase its vitality and safety, and help maintain a wider range of services.

The surrounding residential areas are characterised by low density family housing (about 10–14 dwellings per hectare) which do not take full advantage of the opportunities provided by walkable access to a large town centre and high-capacity rail and bus public transport systems.

Recent years have seen an increase in 'backyard' infill housing throughout Johnsonville. However, this form of development may not deliver quality urban design or a substantial increase in overall density. The cost of housing has become increasingly unaffordable to most first-time buyers over the last five years.

An essential goal of this Town Centre Plan is to enhance liveability within and around the town centre. In order to capitalise on the commercial, civic and transit services available in the town centre, the Plan supports quality residential intensification within the centre and in surrounding residential neighbourhoods. There is a critical synergy with town centres and surrounding housing supporting each other.

The Town Centre Plan and associated District Plan changes allow for medium-density residential to complement the existing stock of single-family detached housing.

The Plan encourages residential apartments in the town centre through allowances for higher intensity and working proactively with landowners to identify housing opportunities.

Compact housing clusters within close walking distance of the town centre utilise the full potential of resources and assets available in Johnsonville. The 2007 Draft Town Centre Plan proposed intensive housing for sites within 5–10 minutes' walking distance of the centre. This boundary has been further evaluated given further research and feedback from consultation, and has been modified. While proximity to the centre and transport nodes are still important criteria for locations of more intensive housing, the boundary for the Johnsonville Area of Change now also considers topography, natural landscape breaks, accessibility, land uses such as schools, amenities of parks, road quality and infrastructure (see Plan 4 for the proposed 'Area of Change' housing boundary). The Plan considers where development is most likely to happen given lot sizes and development patterns. The area boundary proposed in this Town Centre Plan will be subject to further review and possible revision under consultation of draft District Plan changes for all the Areas of Change.

The Town Centre Plan vision is to intensify residential land to accommodate growth and varied housing needs, aiming toward a minimum net density of 40 housing units per hectare in

residential areas. It is anticipated that a mix of two and three-storey buildings is most suitable given the surroundings and building requirements. Details of the number of storeys and other development standards (ie heights, set-backs, site design, access, site coverage, orientation to the street edge) will be further considered as part of a District Plan change.

### ACTIONS

- Introduce housing into the town centre:
  - Promote the opportunities for 'mixed-use' development in the town centre with apartments on upper storeys through increased maximum building heights and other incentives.
  - Promote the opportunities for 'mixed-use' development behind primary commercial frontages and along transition frontages through the District Plan and urban design guidelines specifying appropriate locations for housing in the town centre.
  - Encourage landowners to include apartments within any redevelopment proposals.
  - Ensure that the design of new residential dwellings in the town centre incorporates noise insulation to protect this noise sensitive use.
- Build on the compact urban form of the town centre by allowing for the development of high quality medium-density housing (ie townhouses and terraced housing) in areas with good walking access to the town centre:
  - Allow targeted housing developments within a new 'Area of Change' with a boundary that considers proximity to the centre (5–10 minute walk to the centre), topography, natural landscape breaks, accessibility, land uses such as schools, amenities, road quality, infrastructure, lot sizes, and development patterns.
  - Aim for a minimum net housing intensity of 40 housing units per hectare within the residential Area of Change.
- Link housing to the town centre:
  - Link neighbourhood housing with town centre services by improving and creating new pedestrian crossings, pedestrian pathways (including but not limited to motorway crossings at Disraeli Street and Burgess Road), mid-block paths, streetscape, and gateway features where feasible.
  - Support the efficient and sustainable use of resources by linking new housing to transit use, with District Plan rules and design guidelines.
- Prepare and maintain an inventory of opportunity sites for housing development and market these sites to prospective developers consistent with the Town Centre Plan.
- Investigate creation of private-public partnerships for development of housing.
- Investigate creation of a land development company for land acquisition and demonstration projects.
- Develop concept plans to demonstrate the potential for comprehensive redevelopment of selected residential areas. Include plans for staging, infrastructure and amenity needs.
- Improve the urban design quality of infill housing through utilisation of the multi-unit design guidelines and through promoting more comprehensive redevelopment.





## EMPLOYMENT AND ECONOMIC DEVELOPMENT

### APPROACH

Employment in Johnsonville is dominated by the retail, construction and service sectors with much lower representation from other sectors. This means it is more at risk from any economic downturn and reduces the prospects for job growth. Most current businesses in Johnsonville are small and employ less than five staff. There appear to be considerable opportunities to increase private sector investment in Johnsonville and grow the local economy.

