

# JOHNSONVILLE TOWN CENTRE PLAN

ADOPTED NOVEMBER 2008



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## PART 1: INTRODUCTION AND BACKGROUND

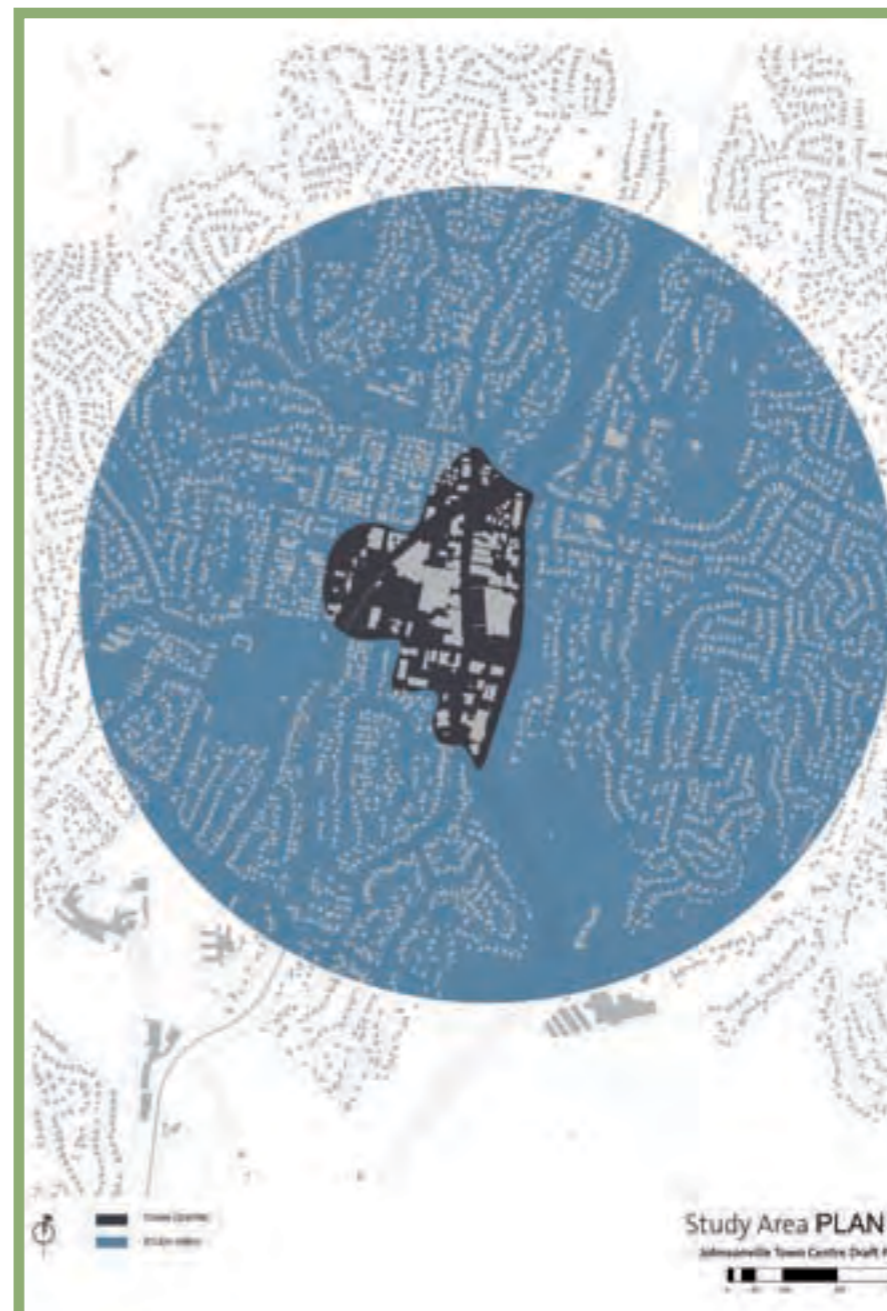
The Johnsonville Town Centre Plan (the Town Centre Plan) outlines a framework to guide the future development of Johnsonville. The Town Centre Plan defines Wellington City Council's vision for Johnsonville and identifies measures to manage change. It is intended as a long-term plan for the next 20 years.

Johnsonville is the largest and most significant town centre in Wellington outside the central city and plays a key role in servicing the northern suburbs. Johnsonville is at a crossroads, with significant changes proposed to its retail heart, improvements to its transport systems, and continuing residential growth. The Town Centre Plan seeks to guide and coordinate public and private investment in the area to ensure that these opportunities enhance the town centre and benefit communities in the wider northern suburbs.

The focus of the Town Centre Plan is on future urban development – this encompasses shops, businesses, housing, infrastructure, community facilities and public spaces – and links these elements in a comprehensive plan.

### DEFINING THE TOWN CENTRE AREA

The project area for this Town Centre Plan encompasses the area zoned for 'Suburban Centre' as well as the surrounding residential areas, up to a nominal boundary of 800 metres (or 10 minutes) walking distance from the town centre. This equates to the town centre and its immediate catchment. Distances of 400 and 800 metres generally equate to five and 10 minute walking distances, respectively. These are commonly accepted as being the areas within which higher proportions of people will walk to public transport facilities or to use the town centre.



The town centre sits on the floor of a natural basin surrounded by the hills of the northern suburbs, which have been developed for housing. The area zoned for Suburban Centre includes all of the traditional 'town centre' uses. These are focussed around a triangular block bounded by Johnsonville, Broderick, and Moorefield Roads as well as land between Johnsonville Road and State Highway 1. Within these areas, shops and other commercial uses dominate, mostly in large-footprint buildings of one or two storeys with extensive areas of surface car-parking. The highest building in this area is currently four storeys.

The surrounding residential areas comprise a mix of housing styles – most is single-storey although there are pockets of infill housing of two storeys, especially in the areas closest to the town centre. There are few other land uses present in these areas apart from community facilities.



## STRATEGIC POLICY CONTEXT

**Wellington Regional Strategy:** The Strategy (2006) seeks to mature the identified sub-regional centres throughout the region, including Johnsonville. Action areas include completing a centre vision for each of the sub-regional centres; developing a transport investment programme for these centres; and developing regionally consistent principles for the management of big-box retail.

**Northern Growth Management Framework:** The Framework (2003) also seeks to strengthen the existing town centre of Johnsonville by consolidating land use and expanding park and ride facilities. An extensive community consultation exercise was undertaken as part of the development of the Framework in 2002–03. One of the key conclusions of this consultation was that there should be no new town centre and that new growth should be directed to strengthen existing centres. For Johnsonville, the Framework proposed to intensify in and around the centre to assist the viability of the rail system, improve park and ride provisions, and investigate new motorway on and off ramps at Helston Road.

**Urban Development Strategy:** The Strategy (2006) seeks to concentrate additional growth along a 'growth spine' from Johnsonville through the CBD to the Airport. This will be supported by promoting a high quality public transport system as the main means of movement along the growth spine. Improvements to the quality of development as well as better integration with supporting facilities and services are also key objectives. Johnsonville is a key growth node in the growth spine and is the first of three key centres to be the subject of a centre planning process.

**North Wellington Public Transport Study:** This study (2002–06) reviewed the provision of passenger transport services to Johnsonville. It considered four options including retaining and enhancing rail; creating a busway on the rail corridor; running buses on the street and replacing the rail line with a walking and cycling track; and light rail on an extended rail line through the CBD. The final preferred option was the retention and improvement of rail.

**District Plan:** The District Plan sets out a vision of a sustainable city, while also identifying areas for economic growth. The operative District Plan identifies the town centre as having a Suburban Centre zoning. This is a permissive zone that allows a range of activities to occur, including retail, industrial and residential. A plan change is proposed for the Suburban Centre Zone and the Residential Zone.

