

# Johnsonville Town Centre Draft Plan

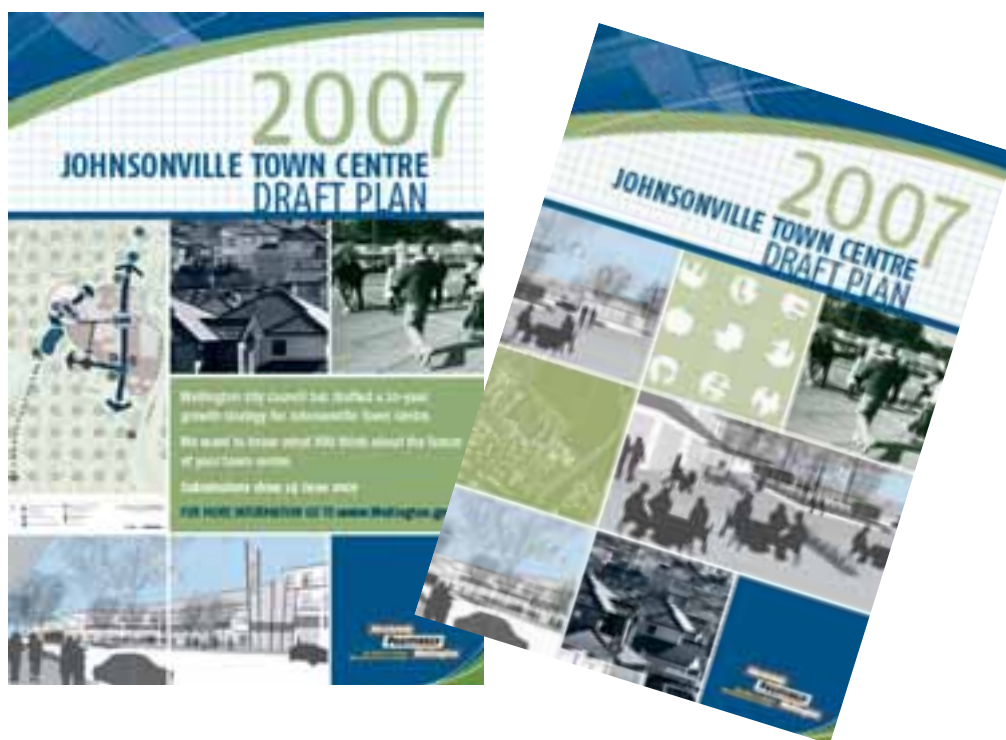
## Summary of Consultation and Feedback

### 1. Details of Consultation Process

Date	Details
Monday 7 May	Southern Ward Meeting, 7pm – 8.30pm, Newtown School
Thursday 10 May	Tawa Community Board meeting, 7pm – 10.30pm
Tuesday 15 May	Eastern Ward Meeting, 7pm – 8.30pm, 27 Chelsea St, Miramar
Wednesday 16 May	Northern Ward Meeting, 7pm – 8.30pm, Johnsonville Community Centre
Thursday 17 May	Packs to internal/external stakeholders/libraries/service centres – containing Draft Town Centre Plan and Letter
Tuesday 22 May	Mail out to 9000 Johnsonville residents: <ul style="list-style-type: none"> <li>▪ Postcard</li> </ul>
Thursday 17 May	Copies of Johnsonville Town Centre Draft Plan (including reference copies) & posters to Central Library, Johnsonville Library, Khandallah Library, Johnsonville Community Centre
Thursday 24 May	<a href="http://www.Wellington.govt.nz">www.Wellington.govt.nz</a> go-live webpage on “Have your say – Johnsonville town centre draft plan”
Thursday 24 May	Our Wellington Page - Article 1
Thursday 24 May	Residents/Progressive Associations and Johnsonville community interest groups invited to listen to Luke speak at Johnsonville Community Centre 6.30pm – 7.30pm
Wednesday 30 May	Display in Johnsonville Shopping Centre with Council Officers, 12pm – 2pm
Thursday 7 June	Display in Johnsonville Shopping Centre with Council Officers, 5pm – 7pm
Tuesday 12 June	Talk with Disability Reference Group, 5pm – 7pm, Committee Room 1
Wednesday 13 June	Meeting with Johnsonville Business Association
Thursday 21 June	Our Wellington Page – Article 2
Friday 29 June	Feedback closed
Monday 2 July	Feedback reopened and two week extension given till Monday 16 July
Next steps	Final Town Centre Plan and draft District Plan Change for Council SPC approval beginning 2008



Postcard delivered to 9000 Johnsonville residents.



Above left: A2 posters placed in Johnsonville Library and shops.

Above right: cover of the Johnsonville Town Centre Draft Plan (A4 booklet) that was available on request and sent to stakeholders and previous submitters.

## 2. Submitters

103 feedback forms were received by 19 July 2007.

The following organisations submitted feedback:

- Johnsonville Residents Association
- Transit New Zealand
- Greater Wellington Regional Council
- Urban Perspectives Ltd on behalf of Dominion Retail Fund Ltd
- Antipodean Properties Ltd
- Apple Property
- Cycle Aware Wellington
- Johnsonville Community Centre
- Johnsonville Uniting Church
- Life Pharmacy Johnsonville
- Living Streets Aotearoa

- McDonalds
- New Zealand Taxi Federation
- Newlands Coach Services
- New Zealand Heavy Haulage Association Inc
- Onslow College
- St. Brigid's School
- The Architectural Centre
- Wellington Suburbs Christian Fellowship Office
- Cardno TCB

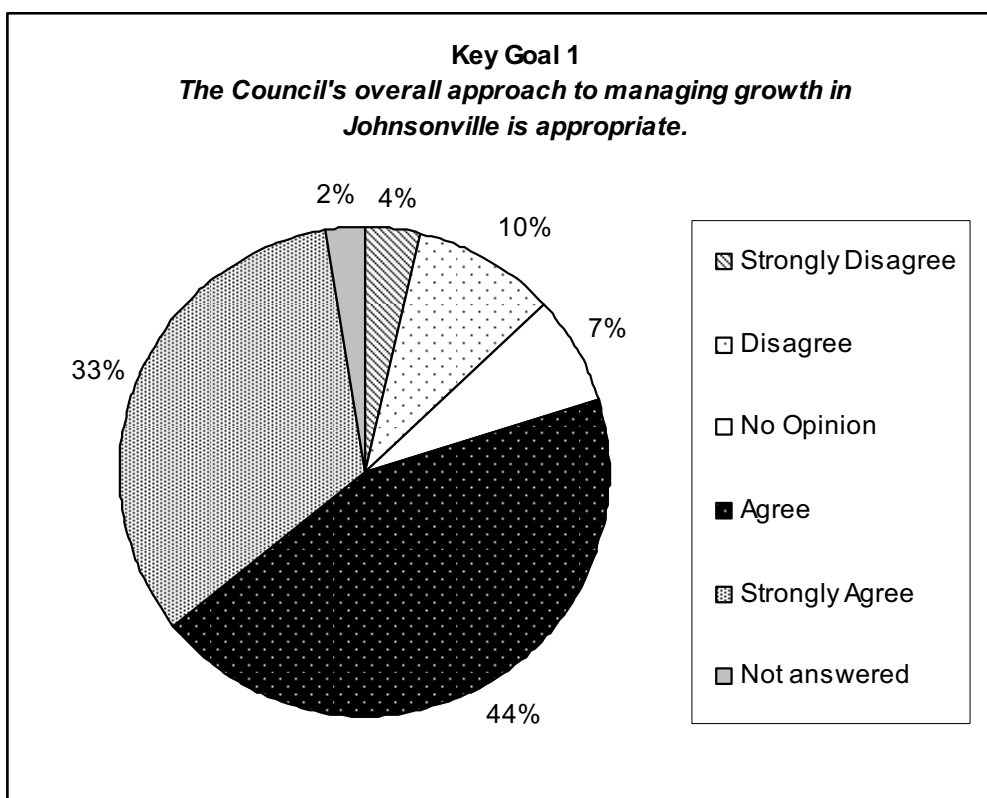
Please note the graphs and tables represent data taken from feedback received up to 19 July 2007.

### 3. Summary of Feedback – Key Goals

#### Key Goal 1 – Facilitate and Manage Growth

Wellington's population is expected to grow by around 33,000 people by 2026. Johnsonville's share of this growth is estimated to be around 2000 people, 1000 new dwellings and 3500 new jobs. The Council's current approach would see most of the residential growth accommodated through incremental infill, and the job growth mainly in retail. The Draft Town Centre Plan proposes a more integrated approach to managing growth that delivers wider choices, better quality and greater sustainability.

