



PART 2

D

THE SPATIAL PLAN

- 8 A New Spatial Plan
- 9 Project Initiatives

8 A New Spatial Plan

8.1 Overview

The settlement areas of Petone and Moera comprise highly distinct and memorable parts of Hutt City. They have strongly defined geographical edges and open space features that allow clear mental images of 'the place' to emerge. This is augmented by a largely intact and cohesive traditional street and block pattern comprising extensive areas of period housing with a consistent and well-preserved character. Less successful and more recently adapted areas such as Petone West (Area 2), Petone East and the Bouverie Street area and arteries such as Hutt Road erode the positive impressions of the place.

The Petone Spatial Plan (PSP) is presented at Figure 8.1.1. This has emerged out of a detailed area analysis, identification of issues and engagement with local stakeholder groups and the public at large. P2040 has led the process while regular discussions with HCC Officers and Councillors has ensured that proposals can be supported. The overall plan captures the extent of change, intervention and preservation, with parts of Petone/Moera recommended for significant redevelopment (the gateway locations) over the longer term. Streetscape upgrades, open space proposals, housing intensification and public transport have been addressed.

The PSP is developed and presented at two levels. Firstly an overall spatial framework is described across a series of layered strategies addressing key matters such as character, land use, movement, open space and so on. These articulate how the plan 'works' to create an integrated and coherent place, reflecting areas where growth may be best accommodated and how identity might be preserved and enhanced. The plan is supported by movement networks and other strategic infrastructure. These capture the current state of regional transport programmes.

Secondly, a range of project initiatives are identified that indicate how growth and change might be delivered on the ground, or conversely how certain areas might best be configured to preserve and enhance local character. Each of the initiatives is documented and described.

It is anticipated that these initiatives are not 'set in aspic' but will change over time as local conditions and market dynamics dictate. Thus new projects will emerge and those that are completed or less relevant will drop away. At this point in time, 15 projects are proposed that can inform long term council planning and funding. These have implications for District Plan review.

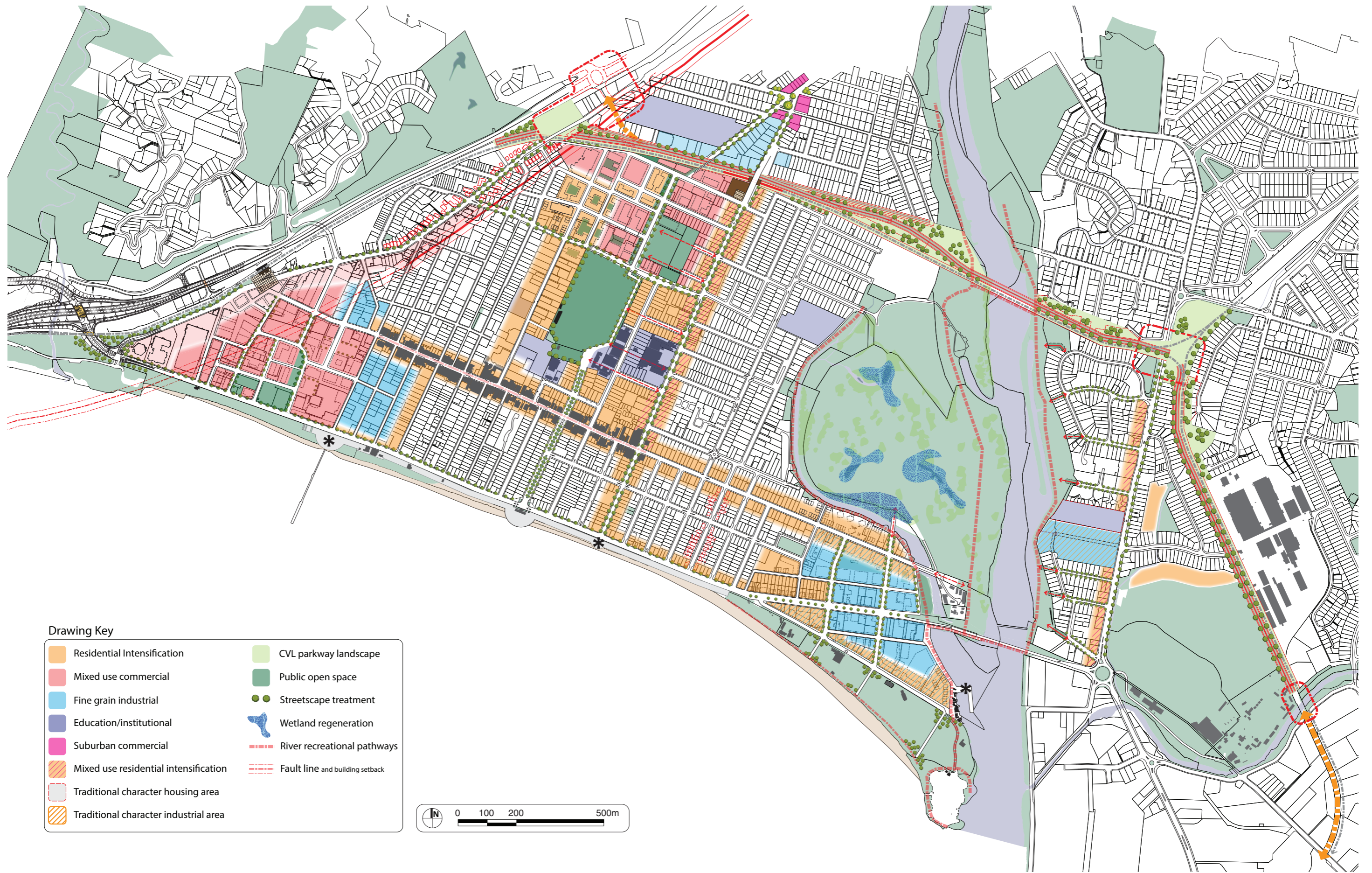


Figure 8.1: Petone Spatial Plan

8.2 Community Aspirations

Community and stakeholder input informed the development of the PSP in a meaningful and effective manner. Early stakeholder workshops involved representation from the Petone/Moera residential, business and public service communities. Local and regional officer engagement was maintained throughout to ensure alignment and support of emerging ideas. Public consultation provided the opportunity to involve the wider community and to offer an opportunity to influence the project, develop the plan direction and give feedback on emerging concepts.

Public consultation ran for three weeks, beginning with a full day kick-off event on 28th January when McIndoe Urban presented baseline and emerging concepts information. The presentation material and Part 1 report were made available online and in hard copy at the Petone Library. Several methods of collecting feedback were deployed, including 'post-it' feedback, hard copy feedback forms, and online survey forms. These requested community input on the following issues:

- Petone and Moera-wide insights and aspirations including a vision for the area;
- Prioritisation of project initiatives;
- Feedback and ideas for further initiatives.

A summary of responses collected can be found at Appendix B.



Capturing stakeholder workshop findings

Insights and Aspirations

A large number of responses focused on the question: "what makes Petone/Moera a great place?" A high degree of agreement was observed across respondents on this issue. Thirty responses identified 'heritage/character' as something that makes Petone/Moera great, with a 'community feel' and 'vibrancy' of the area, access to Petone Beach, Jackson St and the café culture and small scale retail also featuring prominently. Responses to the question of "what is stopping Petone/Moera from being the best it could be?" were more varied, with less consensus of opinion. The main points raised were around the transport network and infrastructure. Traffic on The Esplanade and Jackson St were flagged as a major issue, along with congestion generally. Other issues were the lack of cycle infrastructure and parking. A major concern was the effect of new development eroding the traditional character of the area.

Visions and suggestions for how to make Petone/Moera better in the future focused on retaining heritage/character, improving cycling and pedestrian infrastructure, improving vehicle infrastructure and management, and increasing the urban density of the area.

Prioritisation

Respondents were asked to rank their top three priorities for the proposed initiatives. Below is a graph showing the responses and the split between the initiatives, with clear agreement that Jackson Street is a priority project followed by a focus on Traditional Character Areas, Petone West (Area 2) and The Esplanade.

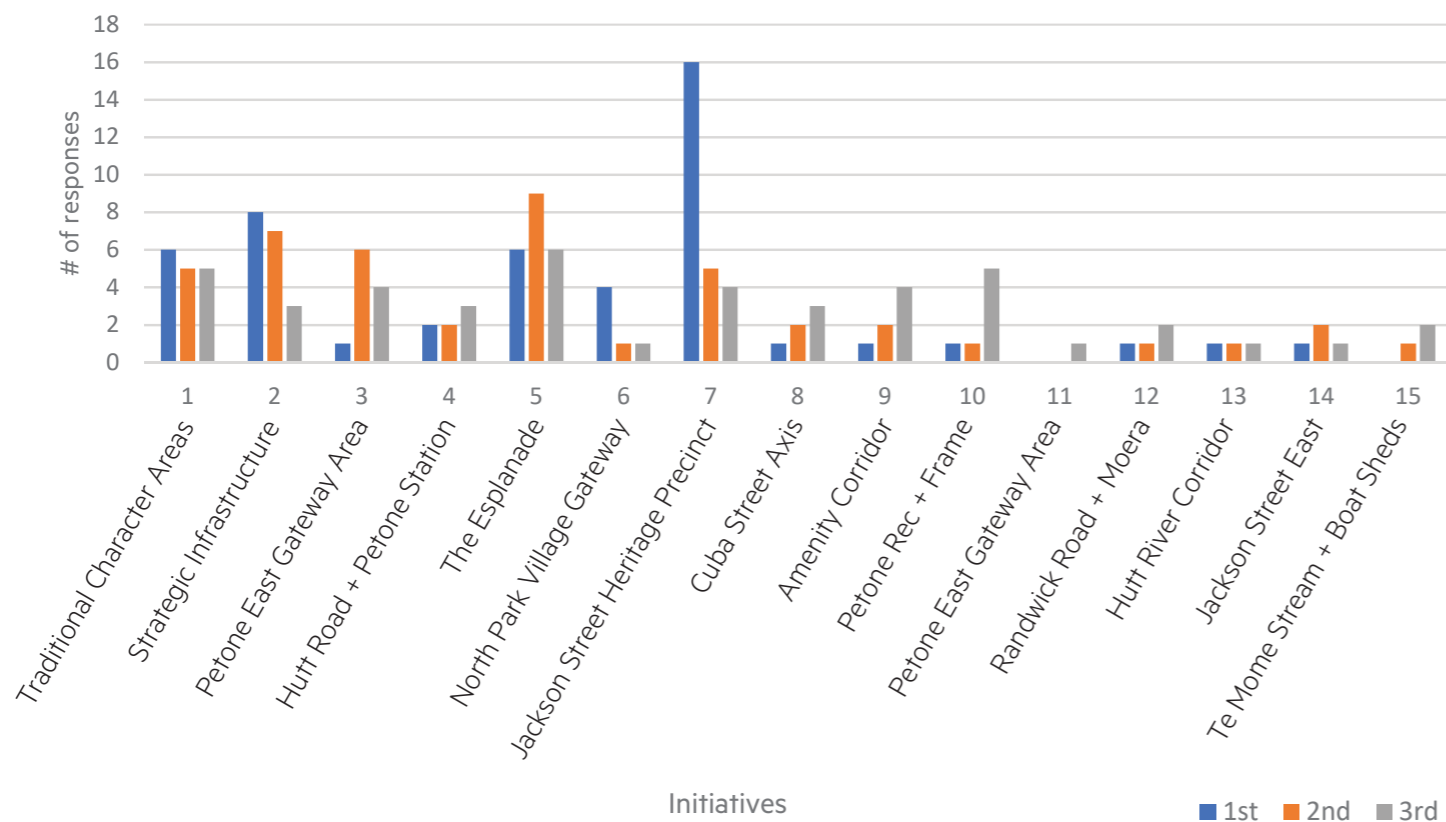
Feedback and Ideas

This section focused on feedback for the proposed initiatives and invited any further ideas. Many of the

responses dealt with additional details and specific areas of focus for the previously identified initiatives. Some of these included:

- Obtain more funding for an agreed community vision and to further develop the PSP;
- Consider initiatives around climate change;
- Ensure there is a focus on cycle infrastructure;
- Engage with HCC to develop a parking strategy; and,
- Include the wharf as part of The Esplanade.