**Centres Policy:** In August 2008, the Council adopted a Centres Policy with the intent of maintaining and strengthening centres as primary places for shopping, living, employment growth and services. The Policy defines the hierarchy and function of various centres, provides guidance on how they should be managed and developed, and assists in coordinating Council investment in and around the centres. The policy defines a hierarchy of centre types: the central city, sub-regional, town, district, and neighbourhood centres. Johnsonville is defined as a Sub-Regional Centre serving the northern suburbs.

**Urban Character Assessment:** The City Council commissioned in 2008 a comprehensive citywide assessment of urban character and townscape. This has been followed by a more detailed assessment of the Johnsonville area. Extensive analysis documented natural character elements (topography, open space, and green structure such as trees and bush) and built character elements (development patterns, housing character, and landmarks). The reports identified areas sensitive to change due to natural and built character elements. Johnsonville is considered to have the ability to absorb change due to its existing diversity and range of housing types.

**Infill Housing Review:** This project is examining where new intensive housing development would best meet the needs of the future. The work on housing intensification has been coordinated with the Town Centre Plan, and Johnsonville has been identified as an 'Area of Change'.

## THE JOHNSONVILLE STORY

In 1840, Frank Johnson arrived on the sailing vessel *Adelaide* in Port Nicholson, and established a timber mill near the centre of what is now Johnsonville. At the time, the area was on the Maori track from Wellington to Porirua and it became known as Johnson's Clearing. Literally a clearing in the thick bush, it was on the western side of the present-day Johnsonville Road.

It is believed that during a picnic in Johnson's Clearing, one participant suggested to Mr Johnson that the locality needed a better name. Mr Johnson took a piece of charcoal from the picnic fire and wrote "Johnsonville" on a piece of wood and nailed the board to the trunk of a tree.

The settlers initially felled timber for the sawmill, but after a few years of clearance, employment was dominated by pastoral farming and Johnsonville became a service centre for farms in the district. Johnsonville was also a popular stopping point for horses travelling north. There were four hotels in the area including the Rifle Volunteer and Ames Arms in Johnsonville.

A small wooden church was built in 1847 to provide for the community, with the first post office being established in 1871. The town took official shape in 1874 when it was proclaimed a local board district and the first election for its five members was held in the public school.



Johnsonville – mostly undeveloped land in 1894

Panorama of Johnsonville in 1961

The coming of rail in 1883 made a big difference to the growth of Johnsonville. Suddenly it was on the main line to the Manawatu and Wellington and it started to grow more rapidly. Before that the journey to Wellington had taken two hours by coach.

Around 1894 Freeman R. Jackson and Co. established the saleyards next to the railway station making it the chief stock station on the Wellington–Manawatu railway and a main supplier for the Wellington Meat Export and Freezing Works at Ngauranga.

However the opening of the Tawa Deviation on the Main Trunk Line in 1937 reduced Johnsonville to a terminus on the suburban railway and it lost stock traffic from the north. This, coupled with rapid population growth which steadily reduced available farm land, saw Johnsonville's role as a farming service centre diminish.

Amalgamation with Wellington was officially proposed in 1921 by the town board, but it was not until 1953 that Johnsonville finally amalgamated with the City of Wellington.

A few examples of built history remain in Johnsonville. Defined heritage areas include the Johnsonville Cemetery at Norman Lane, and along Old Coach Road to Ohariu at Safari Crescent. One heritage object is listed: the Trooper Retter Memorial 1902, on Moorefield Road. Four heritage buildings are also listed: St John's Church (1921) on Bassett Road at the corner of Ironside Road; Johnsonville Masonic Hall (1908) on Phillip Street; Lawrence Laboratory (1908 and 1920) on Hardy Street; and Daisy Hill Farm, "Bould House" (1857) on Truscott Avenue.

Johnsonville today is one of Wellington's largest town centres outside of the central city, containing over 711 businesses employing almost 2750 people (Statistics NZ 2007). Employment is dominated by the retail, construction and service sectors. The retail core includes the Johnsonville Mall on the central triangle block. The property owners intend to rebuild the shopping mall in this central location.

Johnsonville also has a wide range of community facilities including primary and secondary schools, a kindergarten, recreation and playground facilities, police and fire stations, a medical centre, library and community centre.

The area enjoys excellent transport services, including a suburban rail service to the central city, extensive bus services and direct access to State Highway 1. The average journey to the central city today takes just over 25 minutes by rail. Public transport accounted for 14.9% of all journeys to work each day from the northern suburbs with 37% of these trips by train and 63% by bus.

Johnsonville is home to about 9000 residents (or 3500 households), and has experienced significant growth in the last few years. Between 1991–2001, Johnsonville had a 9% population increase, with a further 4.2% increase between 2001–2006.

The last 160 years has seen major change in Johnsonville, as it developed from a clearing in the forest to a major shopping centre and residential suburb. The next 20 years will continue this process of change.

## SUMMARY OF CONSULTATION AND FEEDBACK

### Initial Consultation 2006

An initial phase of public consultation on Johnsonville was held from September to November 2006. It discussed issues and futures for the town centre. This consultation included:

- a letterbox campaign to all residents, businesses and community organisations in Johnsonville (approx 5000) using a purpose designed leaflet
- an internet information page and information at libraries and service centres
- a telephone and field survey of most businesses (195) in Johnsonville town centre
- three public drop-in sessions held at Johnsonville Community Centre in October 2006

- meetings with local community organisations
- a workshop with the owners of the Johnsonville Mall
- consultation with public-sector agencies and infrastructure operators
- formal submissions – 201 were received.

The consultation revealed a number of key issues of concern to the community, including traffic, parking, public transport, shops and services, urban design, community facilities, entertainment, housing and safety. The strongest consensus was around transport issues, including providing for traffic, public transport and walking. Almost 80% of submitters mentioned transport issues as one of their top priorities.

### Draft Town Centre Plan Consultation 2007

Following the initial consultation, a draft Town Centre Plan was prepared and released in 2007. A second round of consultation was conducted through May and June, which included:

- Southern Ward Meeting, Tawa Community Board Meeting, Eastern Ward Meeting and Northern Ward Meeting
- mailing postcards to 3500 Johnsonville homes
- distribution of copies of the draft Town Centre Plan to stakeholders, libraries, service and community centres
- an internet information page
- two articles in the *Our Wellington* Page in the Dominion Post
- meetings with local residents/progressive associations, Johnsonville community interest groups, the Disability Reference Group and the Johnsonville Business Association
- display in Johnsonville Mall
- formal submissions of which 103 were received.

The consultation on the draft Town Centre Plan indicated very high levels of support (over 90% agree and strongly agree) for the key goals of managing traffic and retaining a compact town centre. The respondents stated strong support for enhancing services – developing a wider range of town centre functions such as shops, entertainment and recreation (88%) and increasing and improving community facilities (83%).

Consultation on the housing aspects of the draft Town Centre Plan showed support for the key goals of facilitating and managing growth (77%) and encouraging more people to live in the town centre (74%).

Results also showed majority support for all other key goals (69% and above agree and strongly agree for all key goals) as discussed opposite.

**The respondents stated strong support for enhancing services – developing a wider range of town centre functions such as shops, entertainment and recreation and increasing and improving community facilities.**

## STRENGTHS, WEAKNESSES, OPPORTUNITIES, THREATS – ANALYSIS

The table below considers the strengths, weaknesses, opportunities and threats relating to the Johnsonville town centre, compiled from various phases of community input and consultation.

In summary, the SWOT analysis indicates that:

- Johnsonville has the potential to develop further into a multi-functional town centre serving the northern suburbs.
- There are opportunities for living within close walking distance of services and public transport.
- Johnsonville already has many ingredients for a desirable satellite centre including:

- a successful commercial core with retail, services, and building construction industries
- good rail and bus connections
- interesting topography and visual connections.
- Due to more car-oriented development, the centre has some challenges for visitors including:
  - a lack of a central gathering space for the community
  - poor public transport integration
  - high levels of vehicle congestion
  - poor pedestrian access through and around the town centre
  - a lack of urban design quality.