### ACTIONS

- Promote growth in employment opportunities in the traditional strengths of Johnsonville – the retail, construction and service sectors
- Promote opportunities to grow under-represented employment sectors, including:
  - Small-scale offices
  - Start-up business premises
  - 'New economy' businesses
  - Creative industries
  - Tourism-related businesses
- Encourage the establishment of a Business Improvement District in Johnsonville to facilitate the implementation of the Town Centre Plan.

BEFORE



AFTER



Johnsonville Road – artists' impression of future development



## URBAN DESIGN

### APPROACH

Johnsonville generally has a low quality of urban design, including many of its buildings, streets and other public spaces. Some street improvements have been made to Johnsonville Road in recent years but these have not been matched by improvements to adjacent buildings and spaces.

The placement of buildings on the larger sites in the town centre has not provided a consistent street edge, and there are large areas of surface car parking as well as blank frontages and poor pedestrian accessibility. The site coverage averages only 40% across the town centre, which is very low for a major centre.

While there are a number of heritage sites and places with significant historical interest in and around the town centre, they are not well interpreted or respected by adjacent development. The lack of a strong sense of place is compounded by the considerable visual clutter from signage, particularly along Johnsonville Road, and the limited landscape planting or recognisable landscape features.

Vehicles, car parks, roads and signage dominate many areas of the town centre – this contributes to the lack of intensity of activity and to poor pedestrian accessibility in some areas. Many of the largest shopping buildings (including Johnsonville Mall, Countdown, Woolworths and the Warehouse) are currently poorly integrated with surrounding spaces in the town centre, do not provide active edges to the street and are surrounded by large areas of surface car parking.

There is a lack of accessible public spaces in the town centre – the Mall provides only an internalised environment and doesn't relate well to its surroundings. The community has identified a number of areas where there is a perception that safety is compromised.

This Town Centre Plan emphasises a need for quality design. The plan calls for design guidelines to promote quality design and sense of place, provide new landmark elements at entry points and other focus points, promote a compact centre with clusters of shops with active street frontages, and enhance safety.

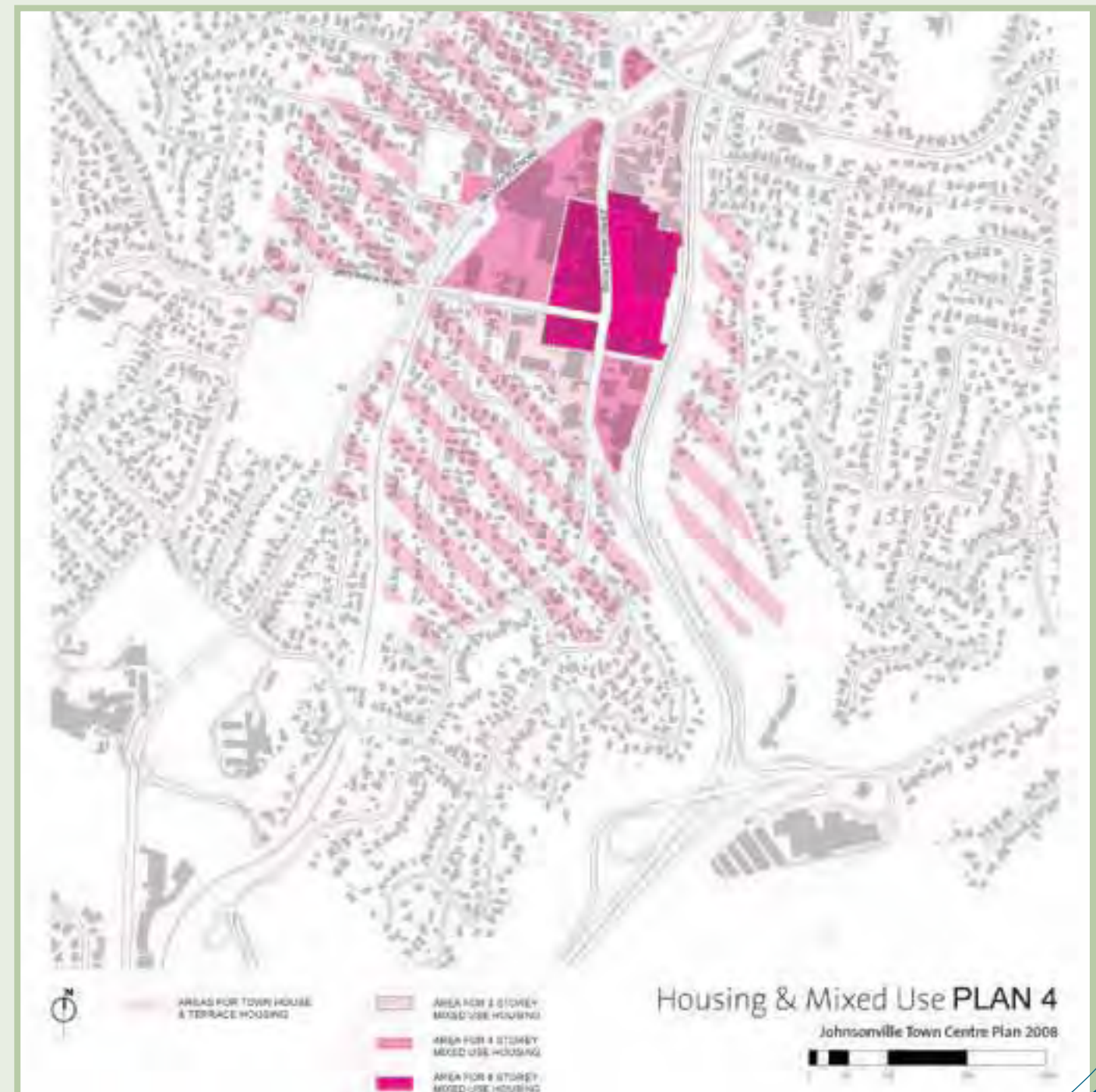
Various uses in the town centre are interconnected and complement one another. This plan recognises the need for physical and visual linkages that create a more integrated and accessible town centre, especially from a pedestrian point of view.