Initiative prioritisation



Stakeholder workshop 7th Dec 2016



Public Consultation 28th Jan 2017



Public Consultation 28th Jan 2017



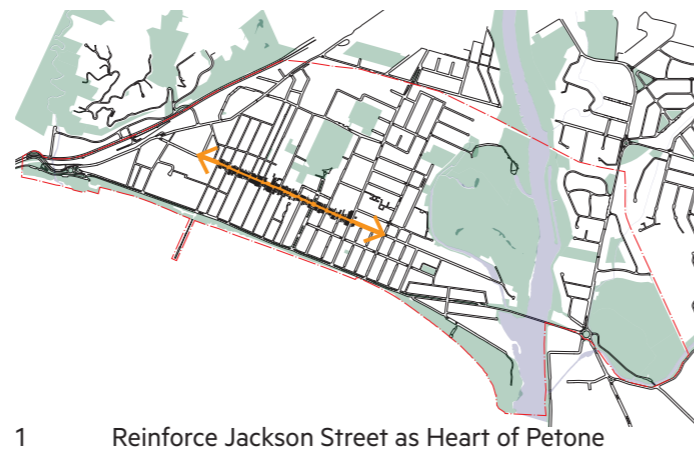
Public Consultation 28th Jan 2017

8.3 Spatial Planning Principles

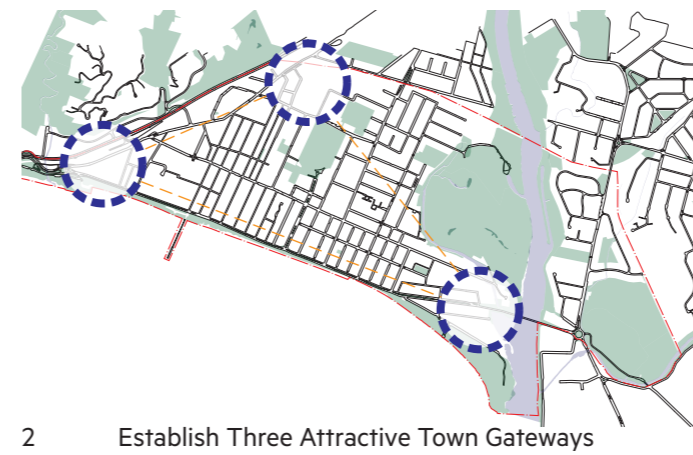
The evidence base developed in Part 1 points to a set of 9 key principles that underpin the PSP. The principles are described across the following 5 pages and a visual summary of all the principles is shown in the adjacent image.

The principles address the whole of the Petone and Moera study area and range from focused development 'gateway' areas, such as North Park Village, to typological components, such as traditional character areas, to infrastructure, open space and addressing more pervasive issues such as resilience and growth.

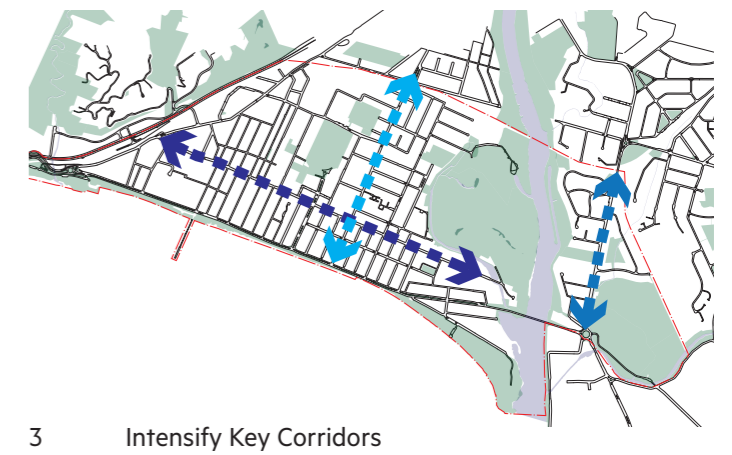
The principles drive the overall direction of the spatial plan and have informed the layered strategies (section 8.4 to 8.7) as well as the individual project initiatives.



1 Reinforce Jackson Street as Heart of Petone



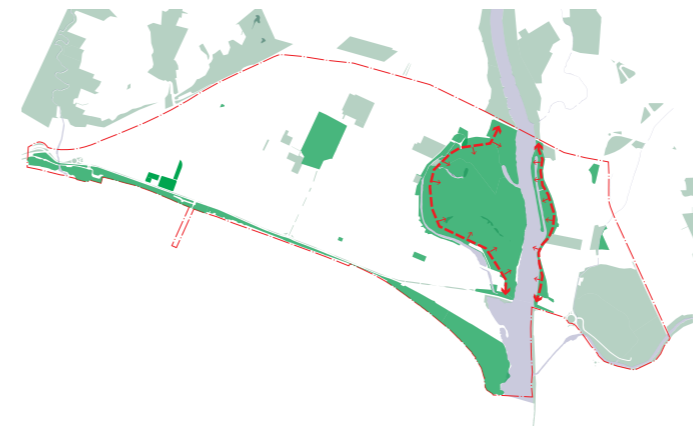
2 Establish Three Attractive Town Gateways



3 Intensify Key Corridors



4 Revitalise The Esplanade and Foreshore



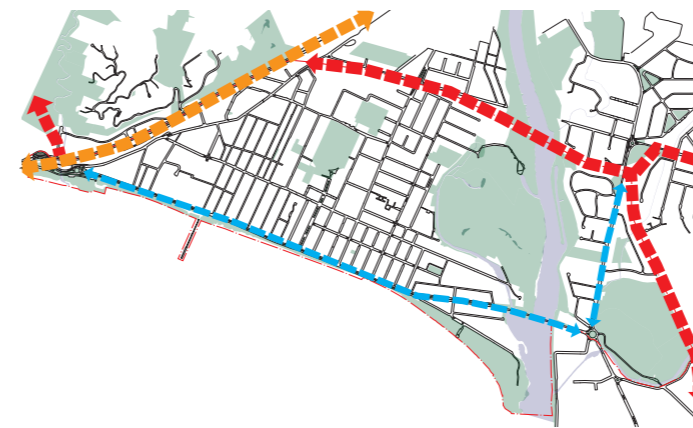
5 Enhance and Augment Petone's Green Open Spaces



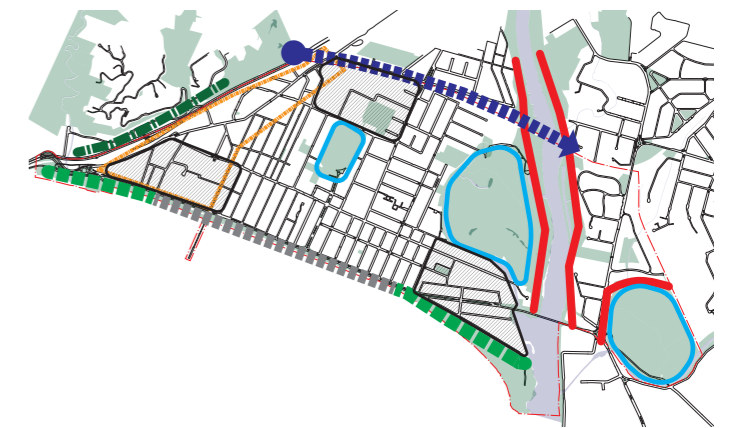
6 Create an Amenity Spine connecting The Esplanade to North Park Village



7 Enhance the Character of Traditional Housing and Employment Areas



8 Plan for and Leverage Improvement from Major Infrastructure Projects



9 Plan for Resilience and Expectant Design

Principle 1: Reinforce Jackson Street as Heart of Petone

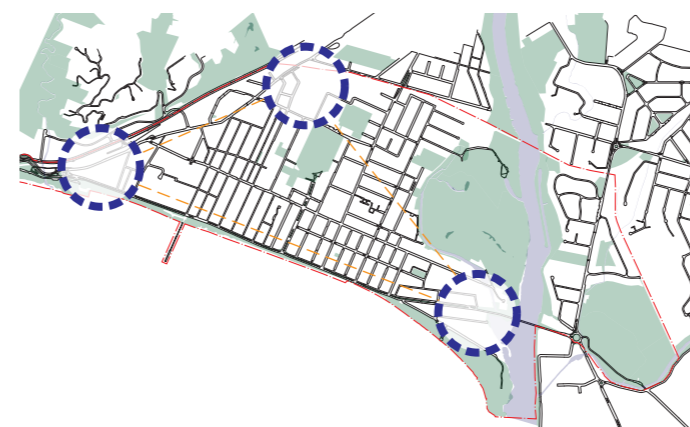
Jackson Street occupies a central position within Petone, both in terms of the identity of the town and as a spatial focus. This focus is distributed along an axis rather than comprising a nodal point and as such offers Petone its most authentic high street character supported by heritage quality, activity, scale and mass. In townscape terms Jackson Street is well defined and is most cohesive between Victoria Street and Cuba Street. However, despite consistency across a range of characteristics, the quality and maintenance of buildings vary; the streetscape is unremarkable; and the interface with immediately adjoining residential areas creates uncomfortable juxtapositions.

Principle 1 proposes that Jackson Street continues to be a focus of investment and enhancement in relation to the public realm, building heritage, landscape and activity mix. The high street character of residential units above a commercial ground floor is an appropriate format and should continue to be applied.

Building quality is of critical importance. The HCC DP provides character area guidelines (Jackson Street Character Study, 2005) that articulate the important features of the street. These are used to determine any future change and to assess resource consent applications for development. Uncharacteristic and unsuccessful development has occurred along the street and generally comprises pastiche approaches to design or unsympathetic modifications to shop fronts. Upper level residential floors generally adopt a modern idiom. While this is appropriate, better compatibility with local building forms, massing modulation and façade articulation should be sought.



1 Reinforce Jackson Street as Heart of Petone



2 Establish Three Attractive Town Gateways

Principle 2: Establish Three Attractive Town Gateways

Three high quality town gateways are proposed at Petone West (around Petone Station and Area 2); Petone East (around Waione Street, the General Business Area and Hutt River); and, North Park Village (a new gateway supported by a relocated Ava Station and mixed use area).

Petone West Gateway

- A new spatial plan articulates a more connected, fine-grained street/block structure.
- High quality building frontages that address streets.
- A broader mix of uses including both larger and smaller scale activities.
- A new public realm structure with open space provision.
- Integration of lwi heritage assets, improved access and visual setting.

Petone East Gateway

- A new spatial structure that connects N-S to Hikoikoi Reserve.
- A diversified employment area incorporating local businesses, technology, incubator and managed workspace.
- A component of higher density housing that exploits water edge and green open space aspects.
- Enhanced recreational amenity destinations at the eastern end of Jackson Street.
- Optimised redevelopment of the former Unilever site.

Petone North Park Village Gateway

- A Transit Oriented Development (TOD) with a mix of higher density housing and commercial activities.
- A relocated Ava Station at Cuba Street.
- A new spatial structure that connects into the surrounding street network.
- A quality interface with Petone Rec and North Park open spaces.

Principle 3: Intensify Key Corridors

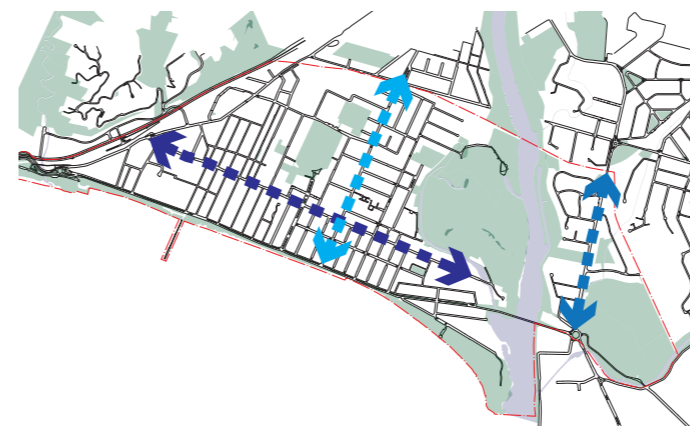
Three movement corridors are identified as key axes that provide structure, organisation and legibility to Petone. These corridors contain a mix of uses to varying degrees; provide a high order of movement and connectivity; and function as integrating spines for neighbourhood areas on either side. The three corridors are suitable for intensification of activities through more diverse, higher density development including multi-unit housing and investment in streetscape quality. The three corridors include:

Jackson Street

- Whilst not identified in the DP Roding Hierarchy as having a Distributor function, this route nevertheless provides a high order of connectivity to surrounding areas and is central to Petone both spatially and in terms of identity.
- Reinforcing Jackson Street's vibrancy through intensity of activities, density of built form and quality of streetscape is key.
- A mix of higher density housing to upper levels and retention of small-scale commercial activities at ground.

Cuba Street

- A Minor Distributor function as identified in the DP Roding Hierarchy.
- This route connects The Esplanade to Jackson Street and Alicetown. It is a principal N-S spine through central Petone.
- Development character is varied with a range of building



3 Intensify Key Corridors

styles and types though consistency exists across a range of characteristics.

- The high level of accessibility along this route, the presence of commercial activities and increasing multi-unit development suggest that Cuba Street could accommodate further intensification.