### STRENGTHS

- Strategic location at the centre of the northern suburbs, and visibility from SH1
- One of the largest town centres outside of the central city, with a good range of shops
- Continued population growth expected across the northern suburbs through 'greenfield' development and infill
- Excellent transport connections to SH1, a suburban rail line and the bus network making it accessible and an easy commute
- Good range of community facilities including schools, recreation facilities, a library, childcare facilities, police and fire stations
- Compact town centre
- Extensive family housing that is more affordable than other Wellington City suburbs
- Flexible planning regime that does not restrict land uses
- The row of shops along the west side of Johnsonville Road is a successful example of an active street edge.
- Community anchor points of the Community Centre, Library and Salvation Army complex
- Sense of community – family friendly, slower pace than the central city
- Support for redevelopment and expansion of the town centre and population growth
- Sophisticated and loyal customer base, visiting several times a week for shopping, recreation and transport purposes
- Free parking.

### WEAKNESSES

- Employment dominated by only a few sectors (retail, construction and services)
- Conflicting role of Johnsonville Road, major motorway off-ramp and mainstreet
- Roads carry high traffic volumes and some intersections are close to capacity
- Lack of housing choice
- Community facilities not well integrated and some require further investment
- Town centre dominated by vehicles, road infrastructure and surface car parking
- Poor urban-design quality of town centre
- Limited catchment population for rail station due to low population density
- Poor rail and bus interchange
- Pedestrian routes through the town centre not well defined and some unsafe
- Not a strong business association
- Planning regime provides little clear guidance on desired outcomes or quality
- Limited connections across motorway to Newlands and Paparangi
- Limited entertainment and night-time activities
- Exposed in all weather conditions
- Limited land available for expansion
- Lack of a community focal point or central public space.



## OPPORTUNITIES

- Expand multi-functional town centre to serve northern suburbs
- Make Johnsonville pedestrian-friendly
- Provide for more housing choices, including apartments and townhouses
- Develop residential uses within the town centre
- Positive vision for the future development of Johnsonville
- Facilitate investment in Johnsonville
- Improve overall urban design quality
- Provide a more active street edge along Johnsonville Road
- Create a new central public space
- Create a new community services hub with a new/expanded library, pool and public space links to local parks
- Develop alternative routes for through traffic
- Improve the capacity of key intersections
- Develop a high quality rail and bus interchange integrated into adjacent development
- Provide for more intensive development within the town centre
- Make Johnsonville a distinctive place with a positive identity
- Improve provision for cycling
- Centralise and screen parking areas for employees and visitors, and improve park-and-ride provisions
- Significant contour differences throughout the town centre offer potential for underground parking and varied heights without impact.

## THREATS

- Growth in traffic will increase congestion and make conditions for pedestrians unpleasant
- Increased parking provision will visually dominate the town centre
- Internalised mall redevelopment does not integrate with the rest of the town centre
- Investors in other sub-regional centres use statutory processes to delay retail redevelopment
- No agreement on proposed improvements to motorway interchanges
- Increased infill development results in poor urban design and stymies opportunity for more comprehensive redevelopment
- Lack of investment
- Economic downturn delaying commercial investment
- Lack of future vision
- Lack of investment in rail network, station facilities or park-and-ride
- Lack of implementation mechanisms
- Lack of political will and community consensus to achieve vision.

**ALMOST 80% OF SUBMITTERS MENTIONED TRANSPORT ISSUES AS ONE OF THEIR TOP PRIORITIES.**

## 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

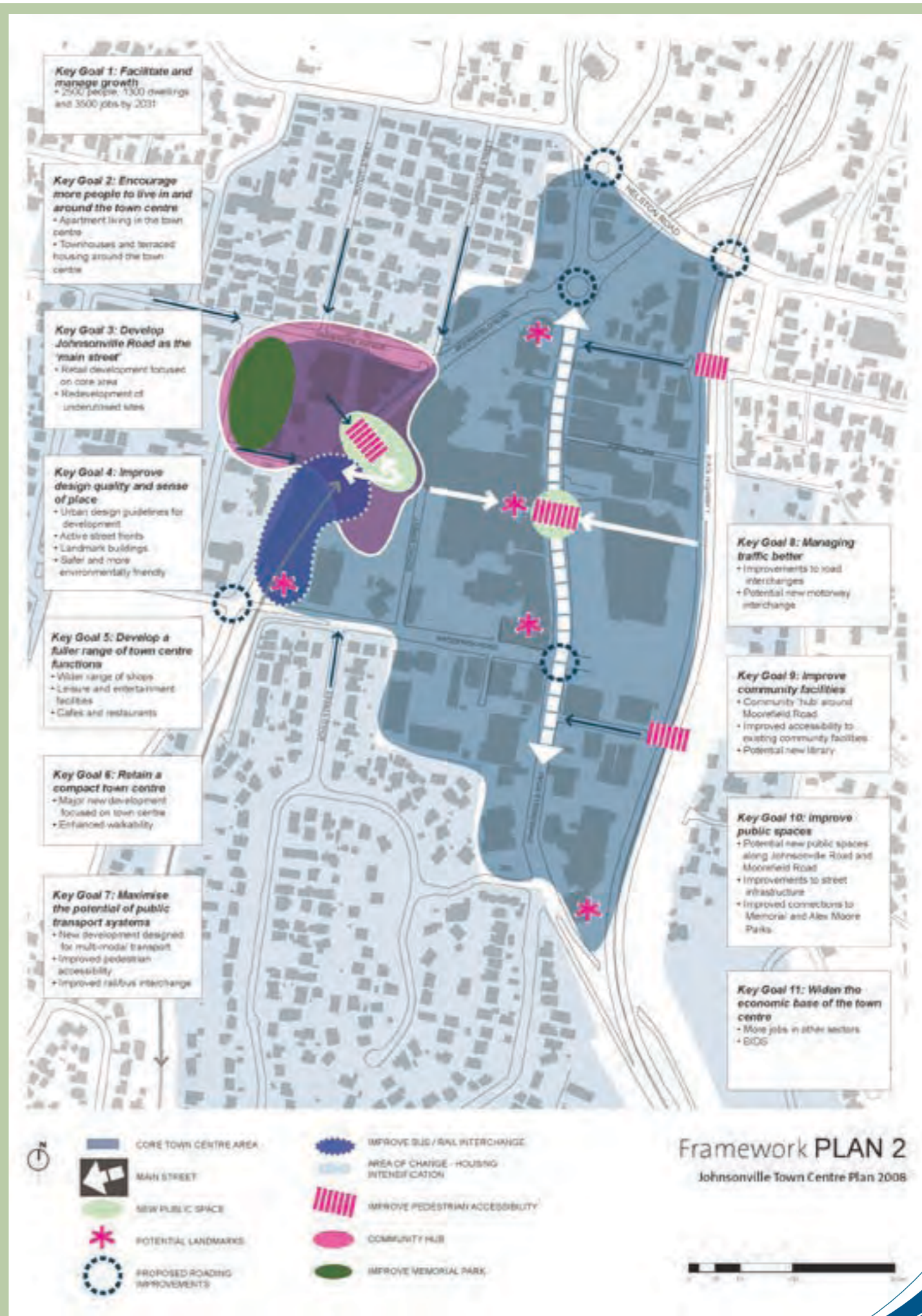
Much of Johnsonville's growth over the last 50 years has been designed for the private car, despite the excellent access to public transport. Traffic volumes in the town centre are high and several key intersections are at capacity. Improvements may be needed to upgrade capacity at key points to allow 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.