This plan specifies primary and secondary street frontages. Primary frontages are the focus of activity – main streets with retail shops, restaurants, and entertainment. Primary frontages are designed for the pedestrian, rather than the vehicle. They exhibit a fine grain pattern with small-scale storefronts. Secondary frontages call for buildings up to the street edge, but have a larger scale and limited vehicle access. Transition frontages are the other streets which allow for large scale retail, services, ground floor residential and building set-backs.

### ACTIONS

- Prepare and utilise design guidelines in the District Plan to provide clear guidance to developers on suitable building design to achieve quality urban design (ie active frontages, small scale building facades to break up larger developments into defined sections, entries, weather protection, transparency, signage, vehicle access and parking)
- Develop design guidelines for Johnsonville town centre which will form part of the District Plan. These should aim to:
  - Ensure that new development reinforces the role of Johnsonville Road as the main shopping street with a continuous street frontage and active edges.
  - Recognise retail-active frontages in any new or redeveloped shopping buildings along primary frontages, secondary frontages and adjacent to new public spaces.
  - Recognise the historic pattern of subdivision with individual and small storefronts in designs for large redevelopments.
  - Allow for ground floor residential development along transition frontages, and behind ground floor retail buildings on primary and secondary frontages.
  - Improve the active street frontage and visibility of existing community facilities to Moorefield Road and the town centre as part of any redevelopment proposals.
  - Encourage incorporation of a fine-grain street pattern in large blocks and sites in Johnsonville Town Centre, including the central triangle. Introduce internal streets, through links and/or quality pedestrian pathways into large sites, as appropriate.
  - Celebrate the public transport interchange as an important gateway/node as well as a piece of infrastructure, and consider it an integral part of the town centre.
  - Encourage the development of landmark features on key sites within the town centre, including making provision for increased heights where appropriate. Some examples of landmark features include buildings, gateway architectural elements, public art and landscape features.
  - Reduce the visual impact of car parking in new developments by locating parking behind buildings and below/above grade, allowing surface parking in discreet individual groupings, providing landscaping in surface lots and incorporating active-ground floor uses in parking structures.
- Work collaboratively with landowners to ensure that any redevelopment proposals maximise the benefits to the community, including:
  - Working with the owners of the Johnsonville Mall to ensure that the redevelopment of the Mall provides a more open and permeable building that enhances public access through the town centre, providing choice for pedestrians.
  - Working with the owners of the Johnsonville Mall to facilitate development that provides appropriate activity to support the public environment.
  - Working with landowners and developers to encourage redevelopment of underutilised sites.