Randwick Road

- A Major Distributor function as identified in the DP Roding Hierarchy.
- This route interconnects the various parts of eastern Petone beyond the Hutt River and is a key N-S spine providing Moera with accessibility and amenity.
- Development character is varied with a range of activities, building styles and types, giving the street edges a mixed quality and providing an unclear identity overall.
- Randwick Road can accommodate a high degree of change and intensification, including higher density residential development.

Principle 4: Revitalise the Foreshore and The Esplanade

The foreshore is an extremely important component of Petone's identity and also offers a regional destination owing to its expansive views of Wellington Harbour. However, The Esplanade presents a barrier to foreshore access due to carriageway widths, streetscape design, limited crossings and traffic volumes. Further the quality of the foreshore is mixed and compromised by large areas of car parking, intermittent tree planting, limited shelter and a general lack of landscape integrity.

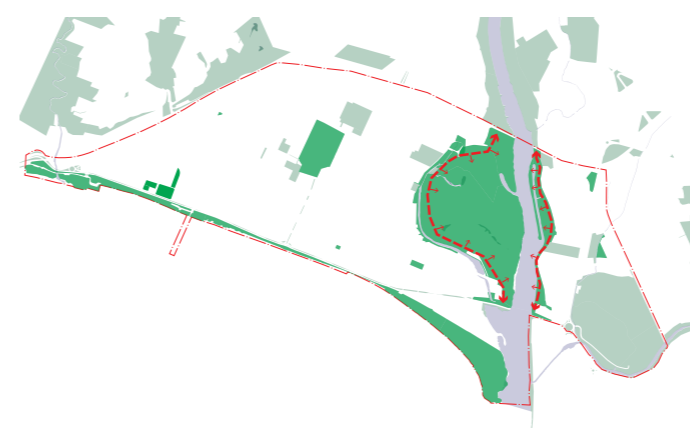
Development fronting The Esplanade is varied in character and quality with some remarkably poor quality built frontages that undermine the pre-eminence of this strategic location.

Principle 3 therefore establishes the revitalisation and enhancement of this part of Petone:

- (i) the foreshore as a recreational space,
- (ii) The Esplanade as an attractive city boulevard and
- (iii) adjoining development as a high quality and active setting for the beach.



4 Revitalise the Foreshore and The Esplanade



5 Enhance and Augment Petone's Green Open Spaces

Principle 5: Enhance and Augment Petone's Green Open Spaces

Open spaces across Petone are confined to specific locations and types. They principally occur on the suburb's perimeter and include: the Hutt River corridor and associated open space to the east; the foreshore that defines the southern boundary of Petone including Honiana Te Puni and Hikoikoi Reserves; and the Korokoro hillside reserves (not part of this study). Petone Rec is the exception in that it is centrally located north of Jackson Street. Other spaces are either smaller in scale or comprise dedicated sports facilities (e.g. North Park, York Park, Hutt Valley Golf Course, Shandon Golf Club, open spaces at Moera Library and Adelaide Street).

In general, access to and use of the principal spaces could be improved. Being located towards the edges of settlement reduces their accessibility to Petone residents. Some spaces have constricted access points of variable quality (e.g. connections from Moera to the river are weak). Petone Rec has significant historical importance, as an urban green space within an associated townscape. It sits on axis with Buick Street, a tree-lined street with special visual character. Petone Rec should form part of an 'amenity chain' linking The Esplanade to North Park Village and may comprise community recreation spaces as well as space for organised sports. The combination of unstructured open space with closely defined built edges is a characteristic feature of the Rec. Public access into the space and along its edges should be maintained and improved.

Principle 6: Create an Amenity Corridor connecting The Esplanade to North Park Village

Petone's principal spatial pattern is that of an orthogonal street grid with notable exceptions (Area 2, North Park, Moera, river corridor). This street-based experience tends to limit the type of 'offer' that Petone makes to its residents and visitors. Most notably the dominant commercial / shopping spine is organised west to east and within this central area or 'heart' the north to south connections are less emphasised or purposeful. This results in somewhat repetitive and unclear links to and from The Esplanade.

A number of open space, community or recreational amenities exist both north and south of Jackson Street but are not well inter-connected. Principle 6 therefore proposes to create an 'Amenity Corridor' that runs from The Esplanade / foreshore, along Buick Street to the artesian well / Jackson Street, north through Petone Rec to the cluster of community facilities on Udy Street (McKenzie Pool, North Park, Working Men's Club, Bowling Club) and thence on to a redeveloped North Park Village (Bouverie St) mixed use area with links to a relocated Ava Station just west of Cuba Street.

This amenity corridor will broaden the offer Petone can make to residents and visitors and will provide clarity of connection north to south along a quieter non-commercial but amenity activated alignment.



6 Create an Amenity Spine connecting The Esplanade to North Park Village and Alicetown



7 Enhance the Character of Traditional Areas

Principle 7: Enhance the Character of Traditional Areas

Petone's older, traditional housing was first laid down in the late 1800s and continued to emerge through to the mid 1900's. Much of this fabric remains intact today and provides the most cohesive parts of Petone's built form. These housing areas can be specifically located and include those with current DP Listing as Historic Residential (Riddlers Crescent and Patrick Street). Jackson Street is also defined as a Heritage Area under the DP.

The largest proportion of traditional housing is located around the swathe that generally runs between The Esplanade and Jackson Street and extends north between Cuba Street and the Shandon Golf Club. The second largest area generally includes the Moera neighbourhood either side of Randwick Road as well as parts of Pirie Crescent. Neither of these areas are defined in the District Plan (Reference is made to smaller Historic Residential Areas and a few specific structures).

Principle 7 proposes to identify those areas of traditional housing that are most cohesive, and designate these as character areas with townscape sensitivities that require bespoke design guidelines to control development.

Principle 8: Plan for and Leverage Improvement from Major Infrastructure Projects

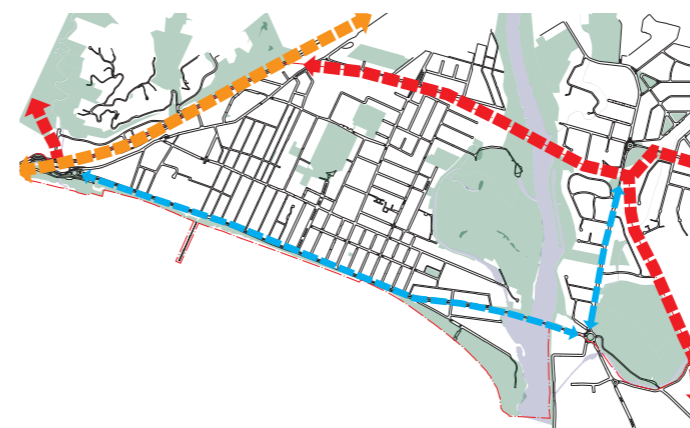
Two significant roading infrastructure projects are being considered that will impact on Petone/Moera to varying degrees. These include the NZTA Petone to Granada link (P2G) and the HCC Cross Valley Link (CVL).

These roading projects are at different stages of planning, with the P2G link further advanced than the CVL. However neither project has clearly articulated local impacts for the communities in Petone and Moera.

Principle 8 states that the PSP should identify how the local areas including their street networks, amenity provision, open spaces and development opportunities should capture or leverage improvements from these major infrastructure initiatives.

The CVL will influence the future of The Esplanade and affect areas along Wakefield Street, Randwick Road and elsewhere. Hutt Road will also experience changes to traffic flows and access patterns as a result of CVL. Public open space, stormwater mitigation, ped/cycle access and street connectivity should be integrated into any CVL design.

P2G should deliver improved ped/cycle access for Petone and enhance the quality of access and streetscape/townscape in the area affected by the new P2G intersection.



8 Plan for and leverage improvement from major infrastructure projects



9 Resilience and Expectant Design

Principle 9: Plan for Resilience and Expectant Design

A significant range of natural hazards affect Petone/Moera. These include flooding, seismic shaking, liquefaction, tsunami, sea level rise and storm event.

Many cities across the world are facing similar challenges and it is recommended that Petone/Moera tackle these issues head-on and convey the potential risks and opportunities for mitigation in a transparent and easily understood way. HCC is developing a communications strategy to assist with this.

The PSP has documented the current position with regard to hazards and suggested an overlay revealing a possible rating of 'High-Med-Low' response to natural hazards. Further to this, Principle 9 is developed to raise awareness of the need for a resilience strategy that might be envisaged as one of 'expectant design'. Such a strategy must seek to integrate improvements in the provision of public open spaces, streets and amenities alongside hazard mitigation and increased resilience.

Key components of an expectant design strategy include:

- Natural (soft) and formed (hard) areas of foreshore storm / flood resistance;
- Enhanced Hutt River embankment and access;
- Sacrificial 'floodable' areas (infiltration space);
- Optimising areas of lower risk (e.g. North Park Village);
- Leveraging off CVL to create an east-west parkway for stormwater management and functioning water ecology;
- Engineering and escape solutions for development in Petone West; and,
- Resilient housing design in flood-prone areas.

8.4 Urban Form and Structure

The diagrams adjacent and opposite (Figs. 8.4.1 and 8.4.2) present the existing and proposed urban form and structure of the area. The existing condition has been described in section 2.2 as follows:

"...the most striking feature is the sharp contrast between fine grained residential fabric and coarser industrial or commercial buildings. The layout of streets and reserves is obvious because buildings define the edges of most open spaces. This pattern is clearest in areas of older industrial and commercial buildings, where frontages join up to create a continuous street wall. However, the pattern breaks down in Petone West and in the area around Bouverie Street."

The weak urban structure exhibited across parts of the area has been a focus of attention. The plan recommends significant change in these locations. The Petone West, East and North Park Village areas have been re-configured to provide a new, finer grain, connected street and block pattern. Consideration has been given to the existing uses and streets within these areas, incorporating these where possible while recommending phased change over the longer term. Improving these areas makes a significant contribution to the overall urban form and structure of Petone, ensuring a fully connected and integrated urban setting.

Figure 8.4.2 highlights the key moves to reinforce existing patterns and create a more legible overall structure for Petone. These moves include: the three gateway areas as significant new 'places' within Petone; the strengthening (intensification and street upgrade) of particular street axes (Jackson Street, Cuba Street, Randwick Road); the enhancement of the foreshore and The Esplanade as an engaging waterfront edge; the development of a north-south pedestrian-focused 'amenity corridor' to complement Cuba Street; the retention and protection of the fine grain traditional street pattern across much of the area; the integration of a new east-west CVL link; the introduction of new links connecting into the Hutt River corridor; and the intensification of housing around Petone Rec.

The emerging urban form and future structure of Petone and Moera knits together areas that are currently fractured or possess a poor townscape and streetscape. In every location, the objective is to retain and enhance the existing traditional streets and blocks and improve relationships with open spaces (foreshore, parks and river corridor).



Figure 8.4.1: Existing Urban Structure (Figure Ground)



Figure 8.4.2: Proposed Urban Structure (Figure Ground) and key structural moves

8.5 Character and Identity

Figure 8.5.2 sets out the proposed pattern of character areas across Petone and Moera.

The identity of Petone is unique within Hutt City and the greater Wellington region and exhibits a number of easily recognisable and much loved features. These include: the fine grain pattern of traditional housing on small blocks; the vibrant and distinct Jackson Street as the area's 'High Street'; the physical and visual containment within the Belmont and Hayward hills to the west and east and the foreshore to the south; the compact community scale of the settlement as a whole; and the links to settlement history both Maori and European.

This rich mix of features provides a strong base from which future growth and change of Petone and Moera should be considered. Figure 8.5.2 proposes a character-based approach to maintaining and enhancing the area's identity, which recognises the successful and important features while identifying those weaker performing locations as suitable for change.

Character areas have been developed according to 5 categories:

- Mixed Use Gateways
- Mixed Use Axis
- Commercial / Industrial
- Residential Intensification
- Traditional Character Residential

Within each category the various character areas are defined and located on the plan at Fig. 8.5.2. Section 3 of this report describes in detail the make-up of many of the existing areas, establishing their key characteristics, strengths, weaknesses, opportunities and threats (SWOT). Areas 1a 1b and 1c are expected to undergo significant change. Mixed Use Gateway Area 1a, is already supported by the provisions of District Plan Change 29, which envisages a vibrant mixed use location. However areas 1b and 1c are currently zoned General Business. Therefore a zone change would be required to facilitate the mixed use commercial/residential and transport intentions for these areas.

Other significant departures from the DP Activity Areas include the protection of the fine grain industrial areas at 3a and 3b and recognition of the traditional housing areas at 7a and 7b where future medium density housing (i.e. intensification) would have detrimental impacts on the integrity and coherence of an important character asset. Contrary to the DP it is proposed that the housing areas around Petone Rec (5, 5b) are suitable for intensification. Further development here would facilitate the retention of character housing elsewhere.