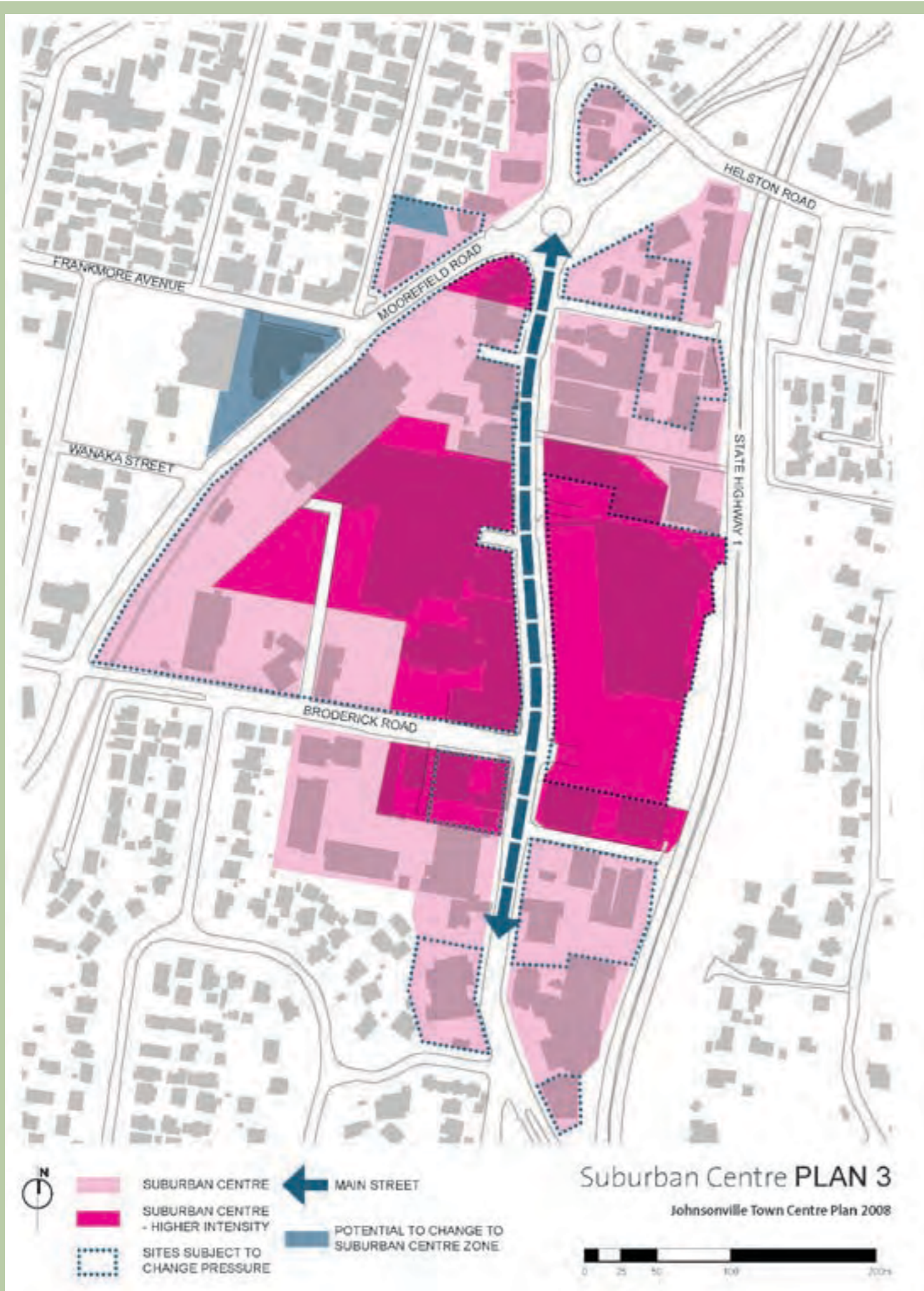
#### ACTIONS

- 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.

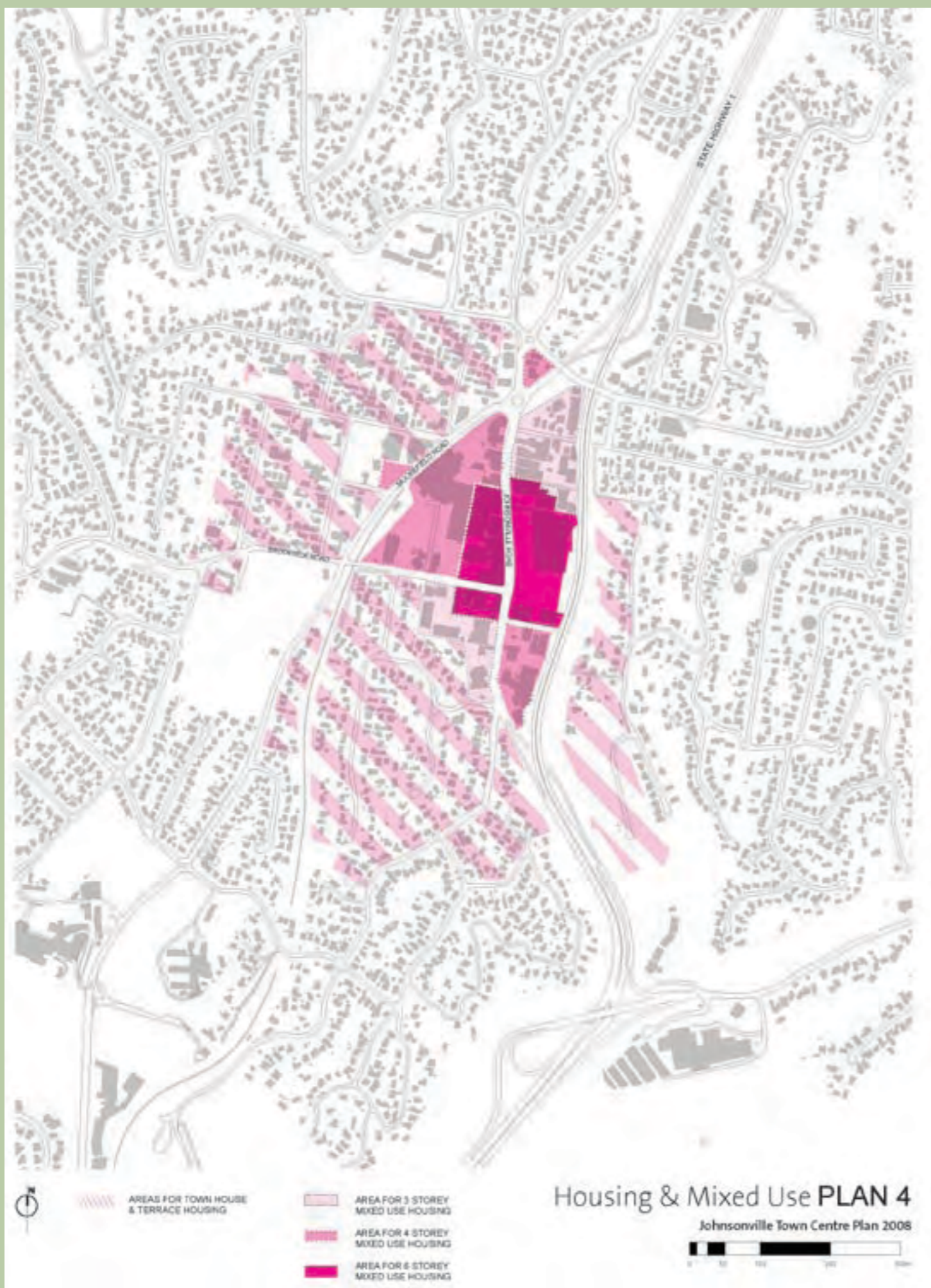
The Town Centre Plan vision is to intensify residential land to accommodate growth and varied housing needs, aiming toward a minimum net density of 40 housing units per hectare in

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.

