

Client Ref: 310204274

11 November 2021

Stride Investment Management Limited
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Attention: Jarrod Thompson

Dear Jarrod

**Johnsonville Shopping Centre Redevelopment
Stage 1
Transport Paper**

This Transport Paper has been prepared for the purpose of documenting the essential transportation needs and outcomes of the initial Stage 1 redevelopment of the Johnsonville Shopping Centre.

1.0 Introduction

Wellington City Council's Spatial Plan sets out a 30-year framework for where and how the city should grow and develop. It identifies Johnsonville as a priority area for urban growth and infrastructure investment, and the Johnsonville town centre as a significant site for comprehensive new development. The Johnsonville Shopping Centre is at the heart of the town centre.

The town centre has welcomed significant transport investments through the last ten years and the Shopping Centre itself has been the subject of many redevelopment schemes that have helped to inform improvements made since, as summarised at Section 3.0.

The current proposal for Stage 1 is presented by the series of concept plans accompanying the application. The plans show:

- 16,000sqm Gross Leasable Area (GLA) (19,000sqm Gross Floor Area (GFA)) of retail, food and beverage, and commercial space, including a new supermarket; and
- 130 build-to-rent residential apartments.

The extent of Stage 1 covers the northern half of the Shopping Centre site. With the exception of demolishing existing buildings and developing further surface carparking at the southwestern corner of the site, the southern half of the site is proposed to remain unchanged during Stage 1, and will be the subject of future subsequent development stages.

Drawing from previous transport assessments and analysis related to resource consents obtained for the site in 2009 and 2017, it can be concluded that there are no fundamental transport flaws with the proposal for Stage 1 that would preclude development proceeding as proposed. Importantly from a transport perspective, the redevelopment pays essential attention to the rail and bus transport node, to serve shoppers, workers and residents alike, in a way that affords mode choice and travel efficiencies.

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2.0 Johnsonville Town Centre Redevelopment's Alignment with the City's Spatial Plan

The Spatial Plan for Wellington City provides a framework for the city's growth through the next 30 years. It sets out directions for housing, jobs and services growth, and investment priorities including for transport.

Currently the city's growth and development is based around a growth spine that includes Johnsonville and other northern suburbs essentially along key transport corridors, and with growth focus areas around rail stations, again including Johnsonville.

The Let's Get Wellington Moving programme of investment includes a vision to move more people in fewer vehicles.¹ The Spatial Plan supports this vision by encouraging compact urban growth, including providing for more people to live and work near existing and future planned public transport routes. The approach is that if people live close to work or near rail stations, frequent bus routes and connected cycleways, it is more likely they will leave the car at home and travel by another mode.

Johnsonville continues to be identified as part of the city's growth strategy and is elevated to be afforded priority in the Spatial Plan. Greater density is sought, both in terms of homes and the commercial centre, and support for the planned growth includes a focus on infrastructure investment over the next ten years.

The current proposal for redeveloping the Johnsonville Shopping Centre associates well with the outcomes sought under the Spatial Plan, and does so from a transport perspective by aligning with the good travel choices and services that are available currently and will be the subject of further investment into the future.

3.0 The Existing Transport System

Wellington City Council, Waka Kotahi, Greater Wellington Regional Council and Metlink have combined to provide significant investment to deliver transport improvements within and around the Johnsonville town centre through the last ten years, including:

- Widening of the Broderick Road overbridge above the rail corridor and associated upgrading of the Broderick Road / Moorefield Road signalised intersection;
- Addition of traffic signals at the Broderick Road / Gothic Street intersection that provides the main vehicle entrance to the Shopping Centre;
- Upgrading of the traffic signals at the Broderick Road / Johnsonville Road intersection;
- Addition of traffic signals at the Johnsonville Road / Fraser Avenue / Corlett Street intersection and associated improvements on the state highway off-ramp that leads to the same intersection;
- New bus facilities on the western side of Moorefield Road directly opposite the Johnsonville railway station, with greater service span, increased frequencies and new double-decker buses with more passenger carrying capacities;
- New trains with more passenger carrying capacity and comfort; and
- A shared path on the western side of Moorefield Road (south) and on-road cycle lanes on Johnsonville Road.

Together, these improvements have presented a major uplift of the transport system in Johnsonville, affording more public transport capacity that has responded with strong patronage growth, greater road capacity and enhanced travel choice. They have been delivered with a view to supporting local growth, including redevelopment at the Johnsonville Shopping Centre as now proposed.

¹ Let's Get Wellington Moving is a joint initiative between: Wellington City Council (WCC) Greater Wellington Regional Council (GWRC), and Waka Kotahi NZ Transport Agency, along with mana whenua partners Taranaki Whānui and Ngāti Toa.

4.0 2009 and 2017 Resource Consents

Resource Consent SR No. 186264 granted in September 2009, and having a valid time extension to 2023, provides for redevelopment to achieve 38,000sqm GLA of retail and commercial space, inclusive of the supermarket at the northern end of the Johnsonville Shopping Centre.

Resource Consent SR No. 368830 was then granted by Wellington City Council in January 2017, providing for a revised redevelopment of the Shopping Centre. The proposal approved consisted of construction of an approximate 26,000 sqm GLA shopping centre. Key components included:

- A supermarket, retail shops and kiosks, a food court and food outlets;
- A cinema complex;
- Office spaces;
- Parking for 900 cars, with access achieved via Broderick Road and Moorefield Road;
- A pedestrian link through the shopping centre, connecting between Johnsonville Road and the Johnsonville railway station.