- Working with the owners of the land situated immediately to the east of Johnsonville Road to encourage redevelopment of quality buildings on the street edge.
- Recognise and acknowledge the importance of built heritage sites as contributing to the community's understanding and awareness of a sense of place by the following measures:
  - Identify and protect built heritage sites with significant heritage value to ensure their protection, promotion, conservation and appropriate use for present and future generations.
  - Investigate and consider creating a view shaft along Johnsonville Road, to protect important views to St John's Church and its setting.
  - Ensure that any new development which by its character or location might adversely impact on the setting of the Johnsonville Cemetery heritage area is carefully considered in terms of any area-based rules that might apply.
- Ensure that crime prevention through environmental design (CPTED) principles are applied in any future development proposals.
- Encourage new buildings to incorporate environmentally sustainable design by reviewing and, if necessary, amending District Plan provisions.
- Undertake an audit of signage and related infrastructure in the town centre and identify potential management options including:
  - Reviewing and if possible rationalising Council street signage and related infrastructure
  - Improving interpretation of heritage sites and events
  - Working pro-actively with landowners and tenants to encourage better quality signage
  - Limiting proliferation of billboards and/or large format signs on blank wall faces.





## PUBLIC SPACES

### APPROACH

Johnsonville town centre lacks a central public space or a community focal point. Memorial Park is not currently well connected to the town centre or the adjacent community facilities. The Johnsonville Mall provides only internalised spaces which are of limited value as public spaces. Quality of place and quality of life is enhanced by accessible outdoor space. Pedestrian streets and civic spaces at key sites unite and centre new developments.

The key streets (Johnsonville Road, Moorefield Road and Broderick Road) are designed to be largely functional road corridors with less consideration to their role as public spaces. The Council has previously invested in the public realm with a \$1.5 million upgrade to the main street of Johnsonville in 2002-2003. While these improvements focused on Johnsonville Road, it is important to consider an extension to surrounding streets and parks. Renewal of public spaces is also a way to leverage private investment into the area.

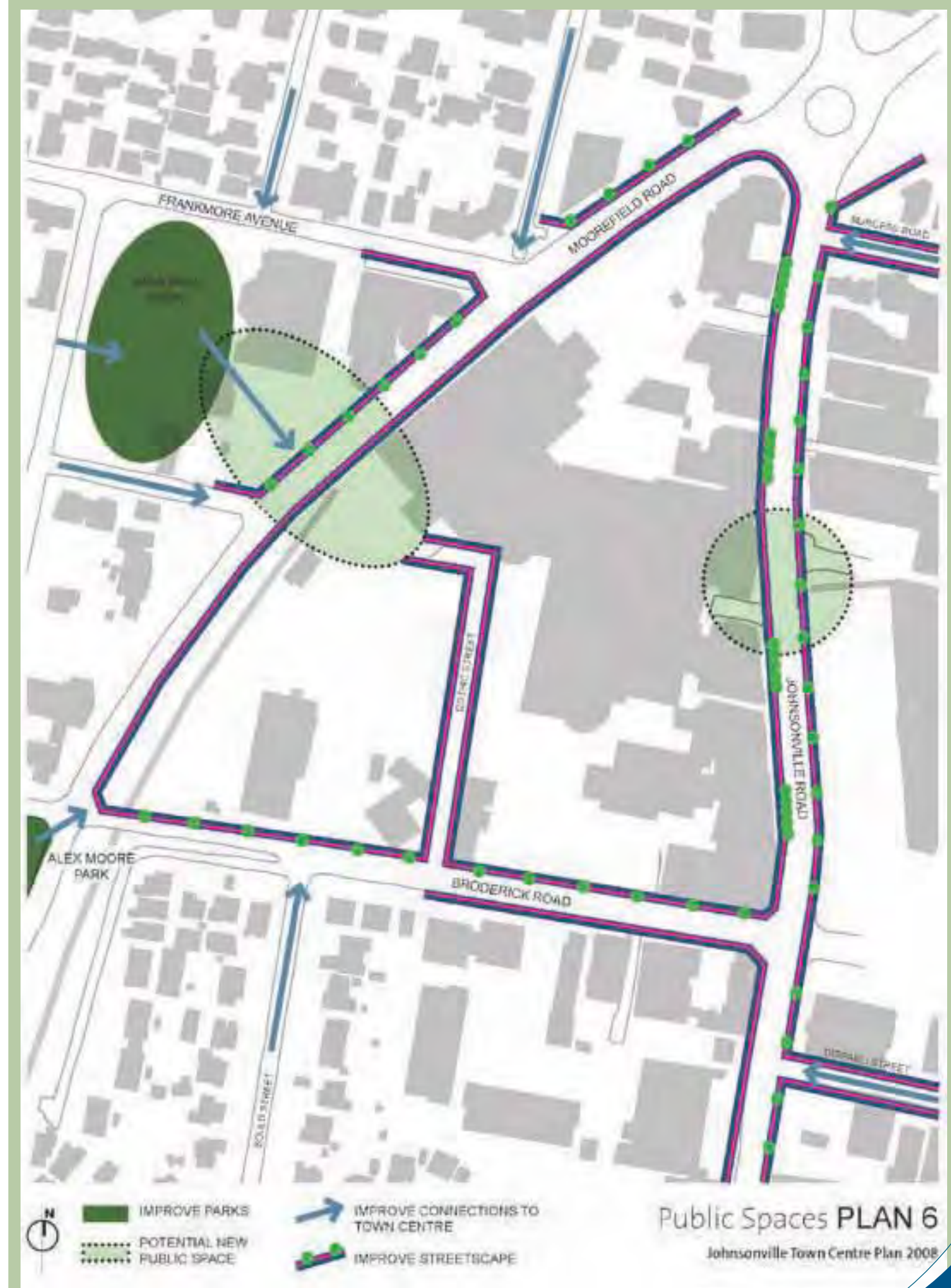
This Plan calls for improvement to public spaces, through provision of new public space, enhancement of Johnsonville Road as an active urban space, and upgraded parks and open space. Public space improvements should be designed to reflect the sense of place, and be comprehensive to ensure that all elements are tied into an overall design.