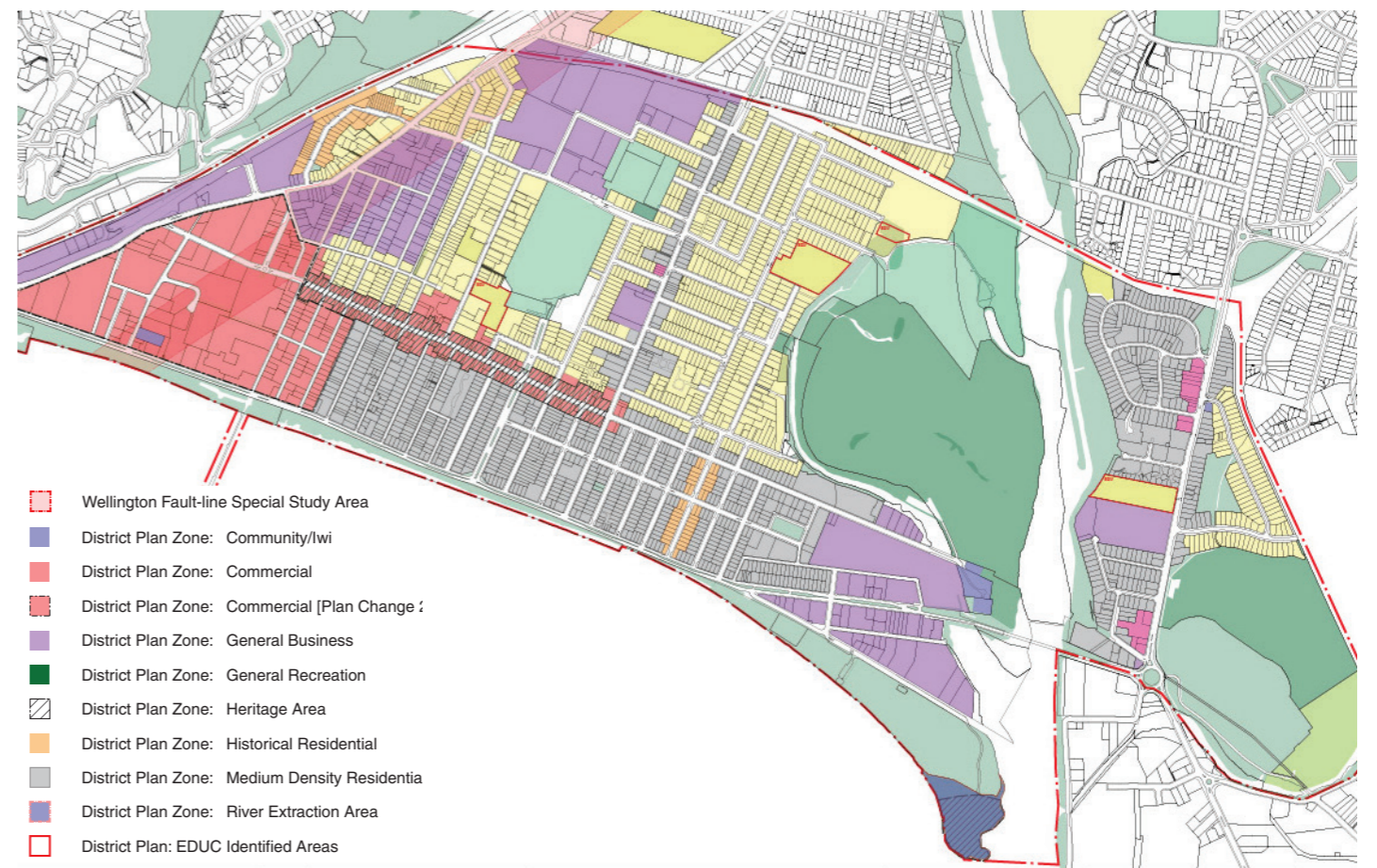
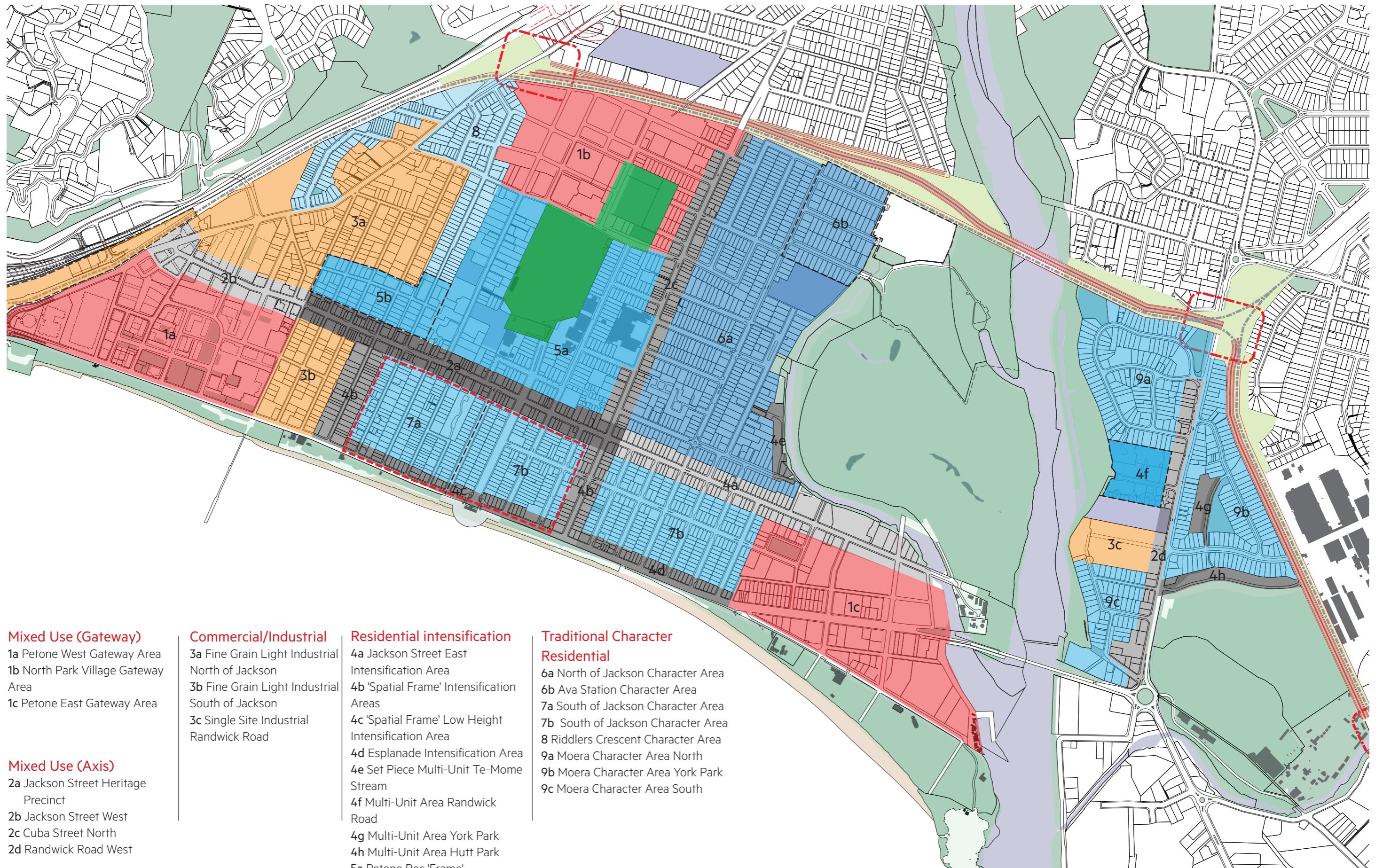


Figure 8.5.1: HCC Operative District Plan Activity Areas



Mixed Use (Gateway)

- 1a Petone West Gateway Area
- 1b North Park Village Gateway Area
- 1c Petone East Gateway Area

Mixed Use (Axis)

- 2a Jackson Street Heritage Precinct
- 2b Jackson Street West
- 2c Cuba Street North
- 2d Randwick Road West

Commercial/Industrial

- 3a Fine Grain Light Industrial North of Jackson
- 3b Fine Grain Light Industrial South of Jackson
- 3c Single Site Industrial Randwick Road

Residential intensification

- 4a Jackson Street East Intensification Area
- 4b 'Spatial Frame' Intensification Areas
- 4c 'Spatial Frame' Low Height Intensification Area
- 4d Esplanade Intensification Area
- 4e Set Piece Multi-Unit Te-Mome Stream
- 4f Multi-Unit Area Randwick Road
- 4g Multi-Unit Area York Park
- 4h Multi-Unit Area Hutt Park
- 5a Petone Rec 'Frame' Intensification Area
- 5b Petone Rec 'Frame' North of Jackson

Traditional Character Residential

- 6a North of Jackson Character Area
- 6b Ava Station Character Area
- 7a South of Jackson Character Area
- 7b South of Jackson Character Area
- 8 Riddlers Crescent Character Area
- 9a Moera Character Area North
- 9b Moera Character Area York Park
- 9c Moera Character Area South

Figure 8.5.2: Proposed Character Areas

8.6 Land Use

Figure 8.6.2 sets out the proposed land use patterns for Petone and Moera. These have been developed to correspond to the broader character areas defined in Figure 8.5.2 and in response to the new block structures proposed (see section 9 Project Initiatives). These land use patterns are indicative only, illustrating one way in which the future character of the area might be developed. They provide a useful reference for any future Structure Plan and for changes that might be made to the District Plan.

Comparison between the existing and proposed land use patterns indicates those areas that can absorb change and those areas that are recommended to remain 'as is'. The most significant changes are as follows:

Petone West: Shift away from industrial functions though retaining some large format retail. A greater mix of commercial office and upper level residential accommodation. Stronger retail frontage development onto Jackson Street (west). Introduce quality open green spaces along parts of The Esplanade frontage.

North Park Village: Shift away from industrial functions to create a new Transit Oriented Development comprising a new station as well as commercial and residential mix with supporting open spaces. Staged retention of large format retail.

Petone East: Retain an industrial function, focusing on 'high end' production, incubator business space, provision of a range of commercial space to accommodate the

life cycle of businesses (start-up to 'own front door' to multi-let to HQ). Provides a residential mix onto Hikoikoi Reserve, along the NE edge at Te Mome Stream and fine grain housing at the boatsheds area.

Cuba St, Randwick Rd: Intensification though mixed use commercial office/retail and residential functions throughout these street corridors (i.e. move away from suburban commercial spot zones) to enable development.

Jackson Street East: Retain residential activity but allow medium density development fronting this part of Jackson Street.

Petone Station & New North Park Village station: provision for transport functions and station-related development activity, including retail, commercial office and hotel.

Medium Density Housing: The operative District Plan identifies the areas south of Jackson Street as suitable for higher density housing. The PSP however recognises the need to retain these parts of Petone as traditional housing.

Hutt Park, York Park: Small parts of these recreational areas are identified as suitable for housing, particularly along the edges where poor quality environmental outcomes have occurred as a result of houses 'backing' onto open spaces, creating low levels of safety and security and visually unattractive park edges.