Agree and Strongly Agree to Key Goal 1: **77.4%**



#### Summarised comments:

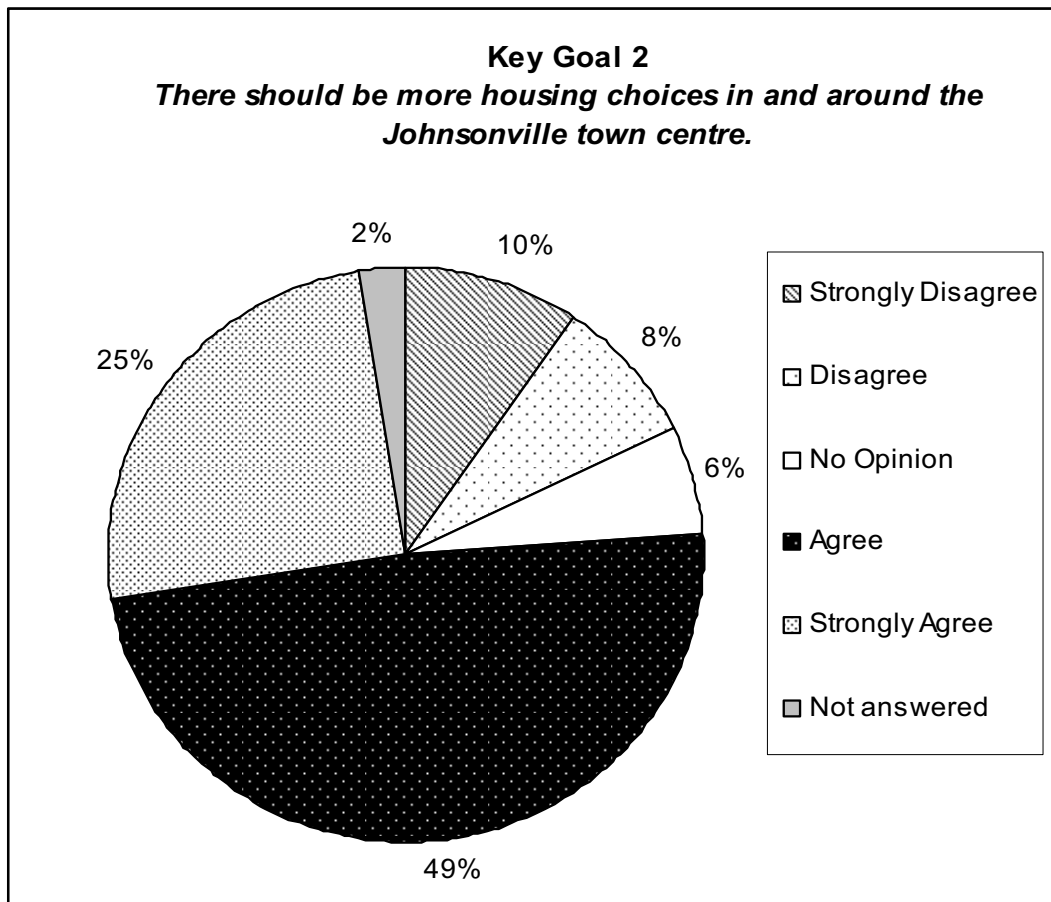
- High density housing should not develop a slum area.
- Ensure adequate, well managed, permanent open spaces.
- Johnsonville is a great suburb to live, and any development to improve our suburb and its facilities is most welcome.
- The Draft Town Centre Plan identifies the key components to cope with growth and get Johnsonville better aligned to Wellington as well as functioning as an independent economic town.
- Include opportunities to start up businesses/cafes/designers/creative people.
- No draw-card to Johnsonville at present.
- Great to see such a comprehensive, long-term plan.
- Three buildings in particular should be preserved: Community Centre/Swimming Pool, Salvation Army complex, and the Post Office building.
- Council should update its green waste solutions to first world urban standards for heavily occupied areas e.g. weekly collection of organic waste.
- Will depend on whether the key major developers buy into the idea for design of the multi-use area rather than a giant box with a lot of car parking.

- This is the most exciting piece of forward planning we have ever seen for the area! Congratulations.
- Need to strongly link the commercial and community parts of central Johnsonville. Potential action 10 needs to happen in 3-5 years not 5-10 years.
- Incremental infill makes sense to me provided it is planned, controlled and in accordance with an overall urban design objective. For an attractive, people and community-centred Johnsonville.
- No mention of Churton Park or Lincolnshire Farm expansions. Johnsonville can't cope with these additional growths. No timeframes – needs to be implemented sooner rather than later.
- Great to have a strong Plan with well considered objectives.
- Development without a plan leads to retrospectively trying to fix issues that arise as development occurs, and forward planning is much more preferable.
- The Draft Plan doesn't take account of, or mention the growing and already almost unsustainable traffic noise problem in Johnsonville. As the introduction states, Johnsonville is a "natural basin" and traffic noise reverberates back and forth across the basin. Infill removes tree cover and uses the modern hard, flat-surfaced roofs – natural noise reflectors. Consider absorption barriers for traffic noise either side of Broderick and Moorefield Road in a 10km walking distance from the Shopping Centre.

## Key Goal 2 – Encourage more people to live in the town centre

Johnsonville and the northern suburbs have limited housing choice, dominated by low-density, detached houses. Research shows that much of the future demand in housing will be for townhouses and apartments. Johnsonville has the potential to provide an attractive town centre location for townhouse living. This can bring extra vitality, improve safety, encourage a wider range of facilities, improve walkability, increase the viability of public transport and help to provide more affordable housing choices.

Agree and Strongly Agree to Key Goal 2: **73.8%**



### Summarised comments:

- Eliminate urban sprawl.
- Integrate with natural land features.
- Must be high quality open space adjacent to housing – use native flora/fauna.
- Council has allowed too much infill.
- Include CPTED (Crime Prevention Through Environmental Design) principles.
- “Zones” in “Housing Plan 3” or boundaries are not clear – more thought needs to go into this before the District Plan process occurs.
- If there are a critical mass of apartments in the town centre with supporting public spaces, parks and services, Johnsonville could begin to have a “pull” all of its own – a destination, rather than a sleepy suburb.
- Don’t want housing to be like Greta Point development in Wellington City, but do need to better utilise the available area.

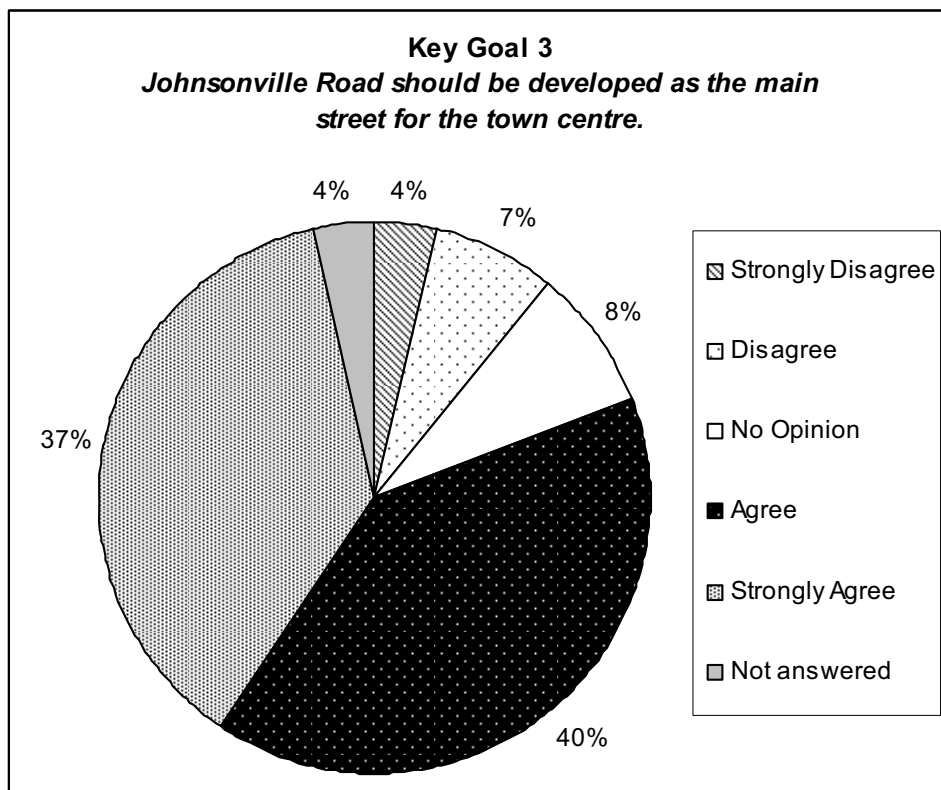
- A lot of young families live in this area so am opposed to townhouse/apartment type living that is cramped.
- Concerned about terraced housing and infill proposed given that Johnsonville is a family focused community.
- Little space to build, so need to build up.
- The Draft Town Centre Plan needs to take into account the topography of Johnsonville in terms of the housing plan.
- There is a lot of Housing New Zealand stock within the proposed higher-density housing area, and they should be consulted about this. The 1940s state housing is well constructed and uniquely New Zealand so this should be cherished and preserved.
- Apartment housing will be better developed closer to the city.
- May require rezoning to allow small apartment blocks within short walking distances to the Shopping Centre. The current housing type allows people with only one kind of accommodation to live in the area.
- Unless traffic can be diverted from the main street there is no point in redeveloping it. A better option would be to make a pedestrianised "road" perpendicular to the main road and use it as a focal point. Plus, the environment (wind) in Johnsonville makes the orientation of the present main road unpleasant.
- Difficult to achieve in the short term, but a good long-term goal.
- The housing plan will cater for single residences for young professionals who commute to the CBD and for the elderly who no longer drive. Families needs will be met by housing near schools.
- As long as the apartments are done tastefully with guidelines avoiding "tenement" style housing.
- Don't want rows of apartments or 2 storey town houses near us (Bould Street).
- Develop Churton Park area and put some facilities and retail in.
- No need to encourage lower socio-economic groups into Johnsonville through low-cost housing unless they can contribute. The idea of encouraging residents into the town centre raises issues on support systems e.g. parking, security, rubbish collections.
- I like the idea of apartments within the existing mall area/business area.
- Make the whole area like the inner-city.
- Agree as long as the character of the older style housing area close to the town centre is retained.
- This needs to be carefully managed so that buildings don't become exactly the same and social issues like health don't become lesser because housing density becomes too high or amenity becomes too low.
- Housing choices need to take into account impact on height issues, off street parking, privacy, traffic and serviceability.
- Increased housing density will increase the viability of the public transport system and the vibrancy of Johnsonville. Council should encourage a significant increase in density though by increasing site coverage and height limits both within and close to the town centre.