### ACTIONS

- Work with landowners and developers to provide a new public space and focal point for the community as part of redevelopment proposals. This could be located adjacent to Moorefield Road or Johnsonville Road.
- Investigate the potential to provide a compact public space

on the western side of Moorefield Road as part of any redevelopment of community facilities.

- Emphasise public streets as living public spaces
  - Through design guidelines, provide for wider footpaths and outdoor dining set-backs where appropriate to encourage gathering on public streets
  - Ensure that any road infrastructure improvement works are designed to also improve the function of the street as a public space
  - Require that any new streets and/or pathways through large sites in the town centre incorporate suitably-scaled environments, quality landscaping and materials to become useable public space
  - Renew streetscape throughout the town centre to define gateways, enhance identity, unify and beautify the area.
- Examine options to improve Memorial Park by reconfiguring gardens, unused edges, entrances and paths. Consider new access points and paths along the south and east edges of the park.
- Improve Memorial Park's connection to the town centre and community facilities by creating a link to Moorefield Road through the community hub of the pool and community centre.
- Design any Keith Spry Pool expansion to engage Memorial Park with visual connections.
- Examine options to improve the connections between Alex Moore Park and the town centre, which may include creating a sports hub.
- Investigate whether to impose a new development contributions charge to fund additional public open space in the town centre and residential areas.





## PUBLIC TRANSPORT, TRAFFIC, PARKING AND PEDESTRIANS

### APPROACH

Johnsonville has excellent access to public transport and the potential to become a model 'transit-orientated town centre'.

However the existing rail station and bus waiting areas are in need of improvement and the interchange between rail and bus is poor. There is also a shortage of park-and-ride facilities in close proximity to the rail station and vehicles are instead being parked on nearby residential streets.

Johnsonville Road, Broderick Road and Moorefield Road carry large volumes of traffic and several of the key road intersections are close to capacity. Johnsonville Road has up to 25,000 vehicles per day, Moorefield Road up to 19,000 and Broderick Road up to 15,000. This causes congestion and delay. Traffic levels are likely to increase significantly as a result of proposed redevelopment. Johnsonville Road forms the main street of the town centre, yet this role is compromised by high traffic volumes, including traffic exiting from SH1.

While the town centre is compact, many of the key roads are difficult to cross and in some cases unsafe for pedestrians. The motorway forms a major barrier to the east, and limits the connections between Johnsonville east and west. A high proportion of people visiting the town centre walk (about 31%) yet little priority is given to pedestrians. There are limited bike parking facilities in the town centre, and several areas where people feel unsafe, especially at night.