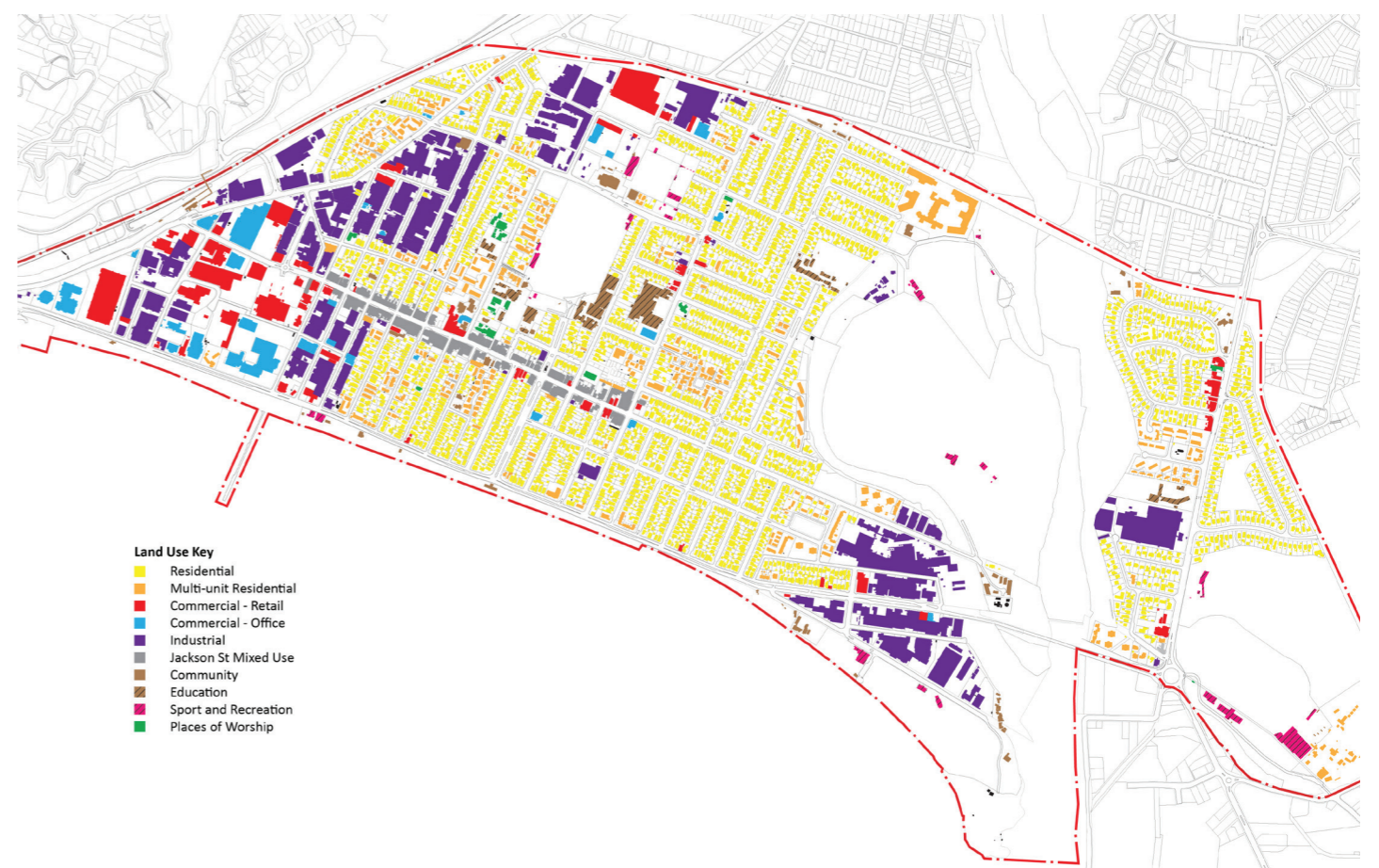


Figure 8.6.1: Existing Land Use Patterns

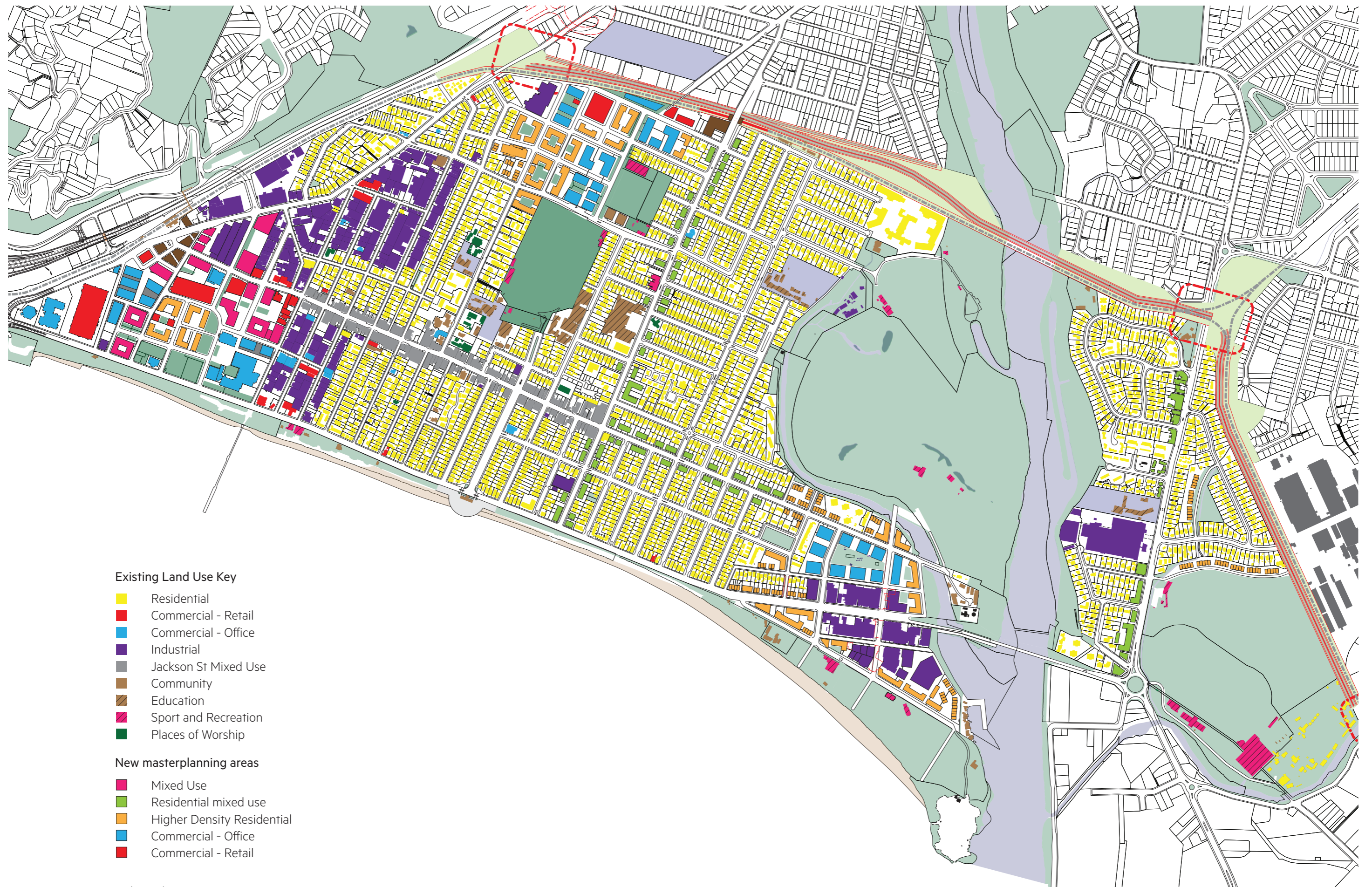


Figure 8.6.2: Proposed Land Use Patterns

8.7 Open Space - Play and Recreation

Petone does not have a Play Strategy per se and it is recommended that such a document is prepared to build on current play space provision and to address gaps and shortfalls in the promotion and provision of quality play opportunities for all children.

The HCC study Review of the Valley Floor Reserves (RoVFR) by PAOS (Dec 2014, revised March 2015) states that Petone is the third largest of the valley floor suburbs and will have a relatively stable population over the next 18 years. The number of children is expected to reduce but numbers of elderly increase. 15 to 39 year olds are the largest population group with the greatest reserve needs. However, were expectations for housing growth in Petone to change (as anticipated by the PSP), then better provision of open space for families with children should be anticipated. The RoVFR recommends making better use of existing reserves by incorporating neighbourhood uses and more play opportunities for older children at Memorial/Sladden Parks (pg 9). The RoVFR refers to the following types of open space/reserves (NZRA Parks Categories):

- **Sports and Recreation:** facilities for organised sport
- **Recreation and Ecological Linkages**
- **Neighbourhood:** small reserves in residential areas with open areas for play and relaxation
- **Natural:** reserves where the natural environment is protected and people can experience natural environments
- **Public garden**

UK guidance provides a more fine-grained approach to the NZRA 'Neighbourhood' category and defines playable spaces as follows:

- Doorstep playable space:** a place where children under 5 can play (100m walkable catchment);
- Local playable space:** a place where children aged up to 11 can play (400m);
- Neighbourhood playable space:** a more extensive place where children aged up to 11 can play, and where there are some facilities for young people over 11 (800m);
- Youth space:** a place where young people aged 12 and above can meet and take part in informal sport-based activities (including 'extreme sports' such as skateboarding) and other informal recreation (800m).

The PSP recognises both the NZRA and UK definitions and focuses on:

- the need to adapt existing spaces to provide suitable playable space and the provision of new spaces;
- the need to provide better pedestrian accessibility to strategic spaces (Hutt River and foreshore);
- extending access around the edges of The Rec.
- better cycling provision along the foreshore and connections into the Hutt River Trail;
- provision of a new east-west parkway along the CVL;
- more intensive and active uses within Hikoikoi and Honiana Te Puni reserves.

Figures 8.72 and 8.73 opposite describe how this might be achieved across Petone/Moera.