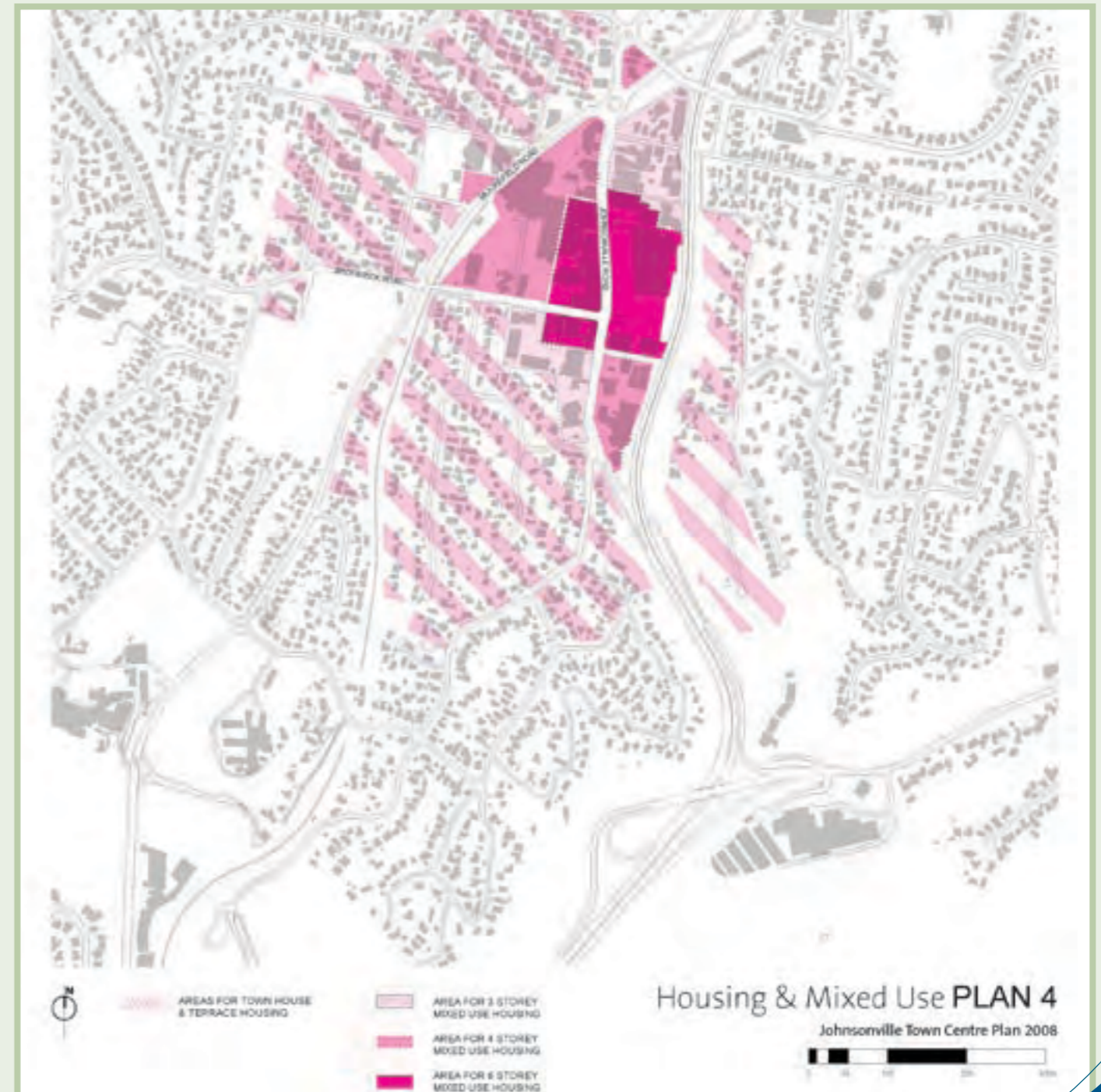
Various uses in the town centre are interconnected and complement one another. This plan recognises the need for physical and visual linkages that create a more integrated and accessible town centre, especially from a pedestrian point of view.

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.

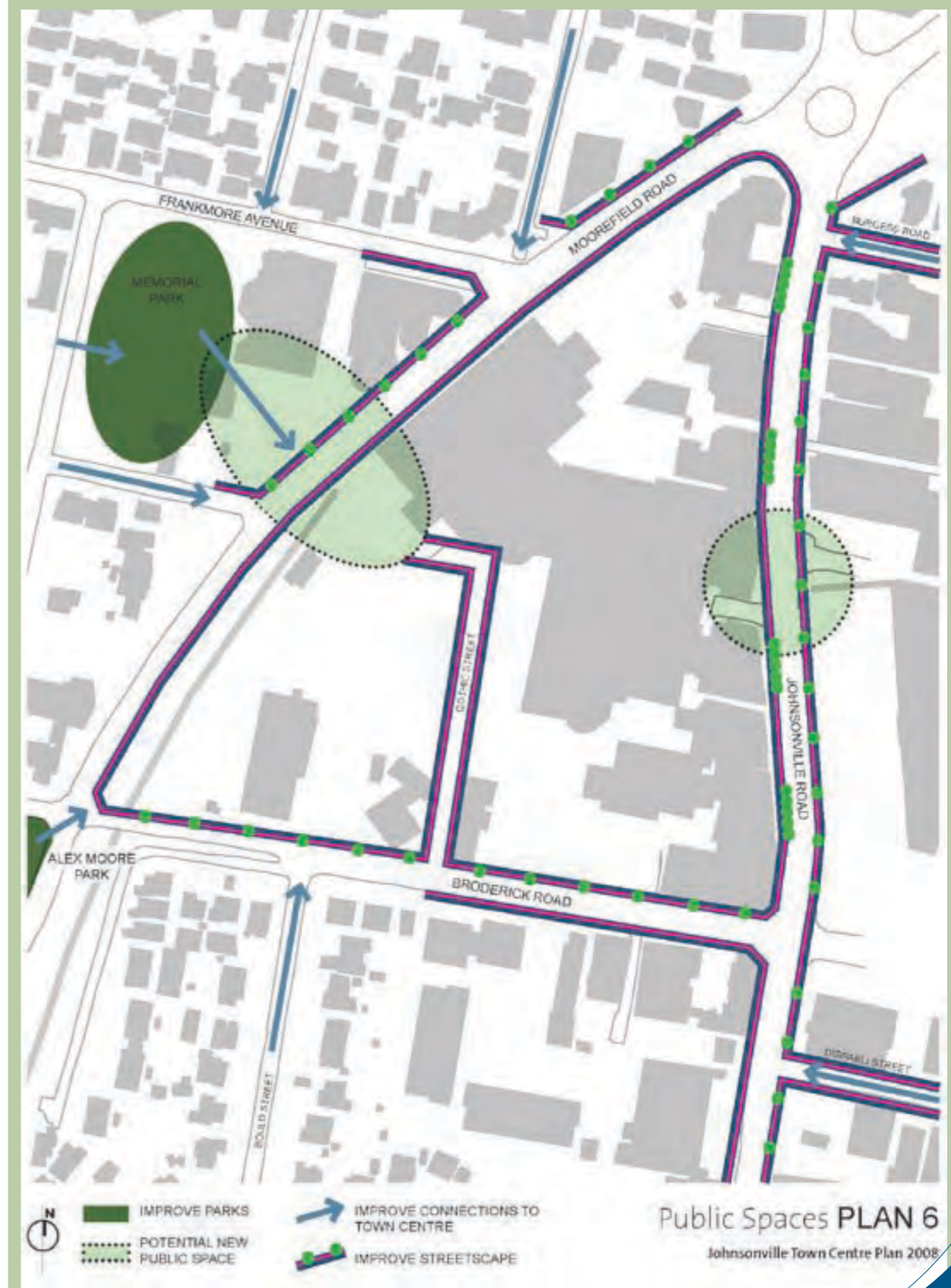
This Plan calls for improvement to public spaces, through provision of new public space, enhancement of Johnsonville Road as an active urban space, and upgraded parks and open space. Public space improvements should be designed to reflect the sense of place, and be comprehensive to ensure that all elements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

