

# B UNDERSTANDING THE PLACE

- 2 Urban and Spatial Structure
- 3 Character and Identity
- 4 Land Use and Amenity
- 5 Movement and Access
- 6 Planning Policy, Initiatives and Strategies

# 2 Urban and Spatial Structure

## 2.1 Origin of Petone's Street Pattern

Streets and property boundaries preserve the outlines of the New Zealand Company's 100 acre "Country Sections". These were laid out as a series of roughly 350m wide strips, which extended from the foreshore to what is now Wakefield Street and Whites Line. While the grid is regular in the centre of the valley, it becomes distorted at its eastern and western margins where survey lines encounter the river, the hills and the local pā sites.

The lower Hutt Valley contained Wellington's most desirable agricultural land. Consequently, most Country Sections passed into private ownership around 1840. A wealthy investor might purchase two adjacent lots. More typically, each strip of land was acquired and occupied by a different person. This fragmented ownership pattern meant that neighbouring sections often developed at an uneven rate. One property might be subdivided for house lots while the next parcel of land retained its original use.

The variable pace of urbanisation explains why there are subtle changes in street width, block size and lot proportions within Petone's seemingly "regular" grid. Equally, the persistence of the New Zealand Company's survey accounts for the high degree of continuity among rival real estate developments. Whether subdivision occurred early or late, the geometry of streets and blocks was largely governed by the original grid of Country Sections.

The elongated 100 acre lots determine the directional character of Petone's present-day street grid. Urbanisation

began along the foreshore, where the harbour and The Esplanade (initially Regatta Terrace) provided ready access. Early on, land owners and developers favoured north-south streets because these were more efficient at opening up properties for subdivision. Developers were less inclined to build continuous east-west streets that favoured neighbouring parcels of land. These practices produced an urban fabric that has excellent north-south permeability but very little east-west connectivity. Thus, Jackson Street did not connect with the Hutt Road until the mid-1870s, and Udy Street did not reach Cuba Street until the 1920s.

Korokoro was the "birth place" of Petone in more ways than one. Maori settlement was concentrated here at the twin villages of Te Tatau o te Po and Pito-one. William Wakefield's first house was attached to these communities, and the first New Zealand Company settlers landed nearby. After much debate, the Company's first town was laid out at Lambton Harbour on the southern side of Port Nicholson. But, by the early 1870s, a small suburban "Township" had sprung up at Petone on waterfront land to the east of the two pā sites.

From this core, development occurred in two directions: east along the foreshore, and north, towards the Hutt Road and the Wellington-Wairarapa railway line. Petone's oldest industrial areas were laid out at this time, but they were designed for house lots rather than workshops or factories. Along Fitzherbert and Sydney Sts, the original

dwellings have disappeared. However, many of today's business premises still occupy residential parcels of land, and the underlying subdivision pattern helps to give these streets their characteristic scale.

Petone's next "growth vector" is bounded by Cuba Street and an arm of the Hutt River (now Te Mome Stream). During the first decades of the twentieth century, residential subdivision spread north from Jackson Street and south from Wakefield Street until the borough's eastern margin was entirely gridded. Blocks and lots are larger here, suggesting that developments appealed to a more affluent market. By 1920, the preferred style of housing had also changed, and the so-called "California bungalow" was suited to a square lot with a broader frontage. However, not every real estate venture was successful. After several years, the area around Graham street was re-planned with smaller lots, presumably because the original sections failed to sell. A time lag between subdivision and house construction was common, and helps to explain why East Petone has rectangular blocks – reminiscent of the nineteenth century – yet bungalow-style housing, which is generally associated with picturesque "Garden Suburb" street layouts, as found at Moera.

The green "heart" of Petone was slow to develop. By 1922, a Public Recreation Ground was established here, between Britannia Street and Cuba Street. Originally, the reserve extended as far as Wakefield Street. However, the Borough Council seems to have regarded the location as a repository for community groups and utilities. Parts of

the site became a gas works, a swimming pool and the home of the Freemasons Association, the Workingmen's Club and the Rugby Football Club. When Udy Street was extended to meet Cuba Street, the northern area was severed and the Recreation Ground assumed something like its present shape. Perhaps development was retarded by the presence of the Recreation Ground. The enlarged public reserve was certainly an impediment to east-west movement. On the other hand, the site of Petone Rec may have been chosen because the land was deemed unsuitable for residential or commercial development. The 1922 plan shows a stop bank running diagonally across the reserve and, today, the area is threatened by rising sea levels.