### Key Goal 3 – Develop Johnsonville Road as the Main Street

Successful town centres often have a focal point based around a street or a public space. This is usually where the pedestrian traffic is greatest and the highest rents are achieved.

The focus of activity in Johnsonville is along Johnsonville Road. However, this key street is compromised by its very high traffic volumes and low urban design quality. The intensity of activity along this street is also reduced by the pattern of single-storey, large-footprint buildings with surrounding spaces often used for surface car parking. Enhancing its main street role will help to provide a focal point for the town centre.

Agree and Strongly Agree to Key Goal 3: **77.4%**



#### Summarised comments:

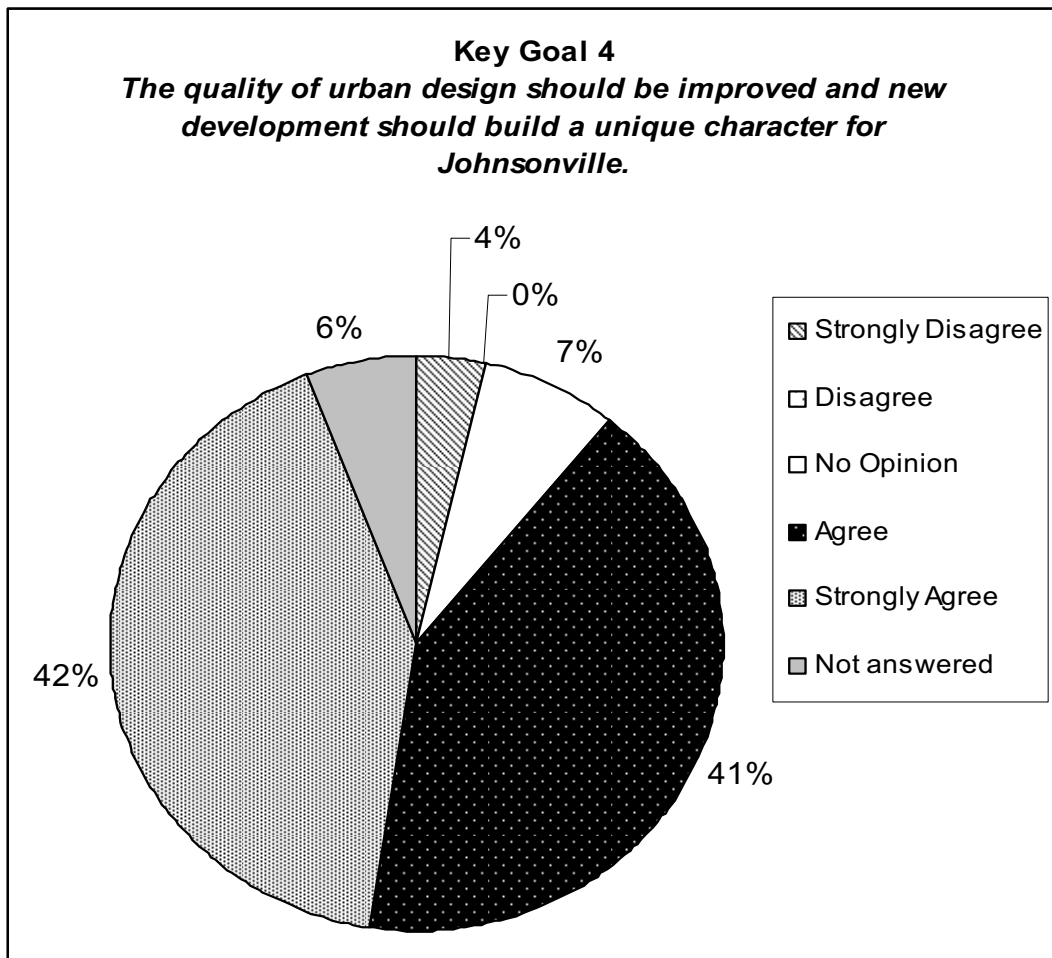
- Add pedestrian over-bridges to liberate traffic flow.
- Direct traffic away from Johnsonville Road.
- Motorway exiting at both ends of Johnsonville Road doesn't work.
- Internal street where the Shopping Centre is at present could be a main street.
- Consider an off-ramp to mitigate congestion.
- Traffic a major issue, feel Johnsonville Road should be left as a traffic artery with pedestrian/main street development focus elsewhere. Foot traffic should be directed elsewhere to increase safety. Remember to include emergency services in the Town Centre Plan.
- Key will be reducing the through traffic.
- Make the Shopping Centre the focal point in Johnsonville. Make the town centre attractive.
- An internal mall would ignore the rest of Johnsonville.
- Parking overtakes pedestrian access.
- Reduce surface parking – have a parking building that is connected to the shopping/community areas.

- Interchange at Helston Road best solution.
- Main road one-way off the motorway.
- Close Johnsonville Road to create the main street.
- The main street should have the bus route through it.
- Can't see multi-level parking working in Johnsonville.
- Broderick Road between Moorefield and Johnsonville Road could be good as a "main street". This depends on the new shape of the Shopping Centre that is redeveloped.
- Johnsonville needs a focal point.
- Should be high quality buildings, not low cost commercial buildings as at present.
- Disagree because Johnsonville Road is a wind tunnel and not conducive to being a focal point.
- One side of Johnsonville Road already operates to a degree as a main street and is highly active. To achieve a true main street the sea of car parking on the other side of the road needs to be addressed, as do the linkages between the two sides.
- Make sure the potential multi-storey buildings don't create further wind-tunnelling through Johnsonville Road.
- Bringing buildings on the Woolworths/Warehouse side of the street to the footpath will increase the wind effect and the resulting shading will mean the street is dark and unattractive. It will give an unattractive closed-in feel which will be far from inviting.

## Key Goal 4 – Improve design quality 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 current buildings and spaces in the town centre are, at best, unremarkable. There is little to distinguish the place as distinctly Johnsonville. Key elements will include ensuring high standards of urban design, celebrating heritage, promoting a unique sense of place and encouraging environmentally sustainable building design.

Agree and Strongly Agree to Key Goal 4: **73.8%**



### Summarised comments:

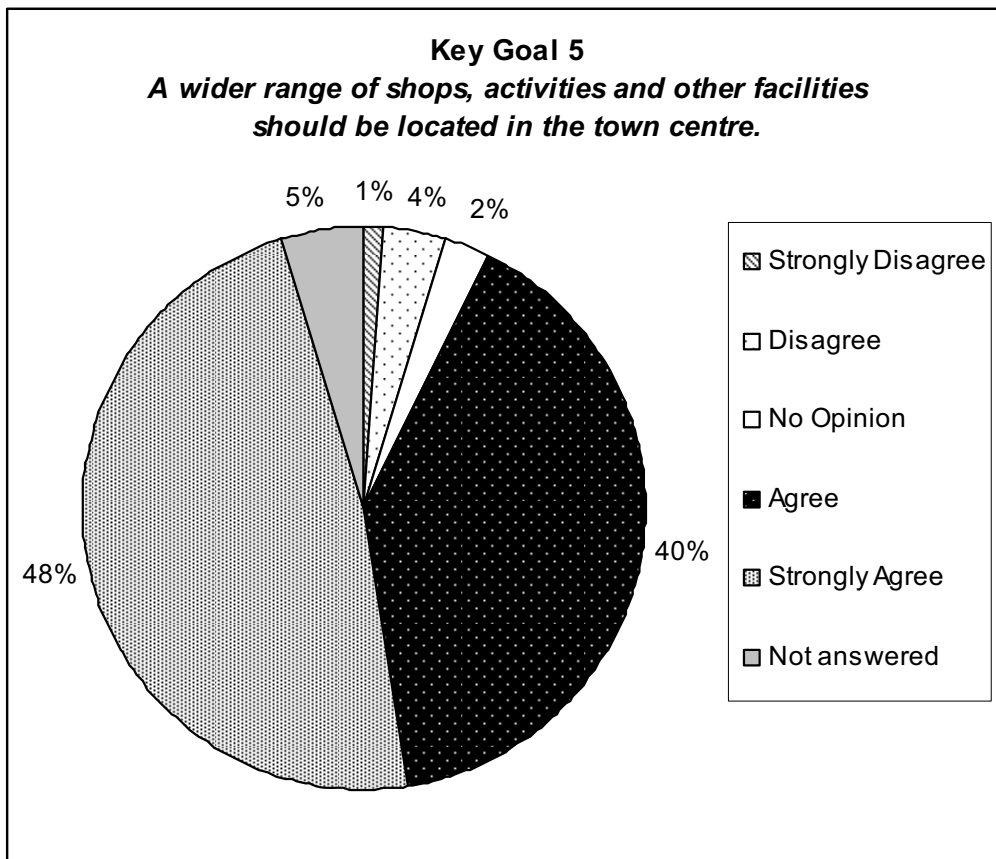
- In line with original landscape prior to Johnson's Mill.
- Johnsonville currently has little design – a lot of inefficient use of space that could be open spaces and cafes.
- Quality of buildings is paramount – apartments need to be constructed to keep the place attractive and desirable.
- Keep it compact to make it more manageable for infrastructure and utility provision.
- The town centre is currently too 'bitsy' and disjointed. There are lots of separate buildings, all unattractive, separated by unattractive car parking areas.
- Johnsonville has a diverse community and this should be reflected in the design – involve schools and community groups.
- No cohesion at present.