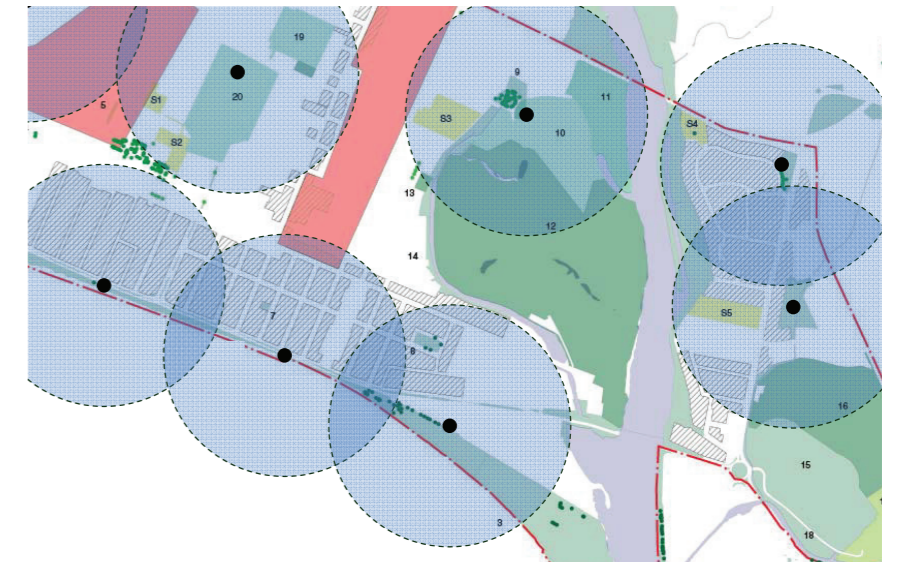


Figure 8.71: Existing open space provision

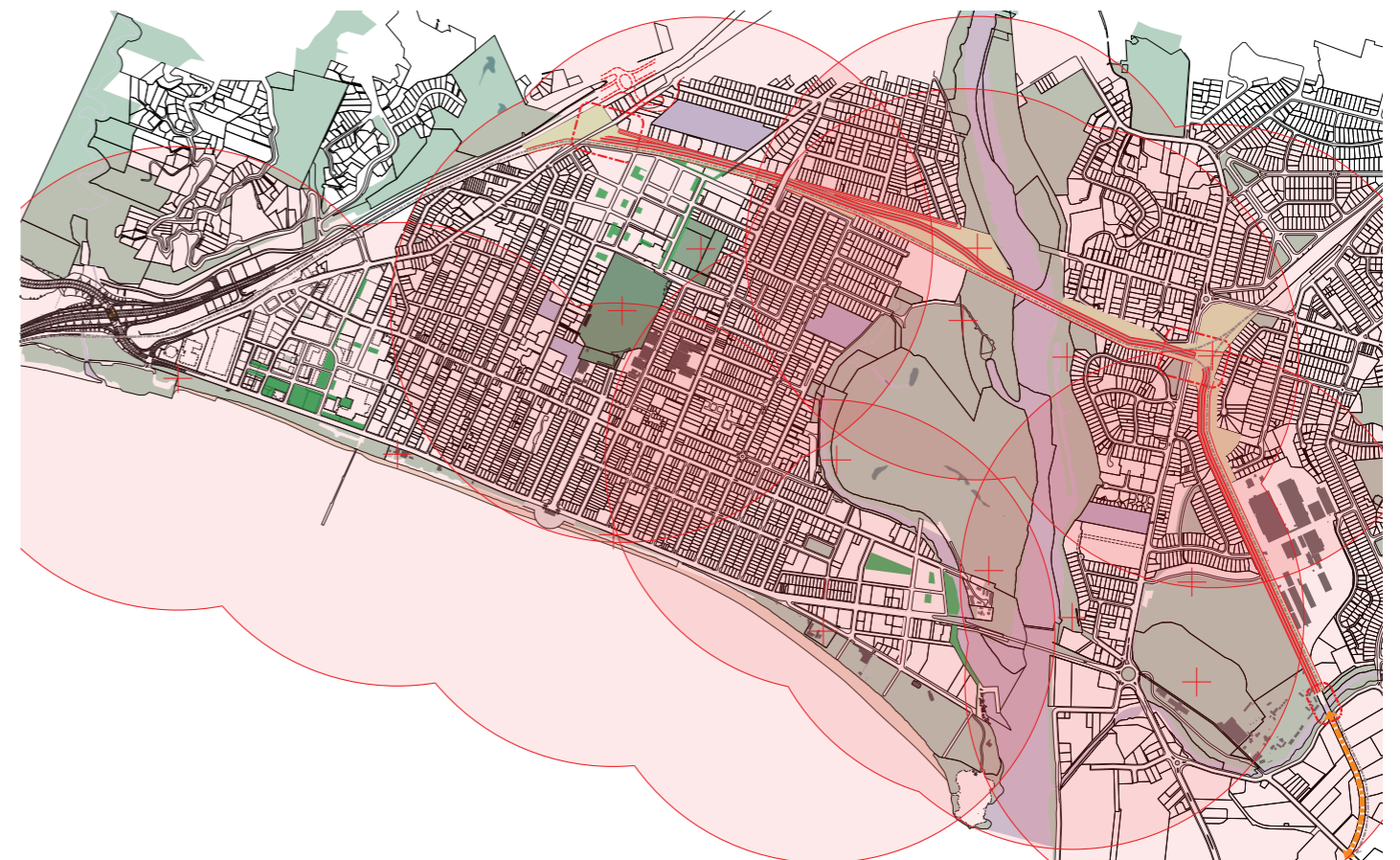
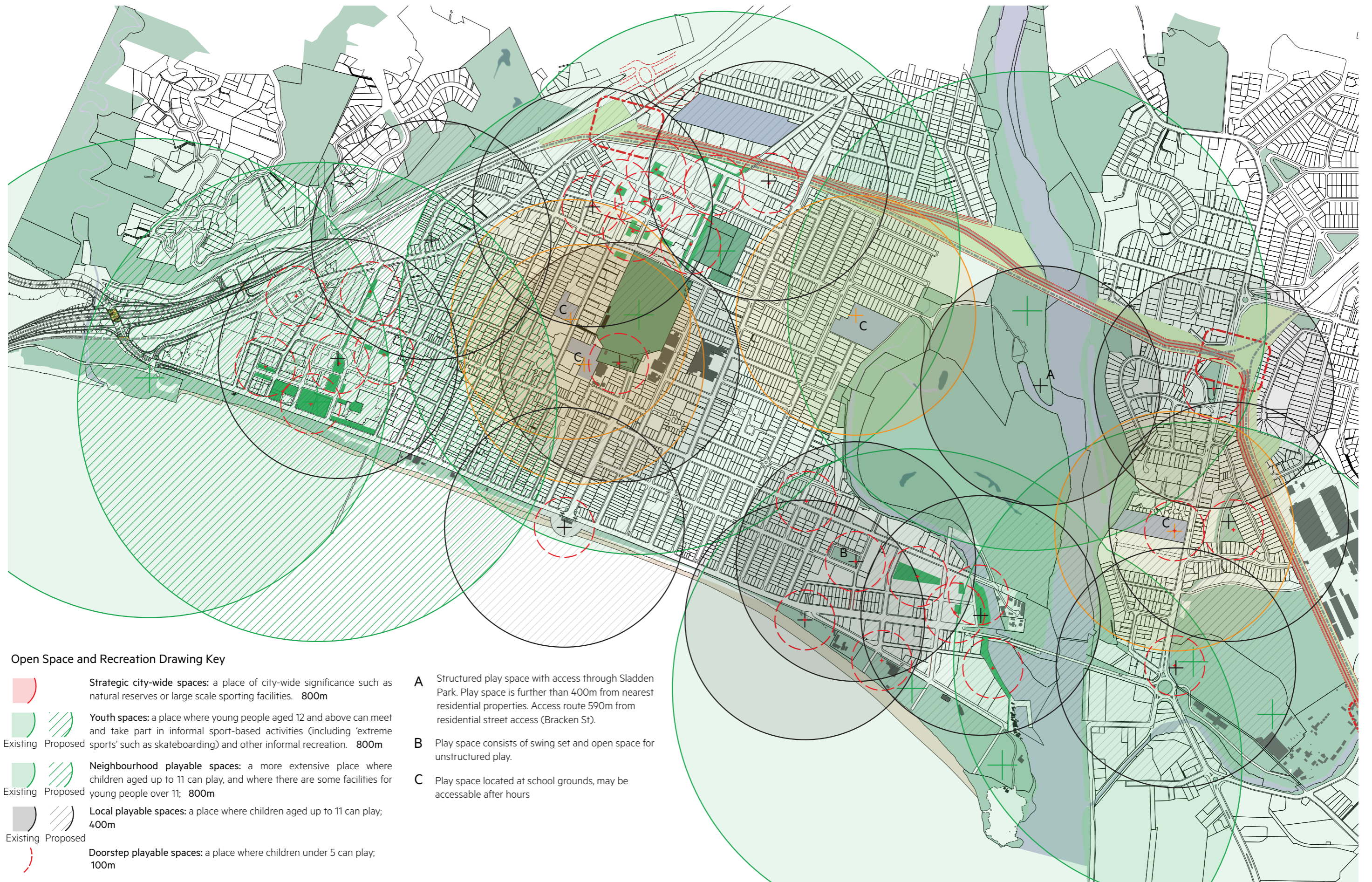


Figure 8.72: Proposed strategic open space provision



Open Space and Recreation Drawing Key

- Strategic city-wide spaces:** a place of city-wide significance such as natural reserves or large scale sporting facilities. **800m**
- Youth spaces:** a place where young people aged 12 and above can meet and take part in informal sport-based activities (including 'extreme sports' such as skateboarding) and other informal recreation. **800m**
 Existing Proposed
- Neighbourhood playable spaces:** a more extensive place where children aged up to 11 can play, and where there are some facilities for young people over 11; **800m**
 Existing Proposed
- Local playable spaces:** a place where children aged up to 11 can play; **400m**
 Existing Proposed
- Doorstep playable spaces:** a place where children under 5 can play; **100m**

- A** Structured play space with access through Sladden Park. Play space is further than 400m from nearest residential properties. Access route 590m from residential street access (Bracken St).
- B** Play space consists of swing set and open space for unstructured play.
- C** Play space located at school grounds, may be accessible after hours

Figure 8.7.3: Proposed open space including play spaces

8.8 Vehicle Movement Network

The baseline analysis contained within the Spatial Plan describes the movement network across Petone and Moera. It identifies the importance of the strategic connections north-south and east-west (Distributor roads). The fine grained street system offers a high degree of connectivity but would benefit from emphasising particular routes to aid legibility and hierarchy. Buick Street and Jackson Street (east of Cuba) are important connectors and William Street links The Esplanade to Ava Station.

Planned and potential changes to the road network are identified in the diagram at Figure 8.8.2. These include the NZTA highway linking Petone to Tawa/Porirua at Granada (P2G), and the Cross Valley Link connecting SH2 east to Petone, Seaview/Gracefield, parts of Lower Hutt, Eastern Bays and Wainuiomata. The implications of these changes will affect The Esplanade and Hutt Road will require reconfiguration of connections into the CVL as well as new connections at the eastern edges of Moera. The implications for land use patterns and development will also be considerable with greater levels of accessibility changing the dynamics of locations such as Petone West (Area 2) and North Park Village.

The PSP proposes a movement network that recognises the potential changes to the road system and extends a new street pattern into those areas whose significant change is planned (Petone West, North Park Village, Petone East).

The following is described and proposed:

- P2G (NZTA) connects into SH2, Hutt Road and The Esplanade;
- CVL links east-west along the railway corridor connecting at its western end into SH2, Hutt Road and at its eastern end across the Hutt River into a connection with Randwick Rd, Whites Line East and indirectly to Wainui Rd. Seaview/Gracefield connections are proposed along the railway yards / rail line rather than along Randwick Rd.
- Petone West: A local street system and new block structure opening up access between Jackson Street and The Esplanade and providing new east-west links;
- North Park Village: A local street system and new block structure north of Udy Street with new east-west connections between Cuba Street and Hutt Road. Includes a new train station and bus connection on Cuba St.
- Petone East: principally new north-south streets connecting Hikoikoi Reserve north across Waione St to Jackson St east and Te Mome Stream.
- De-tuning of The Esplanade (reduced vehicle movements including heavy traffic) and streetscape upgrades including more frequent pedestrian crossings.
- Reinforcing the importance and quality of Buick Street (with shared surface connections across The Rec and new links into North Park Village), and Jackson Street (east of Cuba).



Figure 8.8.1: Existing movement network

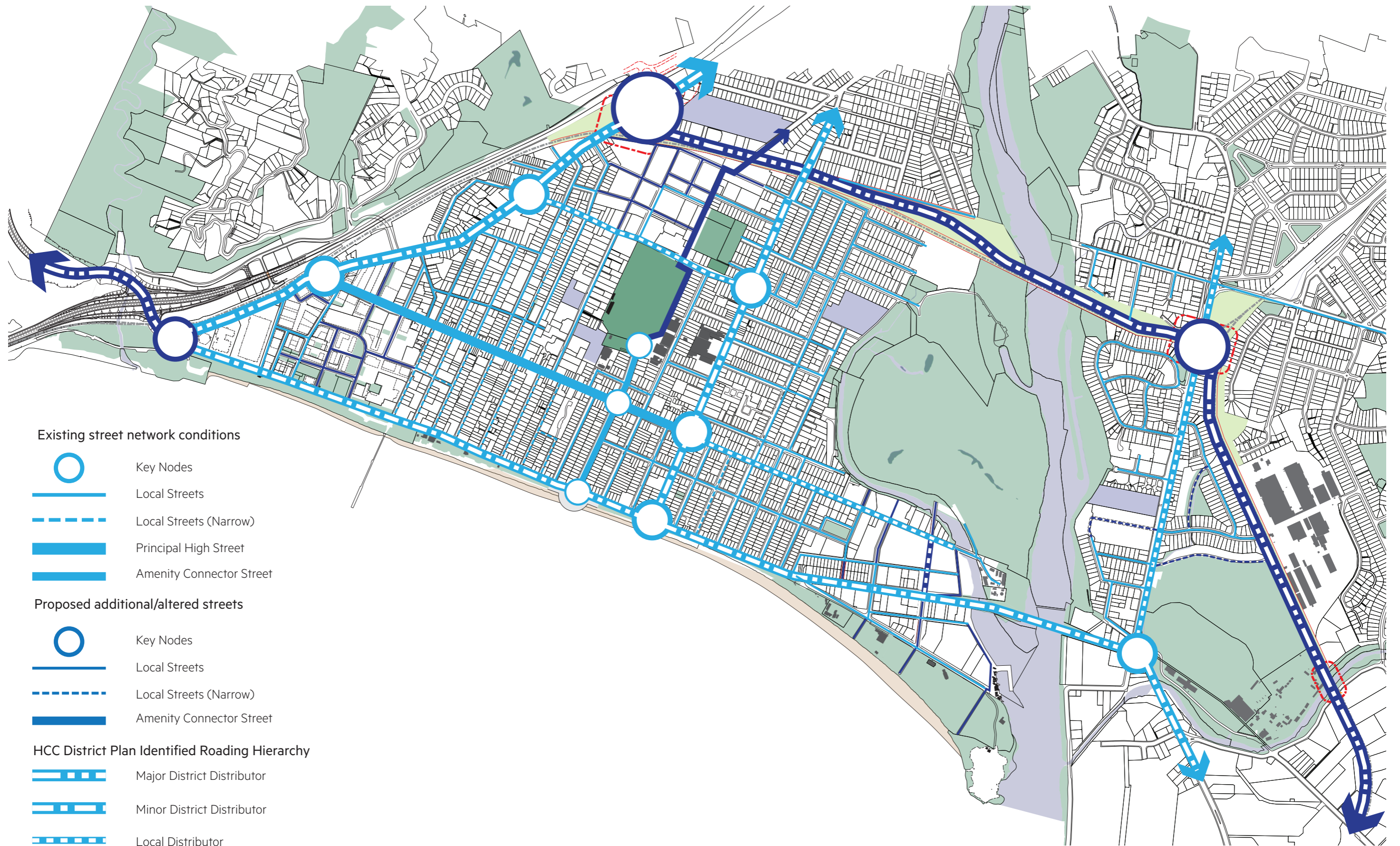


Figure 8.8.2: Proposed movement network

8.9 Public Transport

Rail services

The Hutt Valley Line (Upper Hutt to Wellington) currently serves Petone with two stops – Petone Station and Ava Station. These are located approximately 2km apart which is a greater separation than occurs further north (Woburn, Waterloo, Epuni).

Petone Station - provides a Park and Ride facility and has 1,910 flows (on/off inbound and outbound combined) avg per week day at peak. It serves a predominantly commercial area with some housing located within the 800m walkzone. However the accessibility of this station for residents to the SE on foot is poor given both the distances and the need to traverse the low grade Area 2 zone. Likewise connections along Hutt Rd are unattractive. The PSP proposes intensification and diversification of Petone West to provide a richer mix of activities and a new street network with improved pedestrian links. Petone station environs are proposed to be upgraded with a new Station Square and better links to Jackson Street.