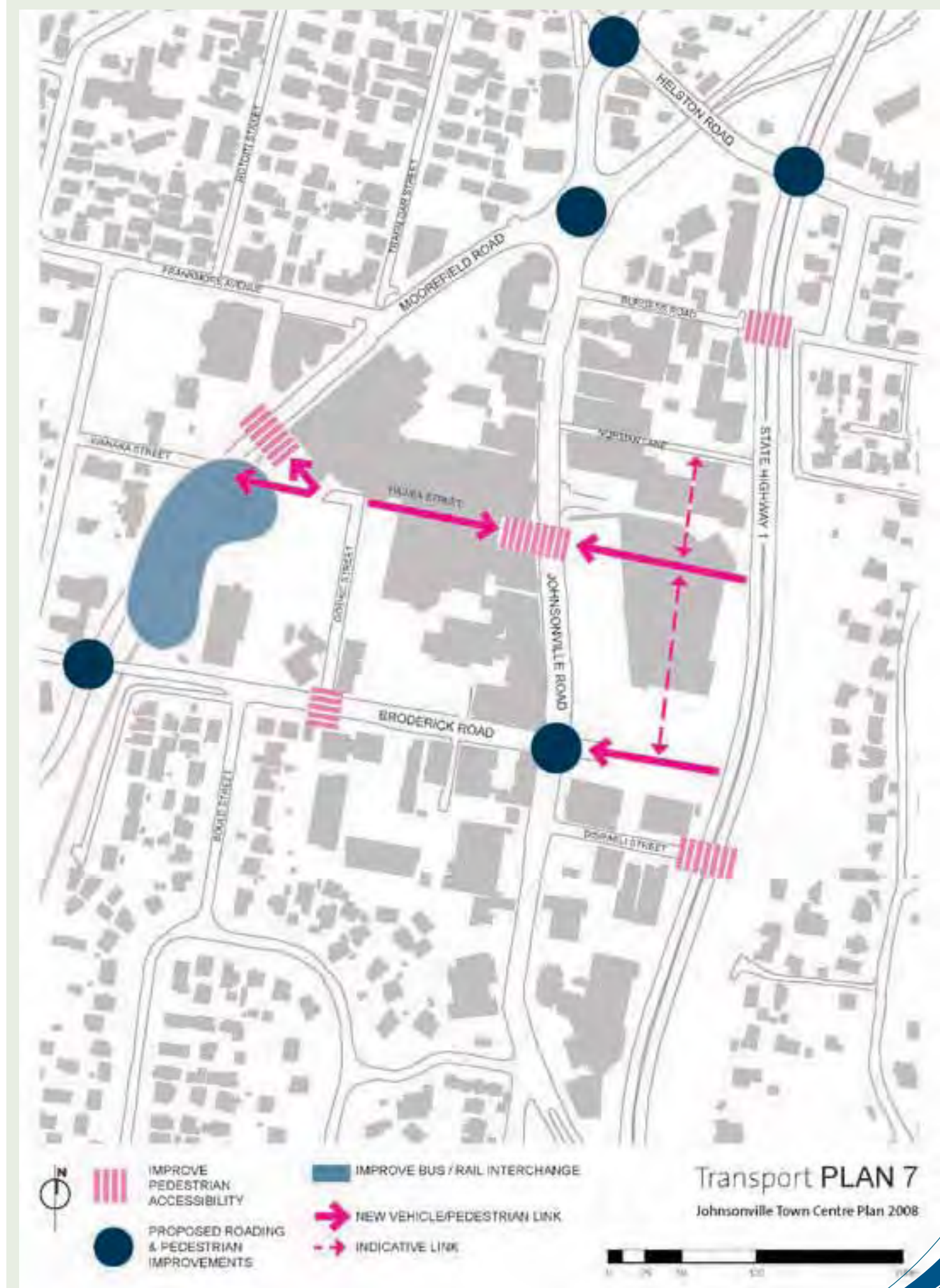
The existing parking in the town centre totals about 1400 on-street and off-street carparks, with 500 carparks for the mall and adjacent retail, and over 60 park-and-ride spaces. The new mall development proposes up to 1400 car parks in new parking structures and on the rooftop, including replacement of park-and-ride spaces.