- Historical buildings have been demolished in Johnsonville in the past. Could use pioneers names on buildings and new areas.
- Don't demolish small, perfectly formed, well constructed, weatherboard ex state houses. No modern development could afford to replicate their solid wood and tile construction.
- Poor existing record of heritage and yet there is plenty of history to build on.
- This will enhance the character and feel of the area and make it less dependent on shopping.
- There is currently a lack in pride in being a "Johnsonvillager".
- Fairly happy with the current 'eclectic' mix.
- Don't want to see a box-like mall with no windows. Would like character present in mall redevelopment.
- Must be a well considered and strong plan.
- There is the potential for Johnsonville to have a strong sense of place – needs to be carefully managed.
- All buildings and development should be as environmentally sustainable as possible.

## Key Goal 5 – Develop a wider range of town centre functions

Mature town centres have a wide range of shops, entertainment and recreational facilities, a thriving night-time economy, and a well defined civic function. Retail is well represented in the Johnsonville 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 stop.

Agree and Strongly Agree to Key Goal 5: **88.1%**



### Summarised comments:

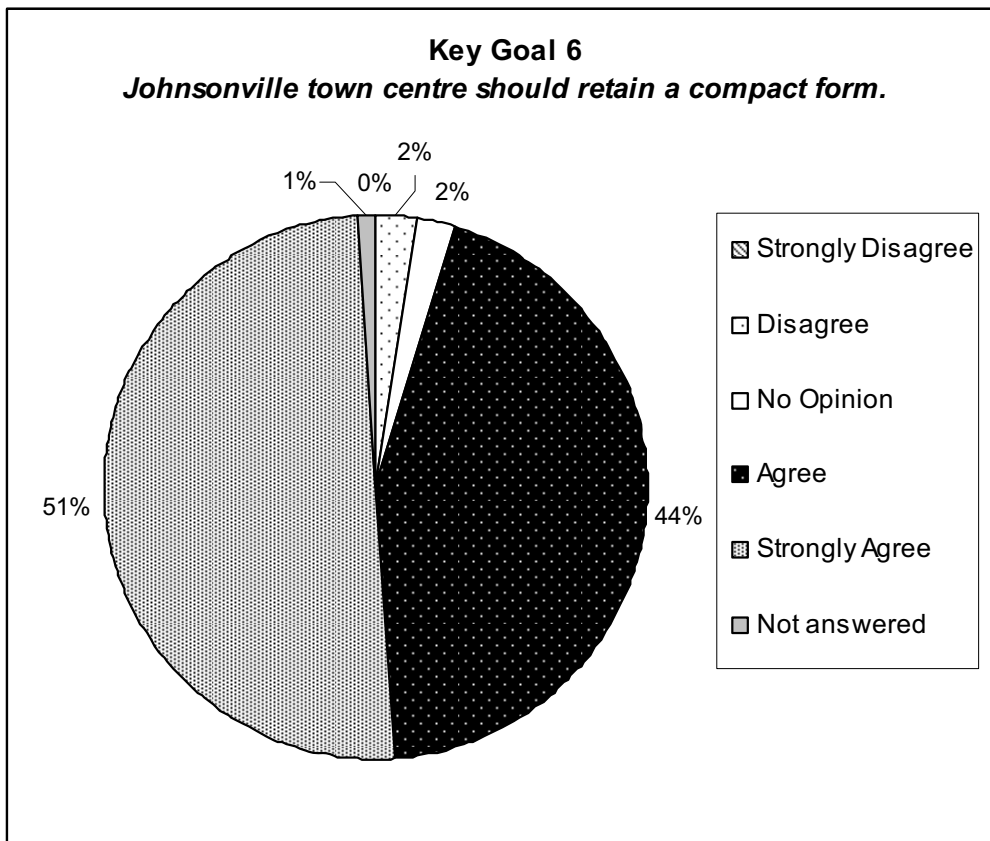
- Hi-tech manufacture requiring small amounts of raw materials and small transport units for completed products.
- Need a movie theatre.
- Need a larger variety of shops.
- Currently a lack of restaurants and cafes.
- Essential to develop community, social connections, reduce travel distances to alternative centres.
- Create something similar to Wellington's bus and rail interchange (or Waterloo, Lower Hutt interchange).
- Include Park and Ride facilities.
- Good having the community facilities, kindergarten and schools so close to the Shopping Centre.
- I would spend more time in Johnsonville if there was a better range of shops. It is a pretty boring place to visit and the recreational facilities could be improved greatly such as the swimming pool.
- Town Centre edge needs enhancing with café/dining that is available till late evening.
- Make it a place where people outside the region would like to come and spend their money.

- More retail variety and a movie theatre would avoid Johnsonville residents having to go to Porirua.
- More parking to be available at the library and increase its size.
- Haberdashery and hardware is poorly provided for.
- The shopping needs to be for all age groups. There is currently a lack of variety.
- A reduction in the need to go into Wellington City for entertainment and dining would eliminate parking problems and drink driving offences.
- Especially want cafes and wine bars of a high standard.
- People must come before pure profit – a balance is required.
- Don't let this become a Queensgate or North City Porirua. Encourage local business.
- Johnsonville needs good quality takeaways such as Hell Pizza, Burger Wisconsin and Burger Fuel.
- A thriving night-time economy is missing.
- A boutique style cinema e.g. lighthouse cinema (not Hoyts or a Reading).

## 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 compact and easily walkable. 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.

Agree and Strongly Agree to Key Goal 6: **94.0%**



### Summarised comments:

- Difficult on single storey level. Expansion: more businesses on restricted land area.
- Could increase the density of the existing triangle.
- Take traffic away from central Johnsonville. Promote foot traffic and safe zones.
- Make the Shopping Centre a 2-3 storey complex.
- Growth must be multi-storey.
- If it is not compact then motor vehicles become the only way to move from one site to another. If kept compact and all offices and shops can be accessed by walking from public transport, then the use of public transport to access places in the town centre remains an option.
- Car parking underground.
- The building design within the town centre should be largely standardised and modern, and built up to 4 storeys.
- Urgently need a footpath for people wishing to cross at the northern end of the Countdown carpark (towards the medical centre). Undulating car park is dangerous.
- The existing town centre is significantly under-utilised with large areas of open car parks. However, this will not always be the case. Higher density residential uses close to the town centre will restrict the ability to expand the commercial area outwards in the future. Therefore, Council should allow a

significant increase in the height limits for buildings in the central area. This will increase the density of commercial uses in the central area and promote a more compact town centre over the long term.

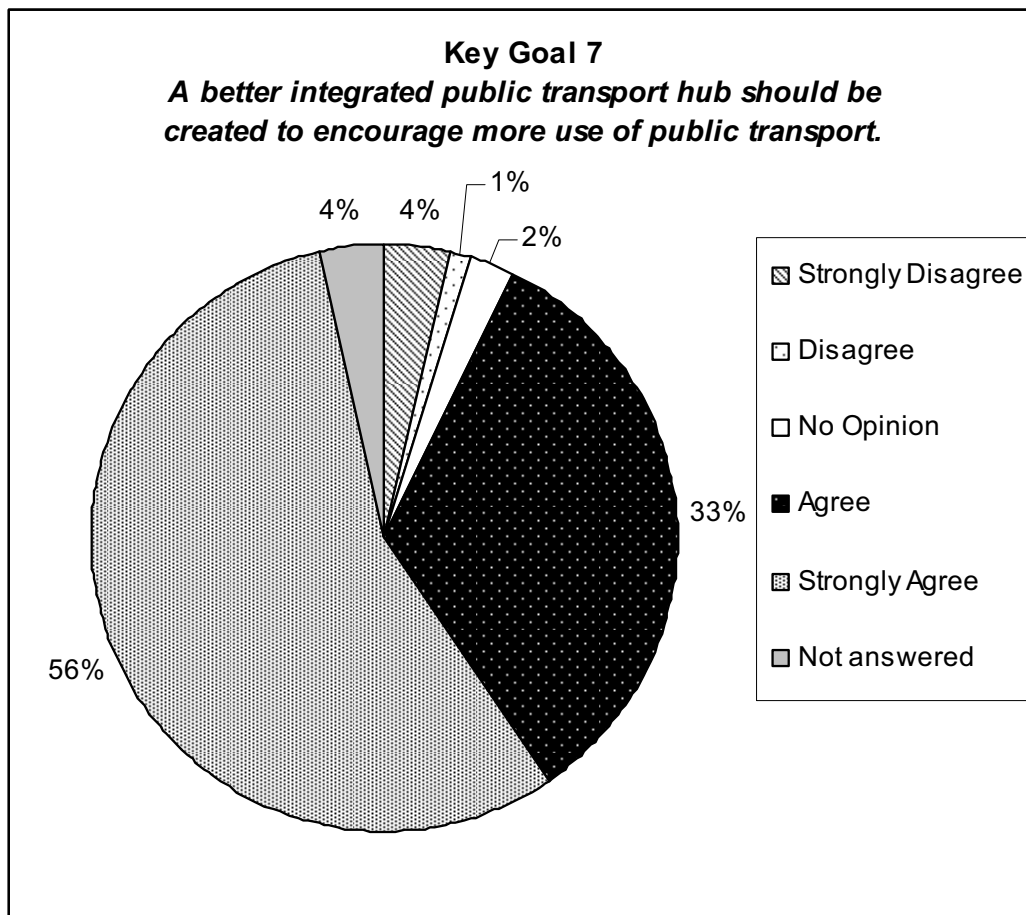
- Don't want it to turn into a 'Queensgate' type development that is ugly and will make congestion problems for the area worse.