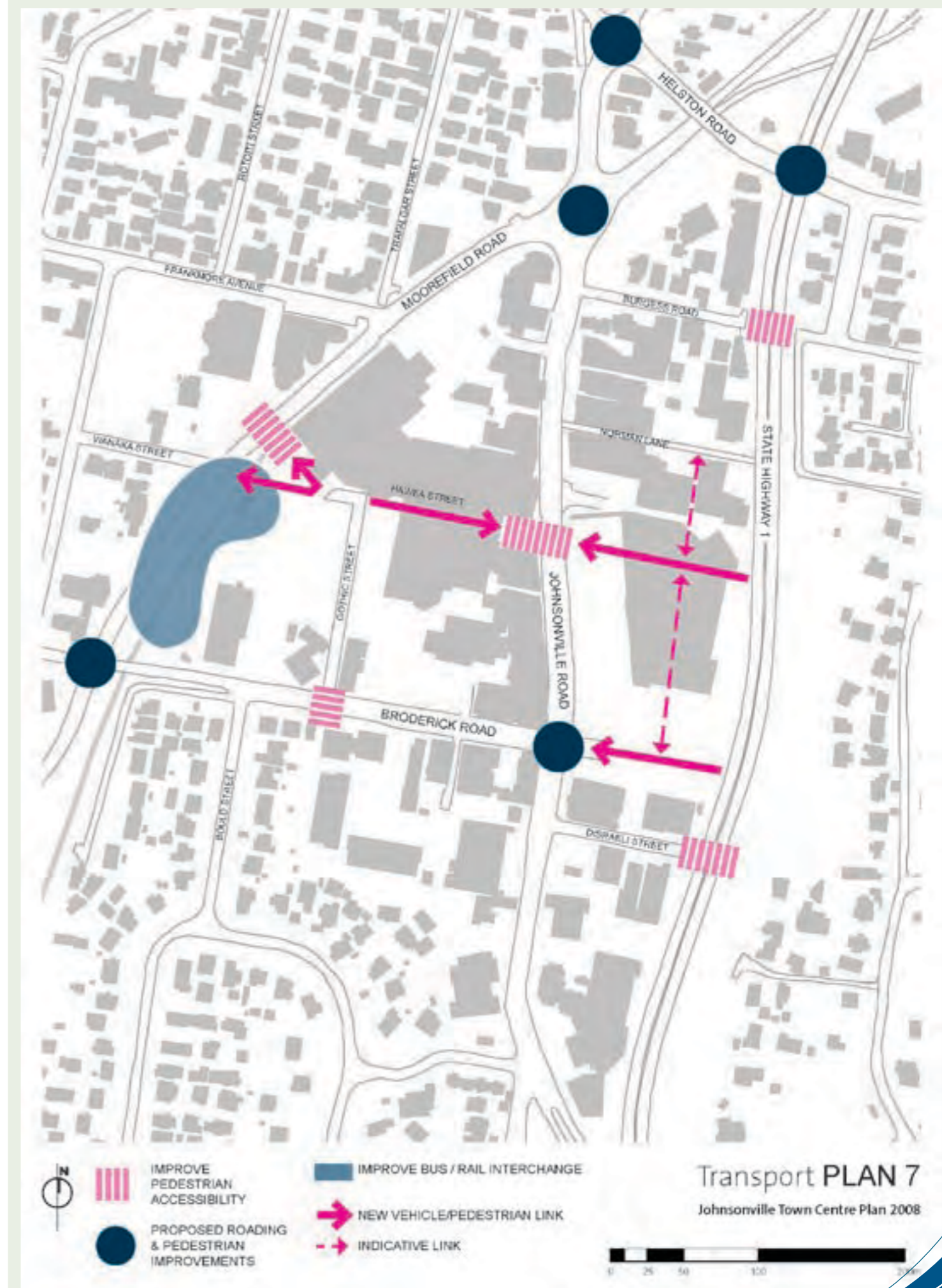
The existing parking in the town centre totals about 1400 on-street and off-street carparks, with 500 carparks for the mall and adjacent retail, and over 60 park-and-ride spaces. The new mall development proposes up to 1400 car parks in new parking structures and on the rooftop, including replacement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

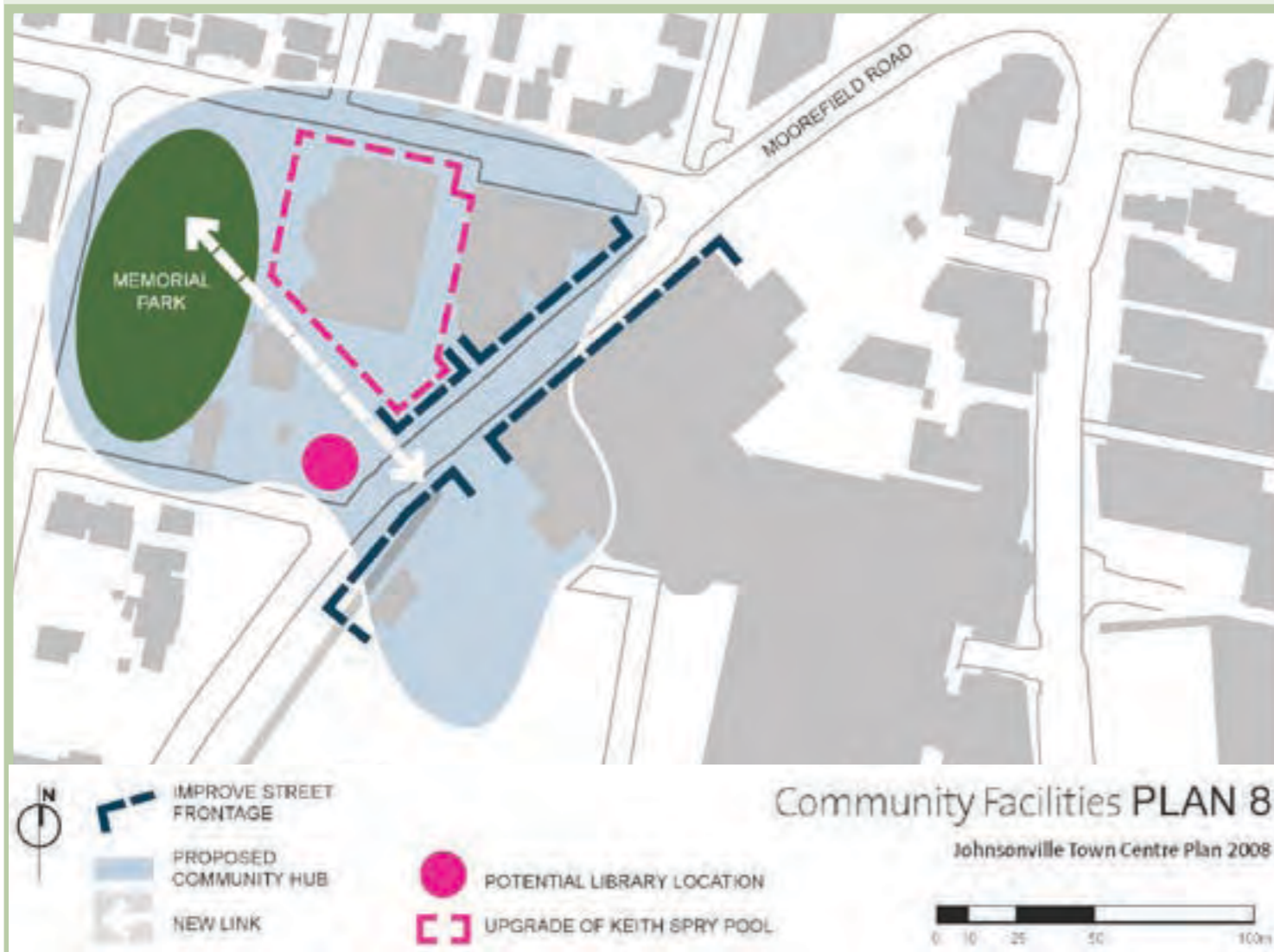
Overall there is a lack of an obvious civic function in the town centre.