The application that was subsequently consented in 2017 was submitted with a transportation assessment that documented detailed technical investigations of transport needs and effects. The assessment identified a series of improvements to the transport network as being needed to support the then-proposed development, including:

- Upsizing of the signalised intersection on Broderick Road at the Shopping Centre entrance and elimination of other existing accesses;
- Optimising of the traffic signals along Broderick Road;
- Establishment of a new signalised intersection on Moorefield Road at a new entrance point to the Shopping Centre;
- Two new signalised pedestrian crossings on Moorefield Road, providing improved and safer links with the bus stops, community facilities and residential areas that lie to the west of Moorefield Road; and
- New bus stops on Moorefield Road. These have since been delivered by Wellington City Council.

These improvements were described as not compromising the works delivered by other parties, as included earlier at Section 3.0, and would further support and enhance the transport system. The assessed effects were determined to be acceptable.

The transport outcomes were determined in a collaborative way through a Transport Working Group involving Wellington City Council, Waka Kotahi, Greater Wellington Regional Council, Metlink and KiwiRail. The same approach is intended for the current proposal and subsequent stages.

5.0 The Current Proposal

The current proposal for Stage 1 involves a first phase of a comprehensive redevelopment of the Johnsonville Shopping Centre. It involves commercial buildings amounting to around 16,000sqm GLA to provide for a supermarket, other retailers, food and beverage offerings and office space, being approximately 40% smaller than the redevelopment consented in 2017, plus 130 build-to-rent residential apartments.

A total of some 700 parking spaces will support this first phase of development. This is in excess of the total required to meet the parking demands of the activities of Stage 1, and will be incrementally removed, re-established and expanded as required as future stages of the site are bought forward to be developed.

There is a number of existing transport deficiencies that the current proposal (and subsequent development stages) will address. These include:

- Weak integration with bus and rail;
- Multiple vehicle accesses that lead to poor legibility;
- Fragmented parking layouts; and
- Lack of defined pedestrian links across the site.

At its heart, the current proposal delivers a seamless connection with the rail and bus hub on Moorefield Road, in the form of an outdoor plaza area known as 'the common', together with an integrated east-west pedestrian connection through the site that links with the hub and beyond to Johnsonville's civic centre to the west, and to the other activities of the Johnsonville town centre to the east.

Also on Moorefield Road, the existing vehicle access at the immediate north of the railhead is to be shut and reintroduced opposite Frankmoore Avenue, in the form of a new signalised four-way intersection, incorporating signalised pedestrian crossings.

These improvements do not foreclose the ability to realise other improvements that may be needed to support subsequent future stages of development. These are anticipated to involve a new and upsized intersection on Broderick Road, access from Johnsonville Road at Bill Cutting Place, and further enhancements for supporting public transport, cycling and walking.

6.0 Transport Performance

The performance of the site accesses and key intersections around the Johnsonville Shopping Centre are closely related, with the function of the Johnsonville roading network finely balanced between the competing demands of a town centre and one of the city's key transport nodes, including interface with the state highway to the south.

As determined appropriate from investigations for previous schemes, access is to rely on a healthy spilt of traffic between each of Broderick Road, Moorefield Road and Johnsonville Road (at Bill Cutting Place). This provides a good balance of traffic distribution to and from the site and in a way that presents efficient movement for people arriving to and from the north, west and south.

Traffic modelling undertaken to inform the 2009 and 2017 consents showed the scale of traffic activity of those schemes was at the capacity margins for the site exits and the adjoining roads and intersections, with little opportunity for improvement without significant infrastructure investment. The current proposal for Stage 1 is not at that scale, although the point remains that there is a limit to the level of additional traffic that the Johnsonville network can sustain, relevant to subsequent stages of development.

As proposed for the fuller development of the site, there is a balance to be struck with carparking and other modes, so that the level of traffic generated remains below the capacity margins of the network and importantly that the mixed form of the development properly recognises the travel choices offered via the rail and bus hub, to deliver transport efficiencies. That is, beyond the retail precinct, commercial office activities generate traffic flows on weekdays when the network performance is better (compared with weekends) and with good synergy with rail. Likewise, a residential mix, with limited carparking, can rely on access by other modes of bus and rail located 'at the doorstep'.

These characteristics of a truly mixed use development are being introduced through Stage 1 and will be realised in a fuller way through subsequent development stages.

5.0 Conclusion

Wellington City Council's Spatial Plan presents a blueprint for city growth and development. Johnsonville, as the most significant centre outside of the central city, is afforded priority investment in that Plan.

Recent investment in the transport system by multiple parties has laid the groundwork to support future growth and development. The current proposal for Stage 1 aligns well with the existing transport network and travel offerings, and can be achieved without significant infrastructure improvements. Indeed, as proven from the previous larger scale 2009 and 2017 resource consents, capacity remains in the transport system to support further growth. As such, from a transport effects perspective it is considered the adverse effects of Stage 1 can be appropriately managed without giving rise to adverse effects that cannot be appropriately avoided, remedied or mitigated.

Importantly, Stage 1 will not foreclose the ability for other transport improvements to be made in the future, should they be needed to support subsequent stages.

We trust this Transport Paper presents a suitable summary of the current transport state and expectations for Stage 1, as a first phase towards fuller redevelopment of the Johnsonville Shopping Centre site.

Yours sincerely



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