## Key Goal 7 – Maximise the potential of public transport systems

To justify investment in new heavy-rail infrastructure, population densities of over 40 dwellings a hectare are usually necessary. Johnsonville is currently about half this density, so is lucky to have access to both rail and bus public transport systems.

The Shopping Centre upgrade and future development in the town centre provide unique opportunities to better utilise this transport infrastructure by increasing the population catchment around the railway station and by integrating public transport usage into the design new facilities.

Agree and Strongly Agree to Key Goal 7: **73.8%**



### Summarised comments:

- All weather concourse with covered walkway link to shops.
- Upgrade stations on the line.
- Rail and bus services are currently not coordinated. Need more bus services into the city.
- Keep the unique rail system in place.
- Is almost grid-lock at present.
- Poor transport facilities at present – station, terminal, no cover between transport and the Shopping Centre.
- Taxi facilities need to be included – need more taxi stands.
- Investigate park and ride at Broderick Park for Raroa Station.
- Train station needs to be attractive and serviced with food-stalls.
- Not enough commuter parking.

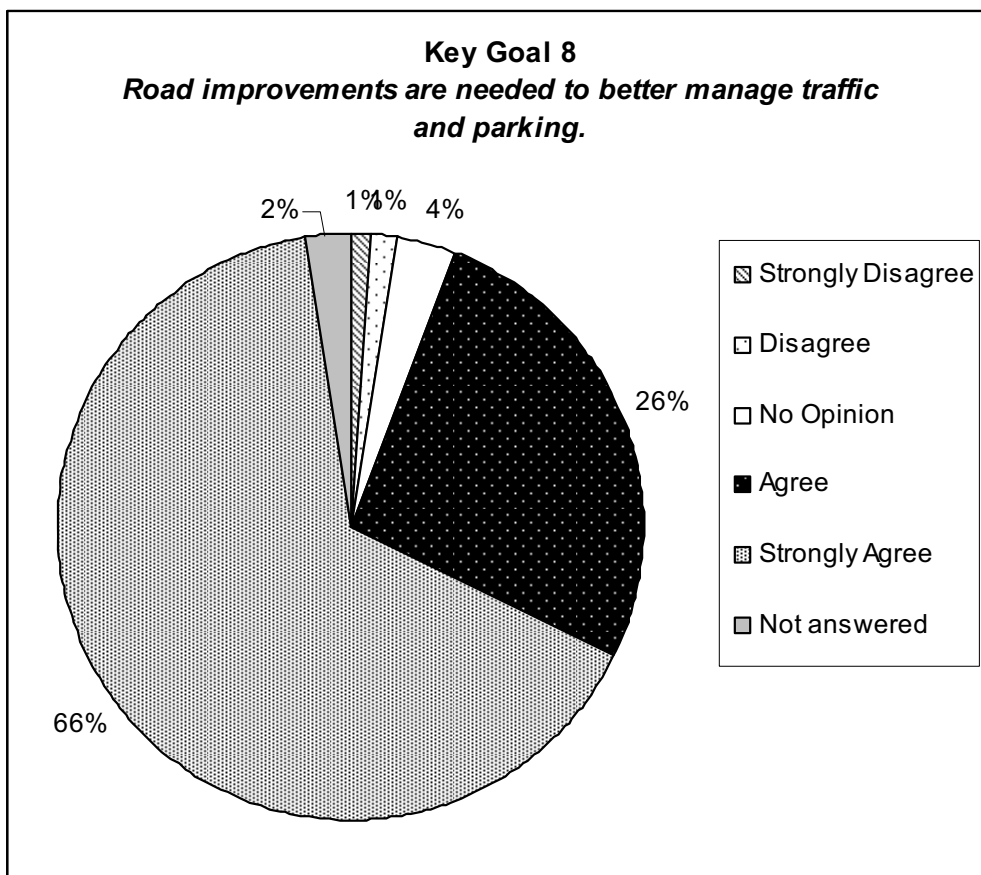
- There should be a universal ticket for train and bus that would help integrate public transport.
- Disjointed, little parking, old and tired railway station.
- Needs to be an express service as it's currently faster to drive into the City than take the train or bus.
- Encourage people to use public transport from Porirua and Wellington.
- Bus station in the car park needs to change.
- Currently choose to travel by car to Johnsonville due to the exposed public transport facilities in wet/cold weather.
- Bus service is good but current shelters are inadequate in terms of size and protection. Should advertise upcoming departures to the city in coordination with the train service.
- Improve and enlarge the bus shelters – they are currently too small for the number of peak hour commuters.

## Key Goal 8 – Managing traffic better

Much of Johnsonville's growth over the last 50 years has been designed for cars. Traffic volumes in the town centre are high and several key intersections are at capacity. Changes may be needed to improve 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 need to be explored.

Agree and Strongly Agree to Key Goal 8: **91.7%**



### Summarised comments:

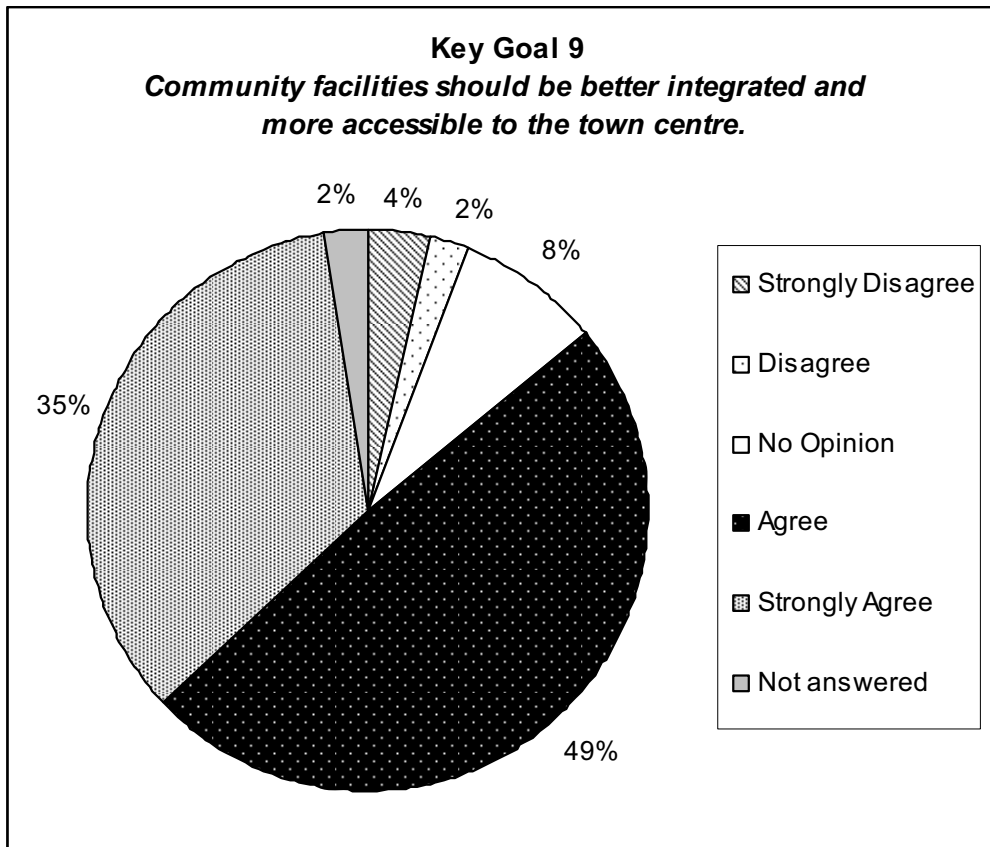
- Johnsonville traffic is a disaster with two motorway exits coming into town at each end of Johnsonville Road.
- Uncovered parking poor.
- Street lighting in residential areas is poor which discourages walking – this should be improved as a priority.
- Remove on-street parking.
- Consider an under or over pass to keep pedestrians safe and improve traffic flow.
- The busy roads and unclear pedestrian areas in the car parks make walking between facilities uninviting, especially with young children.
- Divert traffic away from the main town centre – this needs to be fixed first before any further development occurs.