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.



## Part 3: Implementation

This section of the Town Centre Plan outlines the action plan for achieving the vision for Johnsonville as a Sub-Regional Centre for commercial and residential development.

### ROLE OF THE CITY COUNCIL

Wellington City Council will play a key role in realising the future vision for Johnsonville. This role may take many forms from direct investment in public works to promoting positive change. The Council will work collaboratively to ensure that any redevelopment and/or infrastructure proposals maximise the benefits to the community. These key roles are outlined below:

- Leader – developing strategy and policy, making decisions, leading by example and working with the community

- Advocate – encouraging and facilitating action by others towards joint goals
- Provider – constructing, maintaining and running essential infrastructure and community services
- Regulator – managing development through resource consent processes
- Partner – working with other organisations on joint projects and goals
- Informer – providing information and undertaking research and education
- Coordinator – ensuring integrated management of places through coordinated action by a range of public and private sector organisations.

### ROLE OF OTHERS

Many of the far-reaching initiatives proposed in this Town Centre Plan will only be successfully achieved in partnership with a range of private and public sector organisations. Key stakeholders and potential partner organisations are listed below:

TABLE 2 – POTENTIAL PARTNERS

KEY STAKEHOLDERS AND POTENTIAL PARTNERS	RELEVANT ISSUES/ROLES
Greater Wellington Regional Council	<ul style="list-style-type: none"> <li>Public transport strategy</li> <li>Park and ride</li> <li>Bus and rail service</li> <li>Travel planning</li> <li>Regional planning</li> </ul>
New Zealand Transport Agency	<ul style="list-style-type: none"> <li>State highway planning and management</li> <li>Transportation funding</li> </ul>
KiwiRail	<ul style="list-style-type: none"> <li>Rail infrastructure</li> <li>Rail services</li> </ul>
Mana and Newlands Coach Services	<ul style="list-style-type: none"> <li>Bus services</li> </ul>
Grow Wellington	<ul style="list-style-type: none"> <li>Regional economic development</li> </ul>
Housing New Zealand Corporation	<ul style="list-style-type: none"> <li>Social and affordable housing provider; landowner</li> </ul>
Ministry of Education	<ul style="list-style-type: none"> <li>Schools; landowner</li> </ul>



<b>Local schools</b>	<ul style="list-style-type: none"> <li>Primary and secondary education providers; landowners</li> <li>Onslow College– provider of community resources in buildings–for–hire and community education programs</li> </ul>
<b>Creches and kindergartens</b>	<ul style="list-style-type: none"> <li>Early childhood education, landowners and partners in community hub</li> </ul>
<b>Local churches</b>	<ul style="list-style-type: none"> <li>Landowners</li> <li>community support/service/facility providers, youth groups</li> </ul>
<b>DNZ Property Group Ltd.</b>	<ul style="list-style-type: none"> <li>Johnsonville Mall redevelopment</li> </ul>
<b>Other landowners, business owners and developers</b>	<ul style="list-style-type: none"> <li>Landowners, business owners; development of land and businesses</li> </ul>
<b>Business groups</b>	<ul style="list-style-type: none"> <li>Business–led initiatives; community networks</li> </ul>
<b>Community groups and residents' associations</b>	<ul style="list-style-type: none"> <li>Community–led initiatives; community networks</li> </ul>
<b>Wellington Tenth Trust</b>	<ul style="list-style-type: none"> <li>Kaitiakitanga</li> </ul>
<b>Te Runanga o Toa Rangatira</b>	<ul style="list-style-type: none"> <li>Kaitiakitanga</li> </ul>

## ACTION PLAN

This Action Plan gives an overall picture of the Council's intentions.

This Action Plan focuses on Council leading with a new vision for Johnsonville, coordinating Council projects and community facilities, and facilitating development by other investors and developers. Tools to implement the plan include District Plan changes and Design Guides to respond to specific conditions in Johnsonville. This plan also allows for coordination and partnership with other organisations.

Actions have been split into operational actions by the Council and potential capital works. Tables 3 and 4 identify the indicative timing for the actions, as well as relative priority and any resourcing implications.

### FUNDING IMPLICATIONS

Some of the actions below are already budgeted for in the LTCCP (Long Term Council Community Plan) which sets out the Council's activities and spending 10 years ahead. Where activities and initiatives require new funding, these are clearly indicated. It is important to note that the availability of funding from the Council for proposed projects is not guaranteed. The prioritisation and funding of action items will be determined as part of the LTCCP and Annual Plan processes.

Other actions may be part-funded through other means such as development contributions. Significant transport works may be eligible for subsidy from the New Zealand Transport Agency (formerly Transit NZ and Land Transport NZ) because they provide wider benefits to the city's transport system. A future Business Improvement District (BID) could fund streetscape and other improvements through a targeted rate.

While the actions are focused on the role of the Council in facilitating the vision, it is clear that the vision cannot be successfully achieved by the Council alone – it also depends on interest and investment by the private sector. The Council will therefore work in partnerships with private landowners, business owners and developers to realise the vision.

### PRIORITY AND TIMING OF ACTIONS

**THREE LEVELS OF PRIORITY HAVE BEEN ACCORDED TO THE ACTIONS:**

**PRIORITY 1 – CONSIDERED ESSENTIAL TO ACHIEVING THE VISION OUTLINED IN THIS TOWN CENTRE PLAN**

**PRIORITY 2 – IMPORTANT TO ACHIEVING THE VISION**

**PRIORITY 3 – LESSER IMPORTANCE/PRIORITY TO BE ACHIEVED AS FUNDING BECOMES AVAILABLE**

**ACTIONS HAVE ALSO BEEN ASSIGNED A TIMEFRAME FOR IMPLEMENTATION. THESE ARE:**

**1-3 YEARS – SHORT-TERM**

**3-5 YEARS – SHORT TO MEDIUM TERM**

**5-10 YEARS – MEDIUM-TERM**

**10+ YEARS – LONG-TERM**

Many action items are tied to growth, and interconnected with private development. If projected growth does not occur in the next 10 years due to economic conditions or lack of take up, growth-related capital works items may be deferred. This Action Plan outlines several operational items that should be completed in the short term to shape future development.