Ava Station - a local station with a lower level of peak flows per avg week day at peak (528). The quality of Ava Station itself is poor and pedestrian overbridges have seismic issues. Consequently this facility does not provide an attractive station setting. To the south the station serves a purely residential low density catchment that does not optimise the station's potential. The PSP proposes a new station at North Park Village that would

serve the existing Ava station catchment and also the new North Park Village precinct. A new bus stop is proposed at North Park Village station on the Cuba Street bridge to integrate with rail services. Further bus services might be implemented as part of CVL. GWRC focuses on Transport Oriented Development (TOD) where a mix of uses, higher density housing and integration with other PT services is achieved.

Bus services

Current bus provision is focused along the Distributor routes (Major, Minor and Local). Bus routes and stop locations are shown on the adjacent diagram. The majority of residential areas are within a 5min walk of a bus stop. GWRC has no significant changes planned for the bus network across Petone except an improved inter-peak service connecting Korokoro to Petone Station.

The PSP however recommends the following:

- An extended route along Udy Street and Britannia Street would improve access to bus services and support development at North Park Village precinct.
- An extended route along The Esplanade could be provided in conjunction with other changes to The Esplanade were the CVL to be implemented.

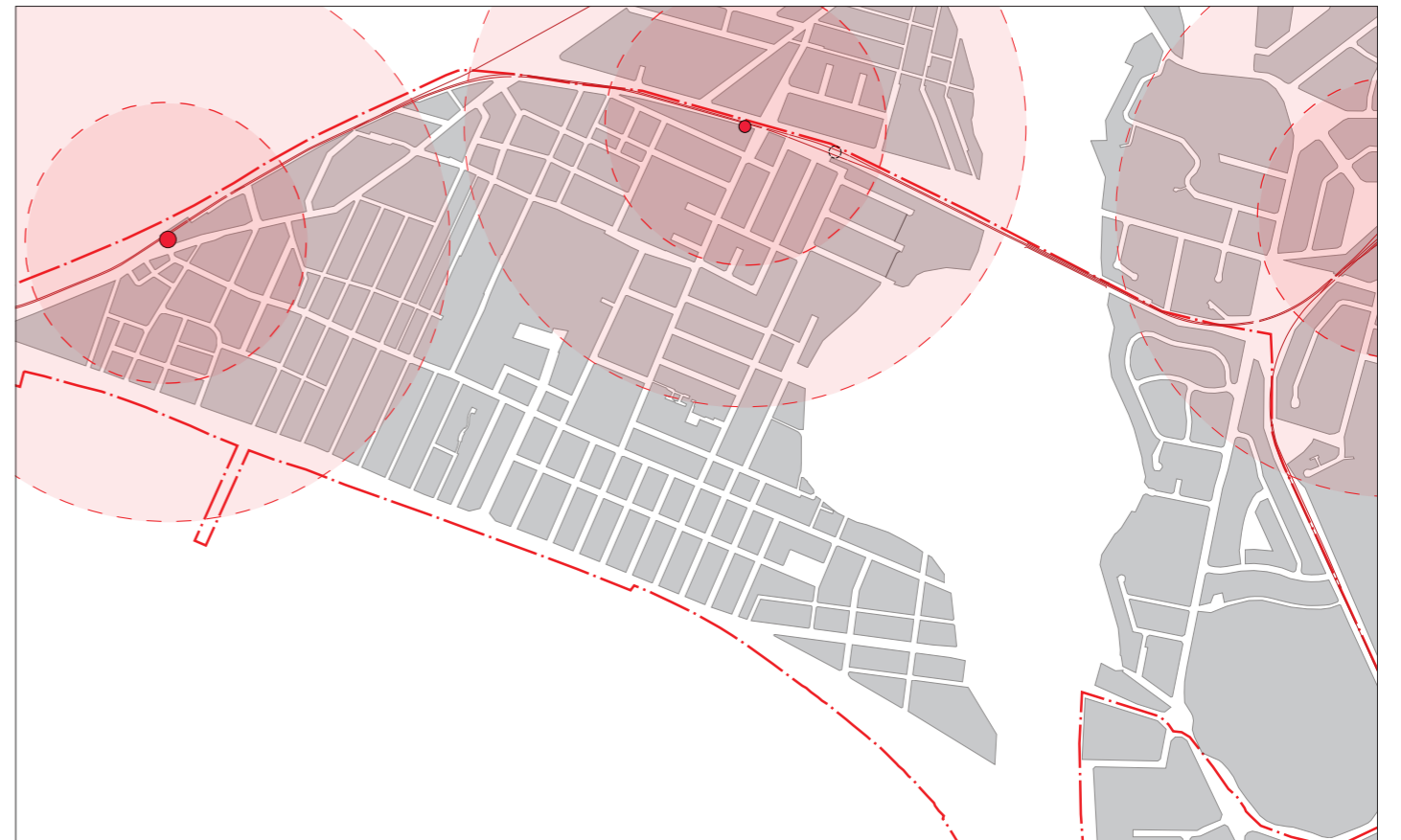


Figure 8.9.1: Proposed rail network - rail stations and 400m/800m walk zones

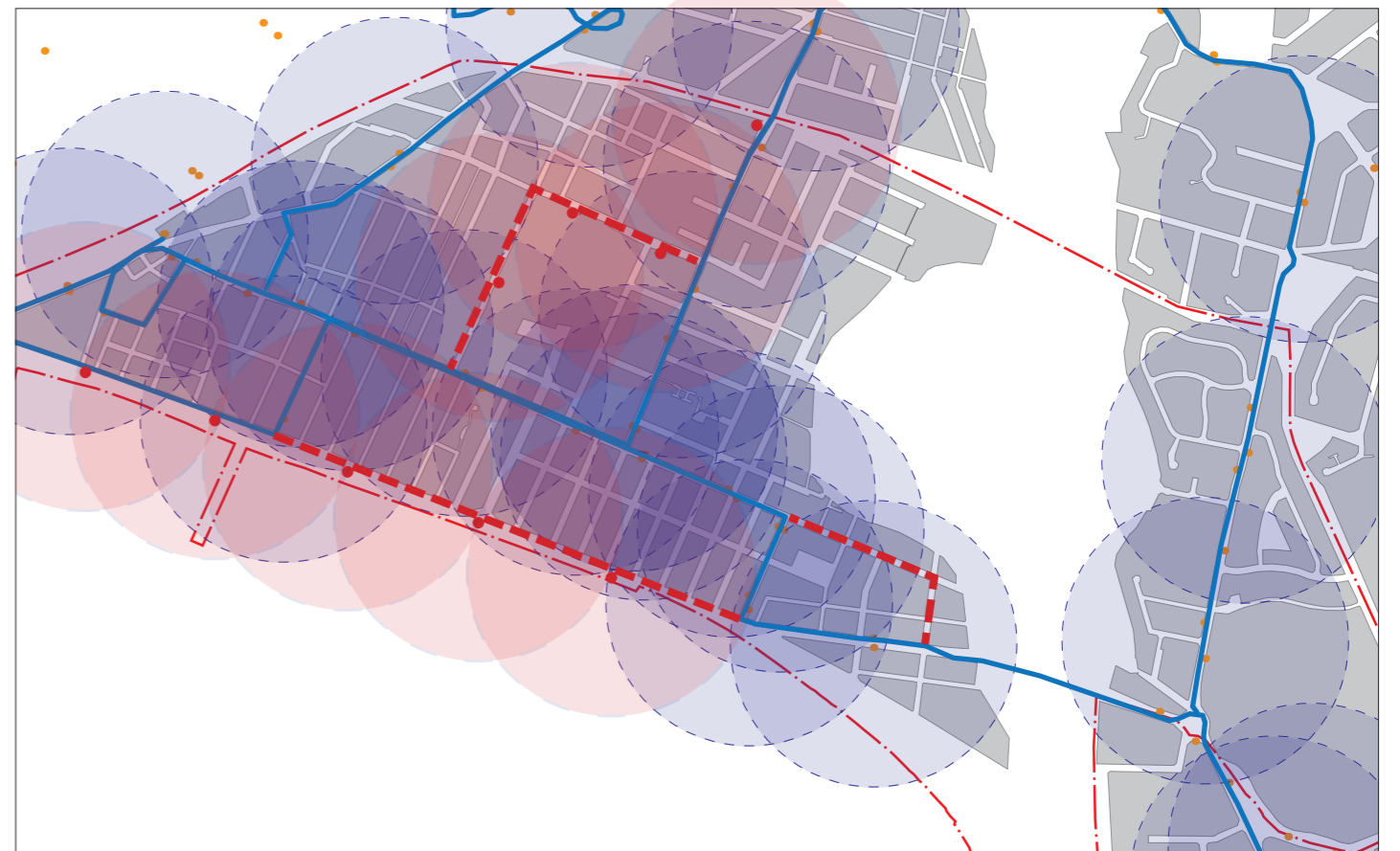


Figure 8.9.2: Proposed bus network - bus stations and 400m walk zones

8.10 Walking and Cycling

The PSP proposes a range of enhancements to the pedestrian and cycle networks across Petone/Moera as indicated in the diagram at Figure 8.10.1.

The Hutt River corridor and associated open spaces present the most important opportunity for a recreational ped/cycle circuit linking Hikoikoi Reserve, Hutt River and Te Mome Stream, Memorial Park and Sladden Park. The PSP recommends improved and new access points to the river corridor along its eastern and western suburban edges, particularly from Moera (Pirie Crescent, Barber Grove, Randwick Crescent). Also suggested is an additional ped/cycle route along the Te Mome Stream alignment with links across the stream into new medium density housing.

The quality and extent of pedestrian and cycle links along The Esplanade/foreshore are to be improved to provide attraction for a range of recreational activities and to encourage greater public occupation of the sea front. These improvements should integrate with new crossing facilities leading north towards Jackson Street. This route should connect through Hikoikoi Reserve into the Hutt River Trail with better a better route through the Boat Sheds area up to the Waione St bridge.

Enhancements to Honiana Te Puni Reserve provide connections with the proposed Ngauranga Gorge to Petone shared cycle and pedestrian walkway (see figure 5.4.2).

An enhanced ped/cycle route along Buick Street connects The Esplanade to Petone Rec and continues north through North Park to a new pedestrian bridge link into Alicetown.

Existing links across and along the edges of Petone Rec (including the access points on Udy Street) should be improved. Opportunities for new connections into this space should be identified.

New routes are proposed along the anticipated CVL through the 'parkway' between the western intersection at Hutt Rd/SH20 and the eastern link over a new Hutt River bridge to Randwick Rd.