- Leave Johnsonville Road as the main through road, and have the Shopping Centre main entrance on the other side by the railway station – include a park.
- Entry from Moorefield Road to McDonald's/Mobil is very dangerous for pedestrians.
- Congestion on roundabouts and some pedestrian crossings, plus the car parks needs attention.
- Make it pay parking over 2 hours, and better security.
- Pedestrian crossings need to be looked at and should have a separate right of way to cars turning into the road.
- Access for elderly and disabled persons using electric cars should be considered.
- Why not reconnect Disraeli Street to the other side by bridge across the motorway and build a link road up to Sheridan Terrace, which has been cut off since the motorway was put in?
- Pedestrian access shouldn't stop traffic flow – e.g. use overhead walkways or the proposed additional on/off motorway ramp at Helston Road. Reduce truck access through Johnsonville Road, except for deliveries to shops.
- There are too many vehicle entrances and drive-ways into the Shopping Centre carpark at present.
- Important to have safer intersections, particularly Johnsonville/Broderick Roads and Broderick/Moorefield Roads.
- Would like to see a footbridge over Johnsonville Road.
- Designate Dr Taylor Terrace, Phillip Street and Rotoiti Street one way streets. Suggest one way traffic along Dr Taylor Terrace, left into Frankmoore Ave, left into Phillip Street, before turning into Broderick Road.
- Traffic lights at Broderick and Johnsonville Road need to be phased in such a way that traffic flows. A turning arrow should be installed from both Broderick Road and from the Woolworths exit.

## 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 and assist in making multi-purpose trips viable.

Agree and Strongly Agree to Key Goal 9: **83.3%**



### Summarised comments:

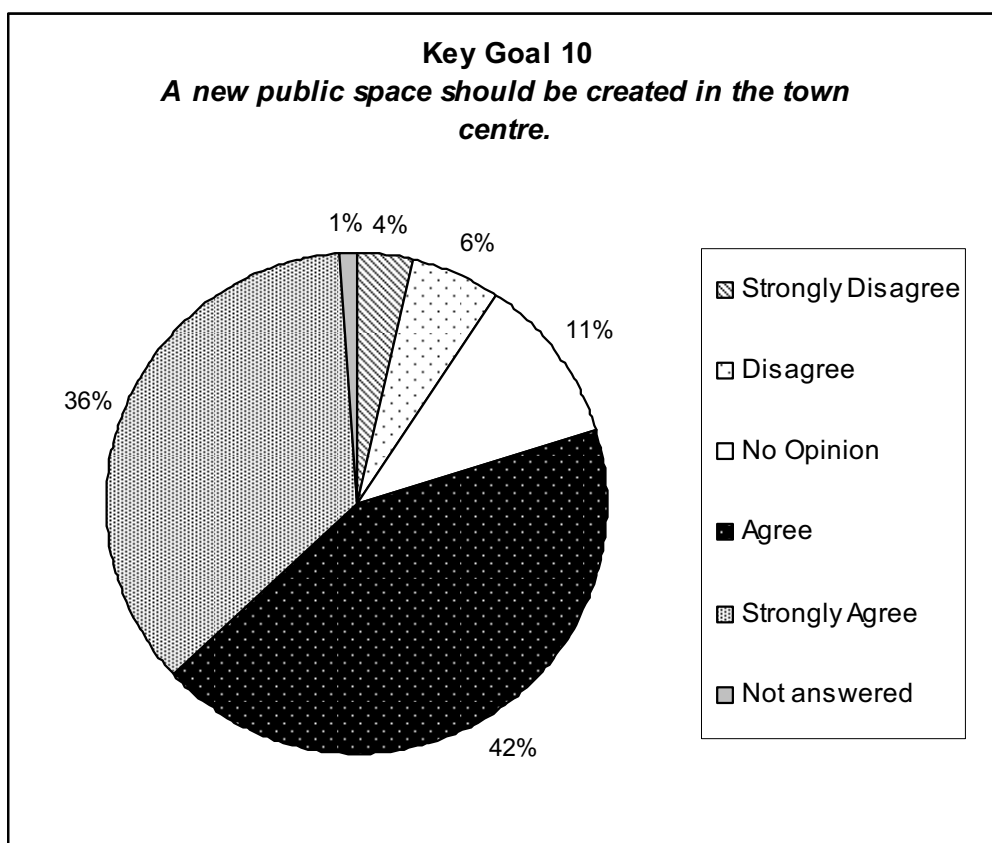
- Community centre should have theatre facilities (stage) – make it a multi-functional development over the existing building.
- Walkways between the shops and main road.
- Extremely hard to find parking at present by the community facilities.
- Create a town square to enable and promote public performances or entertainment.
- Integrating community facilities a great idea – good for families.
- Have air bridges like in Sydney's outer suburbs.
- Need cafes, restaurants and entertainment facilities.
- Keith Spry Pool needs to be upgraded and expanded.
- Like the idea of Memorial Park being more accessible to the Shopping Centre.
- Better signage.
- Would be fantastic to get a land-mark new library similar to Wellington Central library.

## Key Goal 10 – Improve public spaces

Public spaces provide focal points for people to relax and socialise. They often form an important component of a city's sense of place and are the stage for public and civic events.

Johnsonville lacks a town square or public space in an accessible central location, and its streets are compromised by high vehicle use.

Agree and Strongly Agree to Key Goal 10: **78.6%**



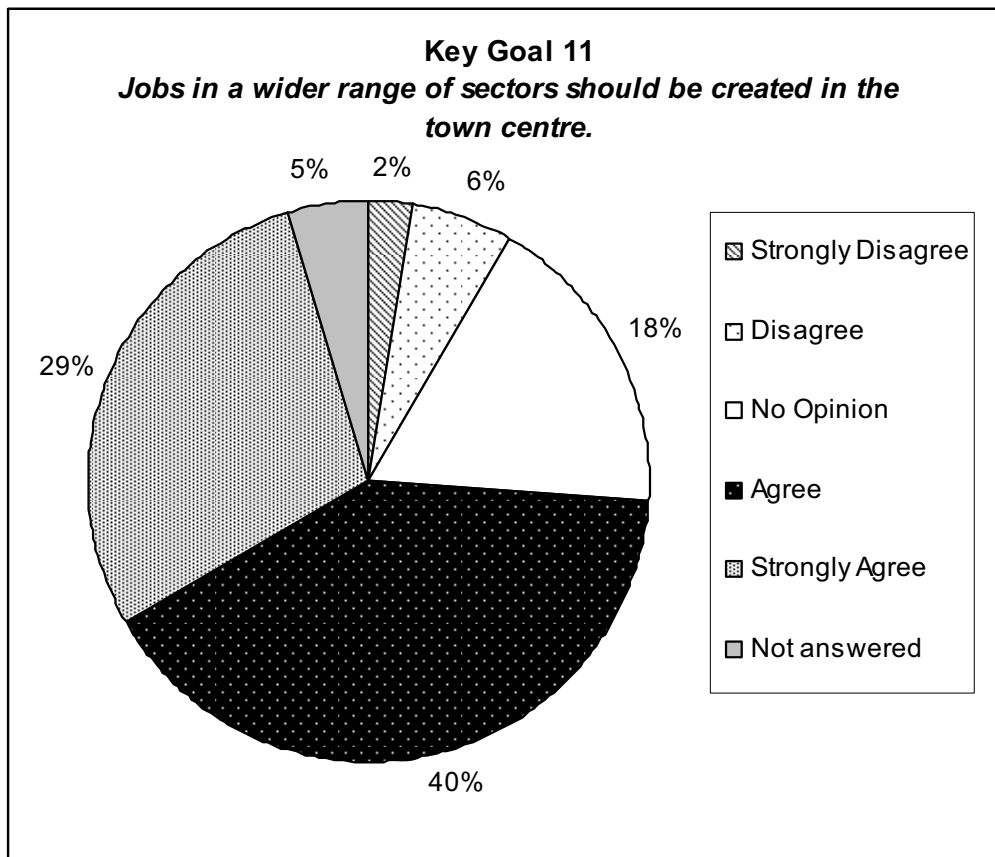
### Summarised comments:

- Park and rest area near the town centre.
- At present, the only place to gather is in the food court of the Shopping Centre which isn't particularly pleasant.
- Any open space at present has been used for parking – this should be parks and cafes.
- Feel unsafe in the Disraeli Street pedestrian tunnel – dirty, uncovered, broken glass, vandalised.
- No maintenance of the walkway to Sheridan Terrace which exits the Disraeli Street pedestrian tunnel – often debris from blocked drains and gutters.
- This is a great idea – it would be good to have a park with some benches close to the Shopping Centre.
- Make it safe/visible/bright/secure and not windswept.
- Land shouldn't be used for public spaces, but commercial use instead.
- Put a traffic light in where the two roundabouts are on McDonalds and Middleton Road.
- Must be a sheltered area.
- Parking area outside The Warehouse could be used for other options such as seating, more outdoor eating facilities, shelters developed from the elements.

## Key Goal 11 – Widen the economic base of the town centre

The northern suburbs have an imbalance of people over jobs. This results in large numbers of commuters, transport congestion and adverse impacts on the environment. It is important that growth in residents is more than matched by growth in jobs in a wide range of sectors. This will reduce risk in any economic downturn and contribute to a more dynamic and sustainable local economy.

Agree and Strongly Agree to Key Goal 11: **69.0%**



### Summarised comments:

- Small hi-tech industries requiring little raw materials and finished product transportation.
- Develop an employment “cluster” so Johnsonville specialises in some form of employment/industry.
- Reduce the need to travel to get to work – provide increased trade and retail employment for Johnsonville residents.
- Having business in the town centre allows people to work closer to home.
- Affordable rents for businesses.
- Good employment opportunities for youth (college aged).
- This will provide a more robust economic and social foundation as discussed in the Draft Plan.
- The focus should be on providing residential facilities and improving the links to the city.
- A variety of work opportunities could provide full-time and part-time work for mothers with children at school and for semi-retired.
- Don't want light industrial. Let jobs grow organically rather than deliberately bringing in more to an already over-congested town centre. Why do we need our own local economy in Johnsonville?
- Would suggest not in the town centre but in the area to reduce congestion.