The approach in this Town Centre Plan is to improve conditions for pedestrians, vehicles, rail transport, buses, bicycles and parking in Johnsonville. New development provides a unique opportunity to better utilise investment in the existing transport infrastructure by increasing the population catchment around the rail station and by building public transport usage into the design of new facilities. For roads, upgrading capacity at key points allows for future growth in the town centre and surrounding areas.

### ACTIONS

- Ensure that any new development is designed to be serviced by multi-modal transport options, including public transport, walking and cycling as well as private vehicles.
- Work with the New Zealand Transport Agency to investigate the feasibility of an additional motorway interchange at Helston Road. This could significantly reduce through traffic on Johnsonville Road and provide additional capacity to cope with expected traffic growth resulting from the Mall redevelopment.

- Improve the key road intersections along Johnsonville, Broderick, Moorefield and Middleton Roads.
- Maintain and where possible enhance walking links to, from and through the town centre. This includes the safety, directness, legibility, convenience and attractiveness of those links.
  - Improve pedestrian accessibility with better road crossing opportunities across Johnsonville, Moorefield and Broderick Roads to better link the shopping centre, surrounding residences and community facilities such as the community centre, pool and library
  - Improve pedestrian accessibility to the north of the town centre
  - Improve pedestrian accessibility throughout surrounding residential neighbourhoods, including existing mid-block access, pathways through parks, and other public footpaths
  - Ensure that any changes to the street network have a positive or, at worst, neutral effect on the length and safety of active mode journeys such as walking
  - Improve the safety of the pedestrian underpasses under SH1 at Burgess Road and Disraeli Street. Improve the surrounds of these passageways, including access and visual appeal.
- Work with landowners, Greater Wellington Regional Council and KiwiRail to facilitate the improvement of the rail station and related facilities.
- Work with landowners and Greater Wellington Regional Council to facilitate the provision of additional park-and-ride facilities close to the rail station.
- Encourage cycling storage facilities in conjunction with park-and-ride.
- Work with the owners of the Johnsonville Mall, Greater Wellington Regional Council, KiwiRail and Mana Buses to facilitate the improvement of rail/bus interchange and bus set-down and pick-up areas.
- Consider limiting vehicle access driveways along the primary and secondary frontages (see Urban Design section for frontage definitions) through District Plan provisions and design guidelines.
- Work with developers of the Johnsonville Mall to provide for shopper and employee parking in appropriate locations, carefully designed to support a quality pedestrian-street environment.
- Undertake a safety audit of the town centre and identify any remedial measures that may be required, including pedestrian access, safety and disabled access.
- Maintain and, where possible, enhance cycling links to, from and through the town centre. This includes the safety, directness, legibility, convenience and attractiveness of those links. Consider that any changes to the street network should have a positive or, at worst, neutral effect on the length and safety of active mode journeys.
- Investigate the potential to install additional bike parking facilities on streets and encourage developers to incorporate bike parking within individual development proposals.
- Consider adoption of a development contributions charge to fund road and pedestrian improvements.





## COMMUNITY FACILITIES

### APPROACH

There are a number of well-used community facilities in and around the town centre, however they are not well integrated together. Many of the key facilities are located on the edge of the town centre and separated by a busy road with poor pedestrian crossing facilities. The existing library building is likely to be too small to properly serve the population of Johnsonville and surrounding suburbs in the future.

Overall there is a lack of an obvious civic function in the town centre.

This Town Centre Plan seeks to consolidate, revitalise and expand community facilities to form a new community hub. Focusing and coordinating redevelopment of civic uses would achieve better results for the facilities and users.

### ACTIONS

- Focus community facilities in close proximity to the existing community centre and Keith Spry Pool site to form a 'community hub' in this part of the town centre.
- Develop a master plan for the community hub to include:
  - Improving the active street frontage and visibility of existing community facilities to Moorefield Road and the town centre as part of any redevelopment proposals
  - Improving links to Memorial Park in any redevelopment proposals within the community hub block
  - Investigating the potential to relocate the library adjacent to existing community facilities within the community hub
  - Considering options to upgrade the Keith Spry Pool and connect entrances and edges to surrounding civic spaces and parks
  - Investigating the potential to expand the community centre and improve the building frontage on Moorefield Road.
- Work with the owners of the Johnsonville Mall to open up public access through the Mall site towards Moorefield Road and to locate activities that complement the existing community facilities close to Moorefield Road.
- Encourage other government services, community facilities and medical providers to locate around the community hub.
- Investigate whether to impose a new development contributions charge to fund expansion of community facilities.