**TABLE 3 – OPERATIONAL ACTIONS**

ACTIONS	COUNCIL ROLE	METHOD	TIMING				PRIORITY	RESOURCES
			1-3	3-5	5-10	10+		
<b>DEVELOPMENT FACILITATION</b>								
1. Communicate a future vision for Johnsonville to the community, other public sector organisations and the private sector	<b>Leader</b>	Communi-cations					1	Part existing funding and Action A3
2. Ensure any Council infrastructure works or community facilities contribute towards the achievement of the Town Centre Plan vision and principles	<b>Leader/Coordinator</b>	Delivery Alignment					1	Existing funding – linked to Capital Works in Table 4
3. The Council to take a more active role in facilitating redevelopment in Johnsonville, possible establishment of a land development agency, public-private partnerships, and demonstration projects to realise the Town Centre Plan vision and principles	<b>Leader</b>	LTCCP New Initiative					1	New funding
4. Consider establishment of a Business Improvement District (BID) to facilitate the implementation of the Town Centre Plan	<b>Advocate/Coordinator</b>	LTCCP New Initiative					2	Any BID would be funded from targeted rates
5. Actively work with landowners, developers and investors to ensure new development contributes towards the achievement of the Town Centre Plan vision and goals, including: <ul style="list-style-type: none"> <li>Encouraging expansion and intensification of retail in a compact core, with anchor destinations along Johnsonville Road</li> <li>Encouraging a wider range of shops, restaurants and entertainment facilities in the town centre and facilitating a stronger night-time economy</li> <li>Promoting opportunities for apartments and offices in the town centre</li> <li>Encouraging landowners and investors to redevelop under-utilised sites, relocate car parking away from street frontages, construct quality buildings on the street edge, and enhance public access through the town centre</li> <li>Encouraging investment that creates new jobs and widens the economic base of Johnsonville</li> <li>Ensuring new development is designed for multi-modal transport options</li> <li>Encouraging developers of new buildings to incorporate environmentally sustainable design</li> <li>Encouraging other government services, community facilities and medical providers to locate near the community hub.</li> </ul>	<b>Advocate/Coordinator</b>	Resource Consents Processing Development Facilitation (see Action A3)					1	Existing funding



ACTIONS	COUNCIL ROLE	METHOD	TIMING				PRIORITY	RESOURCES
			1-3	3-5	5-10	10+		
<b>POLICY REVIEW AND AMENDMENT</b>								
6. Review and amend District Plan objectives, policies and rules in relation to: <ul style="list-style-type: none"> <li>Suburban Centre zone boundary</li> <li>Intensive residential development</li> <li>Building heights and densities</li> <li>Mixed-use development</li> <li>Incentives for transit-oriented development</li> <li>Noise insulation</li> <li>Heritage and character protection</li> <li>Wind issues</li> </ul>	<b>Leader/Regulator</b>	District Plan Changes				1	Existing funding	
7. Review and amend District Plan design criteria and guidelines to achieve: <ul style="list-style-type: none"> <li>Better designed buildings and spaces</li> <li>Active street frontages, including the main street of Johnsonville Road</li> <li>Public streets and pathways functioning as public space</li> <li>Improved public safety</li> <li>Improved pedestrian accessibility and through-links on large sites</li> <li>Reduced visual impact of carparking</li> <li>Landmark features on key sites</li> <li>Public transport integral to town centre</li> </ul>	<b>Leader/Regulator</b>	District Plan Changes				1	Existing funding	
8. Review and amend the Council's Development Contributions Policy as it relates to new development in the Johnsonville catchment area to help fund the area's transport infrastructure, public space, and other community facilities	<b>Leader/Regulator</b>	Development Contributions Policy				1	Existing funding	
<b>HOUSING</b>								
9. Develop concept plans to demonstrate the potential for comprehensive redevelopment of selected residential areas	<b>Advocate/Informer</b>	Infill Housing Review				2	Part existing and new funding	
10. Work with Housing NZ and developers to investigate opportunities for public-private partnerships to deliver affordable housing and quality intensive housing	<b>Partner</b>	Partnership				3	To be determined on a case-by-case basis	



ACTIONS	COUNCIL ROLE	METHOD	TIMING				PRIORITY	RESOURCES
			1-3	3-5	5-10	10+		
<b>TRANSPORT AND ACCESSIBILITY</b>								
11. Work with landowners, Greater Wellington, KiwiRail and Mana Buses to enhance the rail and bus interchange, improve bus stops, and encourage increased public transport use	<b>Partner/Coordinator</b>	Development Facilitation -Linked to Actions A3 & A5					2	Funding for any improvements to be determined on a case by case basis.  Potential sources of funding to include: <ul style="list-style-type: none"> <li>KiwiRail</li> <li>GWRC</li> <li>landowners and developers</li> <li>NZTA subsidy</li> <li>Development Contributions</li> <li>rates</li> </ul>
12. Work with Transit NZ to investigate and plan for a new motorway interchange at Helston Road  OR  Widen existing roads around the central triangle (Moorefield and Broderick Roads)	<b>Partner</b>						2	Estimated funding requirement for Helston Road interchange improvements approx. \$19m. Alternative triangle road widening \$10m  Potential sources of funding to include: <ul style="list-style-type: none"> <li>contributions from major developers</li> <li>Development Contributions</li> <li>NZTA subsidy</li> <li>rates</li> </ul>
13. Undertake a safety audit of the town centre	<b>Informer</b>	Community Action					2	Existing funding
<b>URBAN OPEN SPACE</b>								
14. Ensure development and infrastructure proposals enhance the role of Johnsonville Road as the main street and a key public space	<b>Coordinator</b>	Resource Consents and Delivery Alignment					2	Existing funding
15. Work with landowners and developers to provide a new public space in Johnsonville town centre	<b>Partner/Provider</b>	Community Facilities Review					2	To be determined on a case-by-case basis
16. Develop concept and design plans for streetscape and gateway improvements	<b>Coordinator</b>	LTCCP New Initiative					2	Part of Public Spaces and Centre Development Programme



ACTIONS	COUNCIL ROLE	METHOD	TIMING				PRIORITY	RESOURCES
			1-3	3-5	5-10	10+		
<b>SIGNAGE</b>								
17. Undertake an audit of signage in the town centre	Informer	Community Action					3	Existing funding
<b>COMMUNITY SERVICES</b>								
18. Facilitate the creation of a 'community hub' through locating community facilities and other complementary activities in close proximity to the Keith Spry Pool and community centre	Coordinator/ Provider	LTCCP New Initiative and part existing LTCCP project					1	Linked to A19, A20 and Potential Capital Works in Table 4
19. Develop a Master Plan to enable the community hub vision	Leader/ Coordinator	LTCCP New Initiative					1	Existing LTCCP funding
20. Examine the potential of relocating and enlarging Johnsonville library as part of the community hub proposal	Provider	Community Facilities Review					3	Funding to be determined



**TABLE 4 – POTENTIAL CAPITAL WORKS**

POTENTIAL CAPITAL WORKS	COUNCIL ROLE	TIMING				PRIORITY	RESOURCES
		1-3	3-5	5-10	10+		
1. Improve the key intersections of Johnsonville, Broderick, Moorefield and Middleton Roads	Provider					1	New funding COST: \$3m SOURCES: Rates, contribution from major developer, development contributions, NZTA subsidy
2. Improve the pedestrian crossing opportunities across Moorefield, Broderick and Johnsonville Roads.	Provider					2	New funding COST: \$300,000 SOURCES: Rates and possible NZTA subsidy
3. Improve the safety and surrounds of the pedestrian underpasses under SH1 at Burgess Road and Disraeli Street	Provider					3	New funding COST: \$100,000 SOURCES: Rates
4. Consider new locations and enhancement of bus stops	Provider					2	New funding COST: \$ 150,000 SOURCES: Rates, GWRC
5. Upgrade Keith Spry Pool and improve its relationship to its surroundings	Provider					2	Existing LTCCP project COST: \$6m SOURCES: Rates and possible Development Contributions
6. Upgrade Memorial Park and improve the connections to the town centre	Provider					2	New funding COST: \$500,000 – \$1m SOURCES: possible Charles Plimmer bequest funding, and Development Contributions
7. Upgrade Alex Moore Park (sports hub) and improve the connections to the town centre	Provider					2	Costs to be determined, funding from sports clubs
8. Improve bike parking at key points in the town centre	Provider					3	Existing LTCCP project COST: \$ 20,000
9. Improve streetscape and gateway features	Provider					3	To be considered as part of Review of Public Spaces and Centres Development Programme