- Disagree because the idea that Johnsonville would provide office accommodation, doesn't fit with its family-centre role.
- Would like to work in Johnsonville, rather than commute to the City.

## 4. Summary of Feedback - General Comments

### Feedback 19 - R. Hay:

- Johnsonville town centre is exposed to strong cold north and north-west, and southerly winds. Makes Johnsonville Road an uncomfortable place for pedestrians to use. Car parking and the public transport hub need to be under shelter.
- The topography of Johnsonville town centre is that it is a natural basin. The urban design should focus and enhance this natural basin.
- Ideal position for a public space would be Hawea Street.
- Johnsonville needs two kinds of intensive housing developments: 1. a landmark slim tower, and 2. a comprehensive redevelopment of existing housing into 3-4 storey medium-density housing, internally focussed on communal sheltered outdoor spaces.
- It is impracticable to have Johnsonville Road as a main street unless Woolworths redevelop half the car park so that the edge of the car park can be turned into shops, with the supermarket and parking behind, and reduce the traffic volume along Johnsonville Road.
- Disagree that community facilities should be integrated.
- Create a major new sheltered central public space.

Note: Concept sketches and full detailed submission available to be viewed on request.

### Feedback 28 – P. Hill:

- Concerned about infill housing in Johnsonville.
- What supporting infrastructure will be provided to support a larger business/commercial sector in Johnsonville?
- Don't want to see Johnsonville become 'high-density' development.
- Encourage vegetation and gardens.

### Feedback 45 – P. Worthington:

- Alex Moore Park – is heavily used and an important community facility but needs a number of improvements. These include parking, pedestrian access, and the exposure to wind – shelters needed for players/spectators and park users. Building and planting windbreaks would help too.
- Draft Action Plan – under the section on Council's leadership role it seems to be that Actions 2 and 3 need to be made essential. I can't see any point in Council having a vision and plan for the area if the actions under its own direct control don't conform and contribute.
- Congratulations! The Draft Town Centre Plan is very well thought out and presented.
- Balance the needs of the Shopping Centre developers with the goals in the Plan.

### Feedback 47 – A. Wiley

- There is one thing this suburb badly needs – a rubbish tip or rubbish transfer station. The original rubbish tip was closed without any replacement facility to dispose of our house rubbish i.e. green etc.

### Feedback 53 – J.Hudson on behalf of McDonald's Restaurant

- McDonalds wishes to remain in its present location for the foreseeable future and is currently planning significant expenditure to upgrade and modernise its premises.
- A large number of people are employed relative to the size of the restaurant, with some 80 full and part-time employees on payroll. Many of the staff are young people who gain their first work experience with McDonald's.

- The restaurant franchisee or Company-employed manager is expected to play an active part in the local community and McDonald's therefore has a significant presence in Johnsonville.
- While McDonald's supports the draft concept plan in principle, the Company is concerned with proposals which:
  - restrict vehicular access to the site
  - encourage or require the removal of at-grade car parking
  - require more intensive development of the land.
- Signage is an element of the draft Town Centre Plan that will be subject to greater control in future, and the site itself is identified as a 'landmark' location. Signage is very important to the McDonald's 'brand'.
- McDonald's request that Council have regard to the needs of vehicle-orientated businesses in Johnsonville and that the Concept Plan is implemented in a way which provides an appropriate balance between pedestrian-orientated and vehicle-orientated activities.

#### **Feedback 54 – Dr. S. Martin (Principal), Onslow College**

- Raroa Intermediate School and Onslow College are both just outside the 800m area identified in the Draft Town Centre Plan. Together these schools attract almost 2000 people every day. Many of the students and staff are from the Johnsonville area, but a significant proportion come from other suburbs, mostly in the south.
- Onslow College has three specific interests in respect to the Draft Town Centre Plan process:

*Growth* – additional families in the area will put pressure on Onslow College. The College roll already exceeds the nominal maximum number and there is no spare capacity in any of the local colleges. Important for the Wellington City Council, Ministry of Education and Onslow College to plan together for potential roll increase.

*Transport* – students and staff travel to Onslow by car, bus, train, bicycle and on foot, creating significant congestion during the morning rush-hour and from 3pm – 3.30pm. It is essential that there is collaboration to ameliorate this congestion by providing additional off street parking, removing buses from traffic lanes, and reducing the conflict between pedestrians and cars.

*Community resources:* Onslow College already provides significant community resources in the form of buildings-for-hire and community education programmes. It is likely that these programmes will be further expanded in the future. Onslow currently has a number of potential, currently unused, building sites that could be available for development as community resources. The large site opens up potential for joint ventures that might benefit the wider community.

#### **Feedback 74 – J. Bowers**

- Suggest a subway across Johnsonville Road be considered for pedestrians from Johnsonville Shopping Centre entrance, underground to The Warehouse.
- Pleased that Helston Road interchange option is being considered.
- Suggest a one-way system around the town centre for Johnsonville, Broderick and Moorefield Roads.
- Too much emphasis on "prettying up the area".

#### **Feedback 78 – McClean Family**

- Strongly support the Johnsonville Town Centre Draft Plan.
- Particularly support: building a new public transport hub along Moorefield Road, building a new community facility on Moorefield Road, recognising the importance of Memorial Park, the option of a proposed motorway interchange at Helston Road.

- Council should consider purchasing the former Catholic Convent on Moorefield Road. The convent and its gardens are a historic landmark.

#### **Feedback 79 – Urban Perspectives Ltd on behalf of Dominion Retail Fund Limited (DRFL)**

- DRFL is the owner of the Johnsonville Shopping Centre (JSC) and consequently a significant stakeholder in the Johnsonville Town Centre (JTC).
- DRFL congratulates the Council on the preparation of the JTC Draft Plan.
- Johnsonville is at a 'cross roads' as it positions itself to become the focal point for significant growth in the northern part of the City.
- The long term strategic vision proposed for the JTC is both timely and necessary.
- Overall, DRFL endorses the Council's strategic planning intentions as encapsulated in the Draft Plan.
- DRFL nevertheless is concerned to ensure that the Action Plan outlined on pages 22 to 25 is adequately funded by Council to enable the long term vision to be realised, for without appropriate funding, the intentions are unlikely to be realised.
- As a major stakeholder in JTC, DRFL is committed to working with Council, other key stakeholders and the wider community as part of its own planning for the upgrade of JSC.

#### **Feedback 80 – M. Hunt and K. Tester on behalf of St. Brigid's School**

- St. Brigid's School is an integrated Catholic primary school for students from years 1-8 who live in the Johnsonville and Newlands parishes. It has a maximum roll of 312 pupils. Many of the students come from a diverse cultural background especially Maori and Filipino communities.
- St. Brigid's School is located at Dr Taylor Terrace. The School is being affected by ongoing cumulative development in the environment that surrounds the school. There has been intensification of housing (single-unit residential to multi-unit medium density residential) and higher traffic volumes. The trend towards residential intensification will also make the school prone to reverse sensitivity complaints from new households.
- Concerned about the increase in parking around Phillip Street, Dr Taylor Terrace and Frankmoore Avenue – adopted as a defacto "Park and Ride" zone. Concerned about the safety of students while walking to school and crossing the roads resulting from increased traffic congestion and commuter car parking. Students are less visible to drivers on narrow streets that are congested by commuter car parks.
- The School welcomes the Council's Draft Plan as a method of promoting integrated planning for Johnsonville. Support the goals to facilitate and manage growth, improve design quality and sense of place, maximise potential public transport systems, managing traffic better, and improving community facilities and public spaces.
- Endorse new community initiatives.
- Support improvement of Memorial Park.
- Improvements to pedestrian access is a key priority.
- Suggest Council conduct a survey to determine the extent of the area being used for commuter car parking and new initiatives being introduced including traffic calming measures and commuter car parking restrictions around the school entrances.
- Current bus/rail interchange in the Johnsonville Shopping Centre carpark is unsafe.
- The School is concerned about Goal 2 of the Draft Plan which encourages more people to live in and around the town centre. Increased high medium-high density housing around the school will impact on the environment, especially traffic and parking. Although, higher density housing may provide greater opportunities for families to live close to the school and encourage walkability.

#### **Feedback 81: Graham Taylor, Transit New Zealand**

- Transit is required to consider management of the demand for state highways and play a greater role in the processes that relate to land use that have the potential to affect the integration, safety, responsiveness or sustainability of the state highway system.

- Transit encourages outcomes that maintain or increase public transport mode share along the Johnsonville corridor and recognise the state highway system as a strategic component of the transport system.
- Transit also encourages integrated land use and transport planning for growth and development so that all transport modes are considered along with measures to actively manage travel demand.
- Transit is pleased to see the key themes reflected in the draft plan, and particularly the emphasis given to improving the bus/rail interchange and improved access to it.
- The proposed redevelopment of the Johnsonville town centre is likely to generate a significant volume of traffic that without mitigation is likely to have significant adverse effects on the local road system as well as State Highway 1. Noted that the consultation document states that detailed traffic modelling has yet to be completed.
- Key Goal 8 is of particular interest to Transit as it envisages improvement to road interchanges and the potential for a new motorway interchange.
- While Transit is supportive of the key goals, the viability, funding, and timing of any potential new motorway interchange will require a thorough investigation by developers and Council, in consultation with Transit.