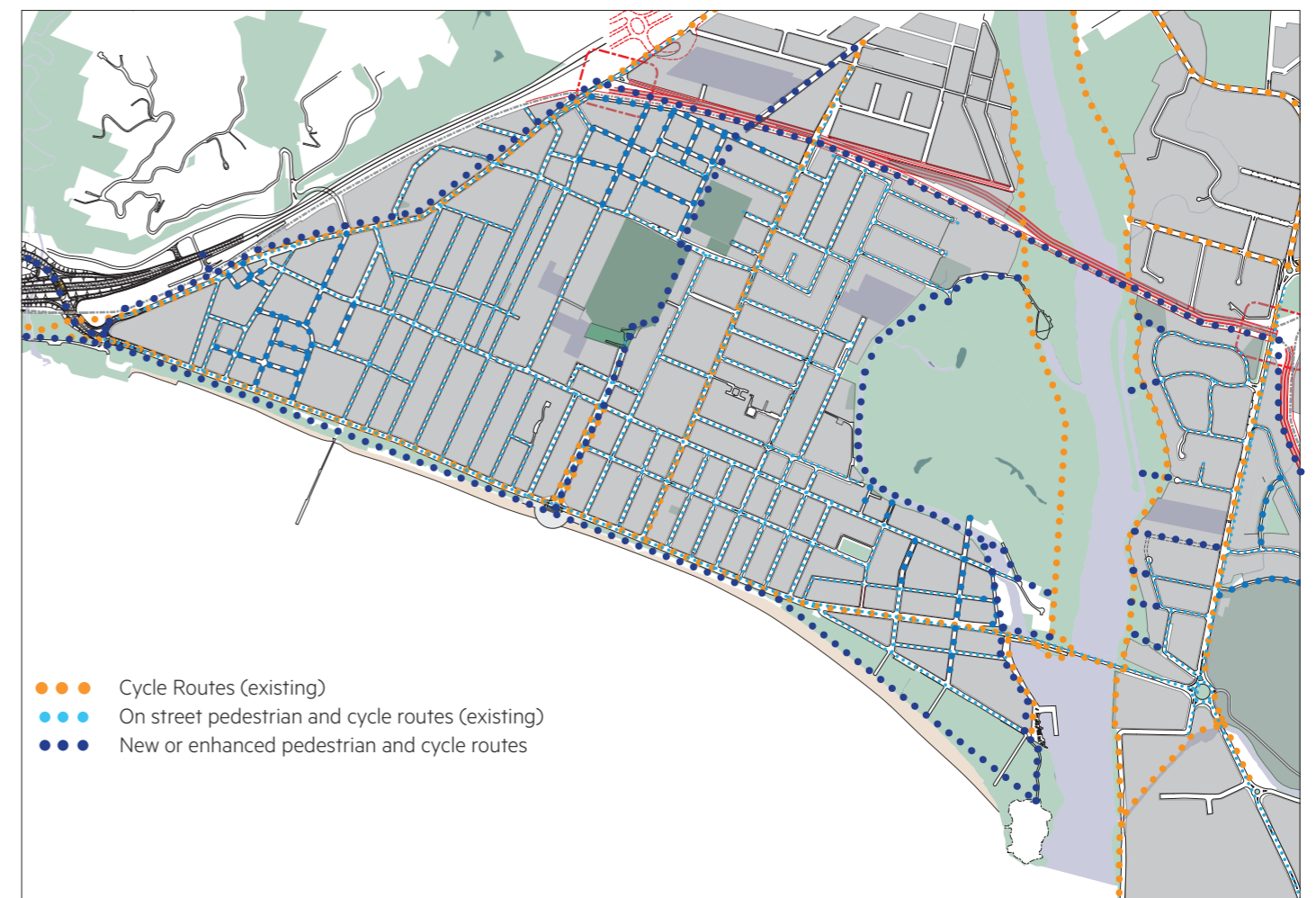


Figure 8.10.1: Proposed pedestrian and cycle routes



8.11 Residential Intensification

Residential intensification is an important part of the growth and change of any city and is specifically called for in Hutt City as identified in the Urban Growth Strategy.

The PSP develops proposals about where intensification could occur and how it might best be configured. Seven areas are identified for intensification and the key attributes and outcomes anticipated for each are described, along with the potential quantum of commercial and residential development.

Assumptions of residential development types and densities relative to sites have been made to determine the potential for intensification. In general a multi-unit (medium density) outcome is envisaged that comprises either apartment or town house typologies. Apartments have been assumed to be 75sq.m (GFA) each to allow for 2 bedroom units while town houses (in terraced or semi-detached configurations) provide circa 145sq.m dwellings (3 bed) over 2 storeys with generous 6.5m x 11m footprints. In reality a more nuanced outcome would result with a greater mix, however for the purposes of this study, and the scale of the study area, the approach is simplified.

Intensification for Jackson (east) and Cuba Street has been assumed to occur over time with increasing levels of re-development (5%, 20%, 75%) as the detached and lower density dwelling stock transitions to higher density forms. The development quantum quoted in the adjacent columns assume 75% redevelopment.

1 JACKSON/CUBA AXES

Stronger north-south and east-west axes help to articulate Petone's Urban Form:

- Jackson and Cuba Streets occupy prime positions within the Petone street grid;
- Larger buildings would identify Jackson and Cuba as special streets;
- Targeted intensification here protects the character of established neighbourhoods; and,
- East Jackson Street ties the Petone East Gateway Area into Petone's public realm.

Jackson Street and Cuba Street are attractive locations for medium-density housing:

- Jackson Street offers a wide range of shops and services;
- Both streets are well served by public transport;
- Foreshore and Recreation Ground provide recreational opportunities; and,
- Axes avoid areas of highest natural hazard risk.

Jackson Street and Cuba Street are receptive to managed change:

- Intensification of the axes reinforces existing patterns and trends;
- Each axis is more built-up than surrounding residential streets;
- Both streets are host to a range of building types including multi-unit and multi-storey buildings on larger lots; and,
- Apartment construction helps to fund strengthening and refurbishment on Jackson Street.

Some negative impacts need to be avoided or mitigated:

- Each axis shares an extended boundary with more stable residential areas;
- Scale and character of East Jackson Street would change significantly;
- On Cuba Street, residents are exposed to traffic noise; and,
- Poor quality development could detract from Jackson Street's heritage character.

Development Quantum

- Cuba St Residential (net growth): 550 new dwellings
- Jackson Street East Residential (net growth): 160 new dwellings

2 NORTH PARK VILLAGE

Strategic opportunities exist in the North Park/Bouverie Street area:

- Big-box retail "sheds" and associated car parks represent poor long-term utilisation of land;
- Large retail and commercial sites are good "land banks" for future development;
- Workingmen's Club's extensive land holding allows comprehensive redevelopment;
- Bouverie Street provides the basis for a finer street grid with smaller, more regular blocks; and,
- If rebuilt further to the west, Ava Station (as a new North Park Village station) could serve a larger population within walking distance.

North Park Village is an attractive location for medium and high-density housing:

- Dwellings contribute to a mixed-use "urban village" environment;
- With improved north-south connectivity, Alicetown shops are accessible to pedestrians;
- Buick Street "Amenity Spine" links North Park Village to Jackson Street and the foreshore;
- North Park Village is bounded by two through-streets that can serve as public transport corridors; and,
- Cross Valley Link introduces further PT opportunities.

North Park Village is receptive to comprehensive change:

- Bouverie Street and environs currently lack a cohesive visual character; and,
- Multi-storey buildings are possible on sites remote from traditional residential neighbourhoods.

Some negative impacts need to be avoided or mitigated:

- North Park Village is affected by rising sea levels and water runoff from the western hills, these risks however are relatively low when compared to the rest of the Petone and Moera study area.

Development Quantum

- Residential (net growth): 1230 new dwellings
- Commercial: 131,200m²

3 PETONE REC "FRAME"

Properties surrounding the Recreation Ground are part of Petone's "heart":

- Petone's core amenities should be accessible to a wider range of households; and,
- More intensive development would help to identify this area as the centre of Petone.

Petone Rec Frame is an attractive location for medium-density housing:

- Local streets provide a desirable residential address;
- High-value detached single-family homes give the area a traditional residential character;
- Amenities and services are available within a short walking distance;
- Additional residents would support Jackson Street shops and other local services; and,
- Petone Rec provides recreation opportunities and access to the Buick Street "Amenity Spine".

Petone Rec Frame is receptive to well-managed evolutionary change:

- Petone Rec Frame already contains multi-unit housing on large sites;
- Some multi-unit complexes are old and due for replacement or refurbishment;
- Mature trees mitigate the visual impact of large buildings and unusual dwelling types;
- Incremental, high-quality infill can produce a more cohesive streetscape; and,
- Petone Rec Frame is an appropriate subject for design guidelines and design review.

Some negative impacts need to be avoided or mitigated:

- Some older houses and established gardens need to be retained;
- Character and amenity of some existing residential properties should be protected; and,
- New dwellings may trigger reverse sensitivity issues in relation to non-residential activities.

Development Quantum

- Residential (net growth): 420 new dwellings

RESIDENTIAL INTENSIFICATION

4 PETONE EAST GATEWAY AREA

Medium and high-density housing can help to create an “urban village” in Petone East:

- Intensification of Petone East would correct the asymmetry in Petone’s development;
- Petone East occupies a strategic junction between the Great Harbour Way and the Hutt River Trail; and,
- Depowering The Esplanade provides an historic opportunity to rethink the role and character of Jackson Street, East Street, Waione Street and Marine Parade;

Petone East is an attractive location for medium and high-density housing:

- Petone East is an amenity-rich location with two waterfronts and diverse recreation opportunities;
- McEwan Park, Hikoikoi Reserve and potentially Te Mome Stream provide ample open space;
- Multi-storey buildings along Marine Parade would offer sweeping views of the harbour; and,
- Multi-storey buildings along Jackson Street would offer views across Shandon Golf Club and the Hutt River.

Petone East is receptive to comprehensive change:

- Petone East already contains multi-unit and multi-storey dwellings;
- New medium and high-density housing would correct a perceived over-concentration of social housing;
- Existing commercial and industrial activities do not take full advantage of local amenities;
- Large sites such as the former Unilever plant allow for comprehensive development;
- With minor changes, Petone East’s street pattern could deliver better north-south connectivity; and,
- New development can improve access to the Hutt River corridor.

Some negative impacts need to be avoided or mitigated:

- New residential development should not block views or appropriate public open space; and,
- Intensification of Petone East could increase congestion on The Esplanade.

Development Quantum

- Residential (net growth): 850 new dwellings
- Commercial: 128,000m²

5 PETONE WEST GATEWAY AREA

Residential uses would extend the activity period in the area and enhance vitality at Petone West:

- Residential occupation would support the surrounding amenities, businesses and services and create longer activity periods thereby increasing safety;
- Big-box retail “sheds” and associated car parks represent poor long-term utilisation of land;
- Large retail and commercial sites are good “land banks” for future intensified development;

Petone West is an appropriate location for medium and higher density housing:

- Located close to the regional transport network, Petone West is very well connected to the Hutt Valley and Wellington City;
- Petone West is in close proximity to the Jackson Street retail area, local businesses and recreational amenities.

Petone West is receptive to managed change:

- Plan Change 29 anticipates a mixed use precinct, with some residential activity, however these District Plan provisions are not currently realised on the ground;
- The indicative masterplan in the PSP for this area indicates how residential development might be incorporated;
- Some existing industrial complexes are due for replacement or refurbishment.

Some negative impacts need to be avoided or mitigated:

- Existing pedestrian access and environment is not conducive to residential development and would require upgrade before this would be viable;
- Petone West is exposed to natural hazards and there is a risk in encouraging sensitive uses such as residential in this area;

Development Quantum

- Residential (net growth): 610 new dwellings
- Commercial: 215,850m²

6 RANDWICK RD CORRIDOR

Intensification would give Moera “critical mass” and confirm its status as a separate suburb:

- Additional population would support a wider range of amenities and services;
- New facilities on the eastern side of Randwick Road would improve the distribution of amenities and services within Moera;
- New medium-density residential development could increase the range of dwelling types and improve housing affordability; and'
- New multi-unit housing can encourage elderly Moera residents to remain living locally.

Randwick Road is an attractive location for medium density housing:

- Moera’s “village centre” contains convenience retail outlets and community facilities;
- Moera has a kindergarten, primary school, Te Kohanga Reo, and ready access to Hutt Valley High School;
- Randwick Road is well served by public transport;
- Off-road walking and cycling routes connect Moera to Lower Hutt and Seaview/Gracefield; and,
- Hutt Park and the Hutt River corridor can offer a variety of open spaces and recreational opportunities.

Randwick Road is receptive to managed change:

- New medium-density housing would correct a perceived over-concentration of social housing;
- Some existing multi-unit complexes are due for replacement or refurbishment;
- Poor quality open space at York Park could be partly converted to medium-density housing; and,
- Isolated pockets of land currently zoned for General Business Activities could be converted to residential.

Some negative impacts need to be avoided or mitigated:

- Surviving Railways “kitset” houses need to be retained;
- Character and amenity of neighbouring residential streets need protection;
- Cross Valley Link could increase traffic on Randwick Road; new dwellings may trigger reverse sensitivity issues; and,
- Moera is exposed to natural hazards; concentrating investment here increases risk.

Development Quantum

- York & Hutt Park Residential: 60 new dwellings

7 THE ESPLANADE

The Esplanade and foreshore are emblematic of Petone:

- The Esplanade and foreshore identify Petone’s as a waterfront suburb;
- Harbour views and access to water give Petone a competitive advantage over other suburbs; and,
- Waterfront properties should attract a design “premium”.

The Esplanade is an attractive location for medium-density housing:

- Multi-storey buildings offer unobstructed views over Wellington Harbour;
- Removing through-traffic allows The Esplanade to become a high-amenity living environment; and,
- Improvements to The Esplanade facilitate links between Jackson Street and the harbour.

The Esplanade is receptive to comprehensive change:

- The Esplanade comprises three distinct character areas with different development potentials;
- Parts of The Esplanade already contain multi-storey buildings;
- Landscape treatments lack design integrity and fail to reflect The Esplanade’s importance;
- Comprehensive redevelopment can introduce a higher-quality public realm;
- More intensive development can increase shelter and introduce an active edge to the street; and,
- Many of The Esplanade’s existing buildings have little architectural merit.

Some negative impacts need to be avoided or mitigated:

- Buildings should not cast significant shadow on the foreshore.
- Multi-storey apartments should not appear to appropriate or privatise the foreshore;
- Character and amenity of inland residential properties must be protected; and,
- The Esplanade is exposed to natural hazards; concentrating investment here increases risk.

Development Quantum

- Detailed studies required to determine potential