### **Feedback 82: Living Streets Aotearoa**

- Living Streets Wellington supports key goals 1, 2, 3, 4, 6, 7, 8, 9, 10 and 11.
- Living Streets Wellington strongly disagrees with Key Goal 5 as they are unsure why Johnsonville needs more shops and entertainment facilities as better public transport would mean that residents can access facilities in Wellington City. More emphasis on family needs and functions so the local community is better served rather than the town centre becoming a big box would be appreciated.
- Living Streets Wellington agrees with the proposed long term vision of the town centre only if the infrastructure is put in place to a) improve existing public transport, and b) discourage vehicle use.
- Greater emphasis on green spaces, parks and sports facilities would benefit local families far more than an increased range of shops and entertainment facilities.
- Emphasise the importance of careful planning to prioritise walking and cycling as essential contributors to transport options and recreational activities.

### **Feedback 83: Greater Wellington Regional Council (GWRC)**

- GWRC supports proposals to enhance the rail station, provide a bus interchange, and provide additional park and ride facilities.
- GWRC supports proposals to promote 'mixed use' development in the town centre and high quality, medium density housing in areas within easy walking distance to the town centre.
- GWRC is committed to developing a quality bus/rail interchange at Johnsonville and is currently working with WCC, operators, and developers to achieve this. An operational design is due to be completed mid-July. This will identify operational components that the draft plan should incorporate.
- The draft plan should ensure efficient operation of passenger transport routes through Johnsonville and should provide for other operational requirements such as bus standing areas as required.
- GWRC also suggests that the proposed safety audit should be expanded to include a wider pedestrian accessibility audit of the town centre. This should address all aspects of pedestrian accessibility including safety, amenity, seating, lighting, signage, and disabled access.
- GWRC supports the proposals to better integrate community facilities by grouping them together wherever possible and improve pedestrian access to these facilities from other areas.
- GWRC supports the proposals to enhance pedestrian accessibility and safety through better signage, active street frontages, improved permeability of the new Johnsonville Shopping Centre, and use of CPTED principles.
- GWRC supports the proposals to improve connectivity between existing public spaces, the town centre and community facilities.
- GWRC seeks that WCC adopt the elements supported by GWRC above, and the following:
  - Provision for public transport stops on Johnsonville Road to complement the bus/rail interchange.

- Provision for bus priority measures as required and other operational requirements such as bus standing areas.

**Feedback 84: Cycle Aware Wellington Inc. (CAW)**

- CAW is pleased to see there will be improvements made to facilities for cycling, mainly by adding more bike parking facilities.
- CAW does not see any plans to provide cycling facilities on the road.
- In providing for Park and Ride facilities, WCC should include secure storage facilities for cycles as well, for people who might want to cycle into the station, take a train to the city and back, and cycle home.
- Recommend that Council removes on-street car parking to all roads surrounding the Shopping Centre.
- Council needs to include cycle lanes, combined with traffic calming measures to encourage safe cycling facilities.
- Cycling facilities need to be provided for in new residential developments.
- Where necessary, on-street parking should be parallel and not angled.
- Rail options from Johnsonville-Wellington City should provide facilities to carry cycles.
- CAW wishes to see a target for cycle use included under Access, Mobility and Network Reliability – Effective Mode Choice. There is a strong tendency to focus on cycling’s current mode share rather than look at its potential, and we think a target is important to help focus attention of the need to promote cycling.
- CAW doesn’t see any potential partners for cycling issues identified, which seems to indicate that cycling has the lowest priority.
- Pleased about relocating car parking away from street frontages on Johnsonville Road.
- Urge WCC to re-prioritise additional bike parking points in the town centre to be “essential” and be actioned in the next 1-3 years.

**Feedback 85 & 98: R. Aitken (Apple Property & Antipodean Properties Ltd)**

- Apple Property and Antipodean Properties Ltd support WCC’s proposals, and would like to work on the comprehensive development of the site owned by Antipodean Properties. In particular – interested in the following aspects identified:
  - the under utilisation of the site;
  - the potential activation of the street frontage to Johnsonville Road through more intense site development and the relocation of parking;
  - the construction of a “potential landmark building” on the south western corner of the site;
  - improved pedestrian access to the north western corner of the site;
  - roading improvements to the intersection of Broderick Road and Johnsonville Road at the south western corner of the site.

**Feedback 86: D. Baker**

- Accessibility, safety and shelter for shoppers and service users;
- Traffic flows and volumes through the township;
- Access for traffic to and from the State Highway motorway;
- Parking facilities within the town centre;
- The proximity of retail complexes and service centres within the central township; and
- The planning for future ongoing growth development within the North Wellington region.
- While the proposals may be costly and ambitious, the longer term benefit could make the heart of Johnsonville township a place to be even more proud of, as well as become a place for more visitors and tourists from outside the district to want to travel to and experience for themselves.

**Feedback 87: T. Randle**

- Johnsonville's location from the City, poor connection to public transport, and topography make residents more car dependent. However people live in Johnsonville because of the other benefits of living in a quiet, safe and self-contained suburb.
- The Johnsonville Town Centre Draft Plan does not acknowledge that as a partner to the North Wellington Public Transport Study, WCC has already decided against any improvements to public transport for North Wellington. Any proposals to turn Johnsonville into a "transit orientated development" make no sense when transit is not going to be improved.
- Without significantly improved public transport, the proposals to increase employment and residents in JTC will increase traffic and therefore the demand for improved roading and parking.
- Support the clear commitment to increase the road quality and available parking.
- Strongly disagree with the proposal to increase the numbers and density of residents in JTC. Includes any plans to change the residential consent regime to be substantially different to other suburban areas.

#### **Feedback 96: The Architectural Centre Inc.**

- Generally support the proposals, and see the current situation of Johnsonville as having key opportunities in terms of redevelopment.
- Important that opportunities to create a pedestrian focussed centre, with active street frontages and appropriate levels of traffic and parking are taken up.
- Strengths: Salvation Army, the Library, the Community Centre – provide anchor points. The row of shops along the west side of Johnsonville, especially north of Broderick Road, are successful examples of active edges and provide a model for other areas of the town centre. The site has significant changes in level – could be an opportunity for underground parking.
- Weaknesses: amount of traffic on Johnsonville Road; the dead space created through surface ground carparking; large area of blank walls on street frontages; the exposure to the wind.
- Shortcomings of the Johnsonville Town Centre Draft Plan:
  - Lack of accurate contour information making it difficult to understand the physical nature of the site and potential for underground carparking;
  - Graphic material is not always legible when printed or when viewed on the computer due to low resolution.

Full feedback available on request.

#### **Feedback 99: Mana and Newlands Coach Services**

- Preliminary investigations have been carried out as to alternative locations for the bus service to operate, and three options have been found, each with their own issues relating to traffic flow:
  - Moorefield Road: option would increase traffic congestion at all times of the day on Moorefield Road, option would meet the objective of Goal 7.
  - Johnsonville Main Road: option would increase the traffic congestion in the area, on both sides of the Main Road during the working week. Arrangements for turning buses around at some location would need to be addressed and could cause additional traffic congestion. Would not meet Goal 7 for allowing some form of bus/rail interchange and would move the bus stops to the opposite side of the Johnsonville Shopping Centre.
  - Broderick Road: both sides of Broderick Road would need to be allocated for bus parking and would cause major disruption to traffic flows in the area. Would not meet the objective of Goal 7, but would be better than Johnsonville Road option.
- Any plans to remove the buses from their current route through the Johnsonville Hub area will increase the current traffic congestion in the Johnsonville area and will result in WCC being unable to meet stated Goal 7 in the Johnsonville Town Centre Draft Plan.

#### **Feedback 102: New Zealand Heavy Haulage Association Inc.**

- The Association wishes to strongly convey to WCC that the road routes through Johnsonville are a critical part of the over-dimension and overweight route network in Wellington City.
- The roads that make up these routes are the only way in and out for all over-dimension and overweight loads and equipment.

- The routes that go through Johnsonville to and from Wellington City service the Wellington Port, the Wellington CBD, and most of Wellington City's suburbs and population.
- Critical to the continuing operation of Wellington City that these routes are maintained during the proposed development of Johnsonville as a north centre of Wellington.
- Specific routes affected include: Middleton Road, Moorefield Road, Johnsonville Road and Broderick Road.
- Most of the over-dimension and overweight loads that travel in and out of Wellington can't travel on the SH1 motorway south of Porirua due to low overhead bridges, and if they can fit below these, they are permitted to travel during only 2 hours per day, 5 days of the week.
- In practice, the majority of over-dimension and overweight loads travelling to and from Wellington along the Middleton Road to Moorefield route. Due to narrow pedestrian crossings on Moorefield Road, then some loads need to divert through Johnsonville Road and then Broderick Road, before re-joining Moorefield Road.
- Strongly recommend that WCC maintain these roads as over-dimension and overweight routes.
- Requirements include:
  - 11.5m clear width
  - 6.5m height clearance
  - 4m pavement width in each lane
  - kerbs on traffic islands and pedestrian refuges to be made more mountable (no more than 100 mm high)
  - 6.5m clearance from the inside of a centre traffic island to any restrictions on the edge of the road such as traffic lights, overhead lights, etc.
- The Association is willing to look at compromises for individual situations if need be.