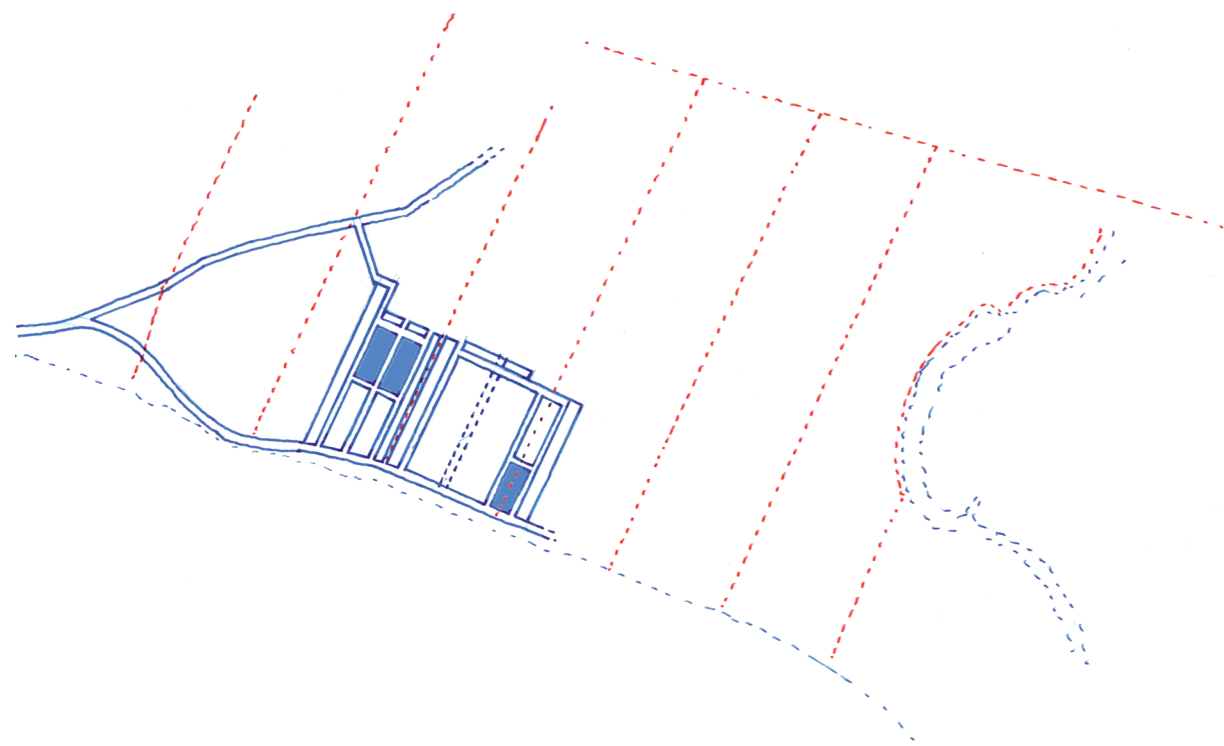


Figure 2.1.1 Township of Petone  
c. 1873

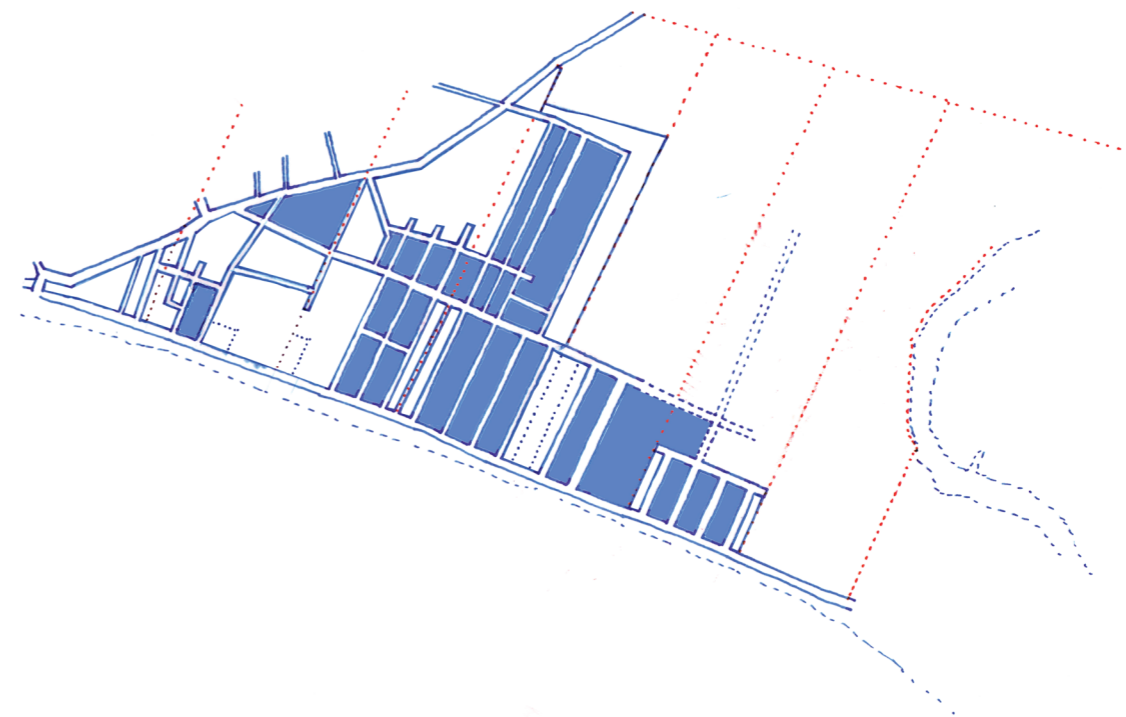


Figure 2.1.2 Wyles + Brick Plan  
Pitoone Town Board  
c. 1886



Figure 2.1.3 Map of Petone + Hutt Boroughs  
c. 1922

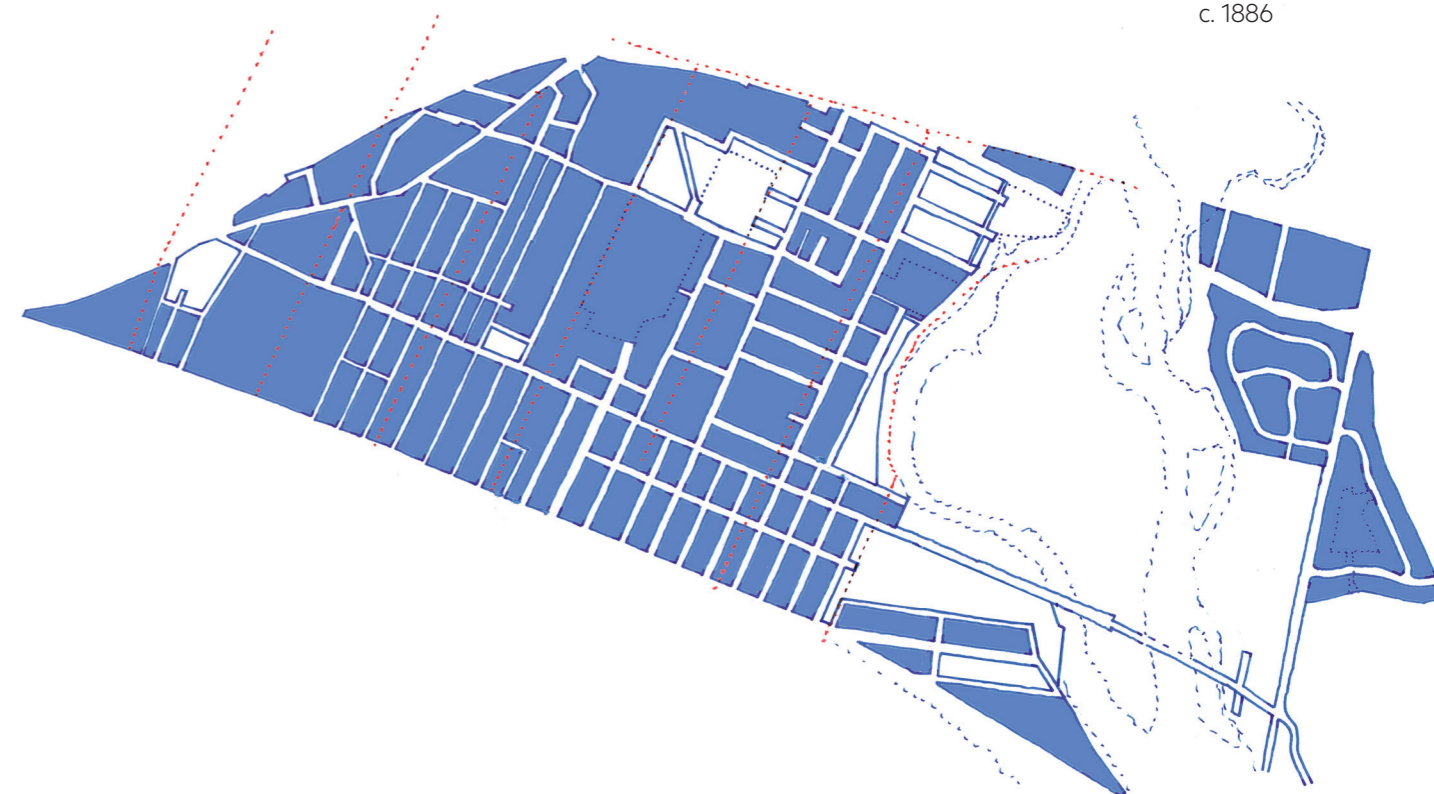




Figure 2.1.4 Lands + Survey map Petone  
c. 1936  
[Moera Section: W. T. Neil]

 Blocks that undergo future change  
 Blocks that are in existence today

## Heritage Assets

Petone's heritage assets are derived from its history of development described above. Formal Listings of heritage structures and areas are provided by Heritage NZ and within the HCC District Plan Chapter 14F and identified on Planning Maps. The control of change to built heritage is through the District Plan. Heritage NZ registration does not protect their registered buildings such that if a Heritage NZ registered building is not on the DP list or not subject to a heritage order then it is not protected. The DP Heritage List includes all NZ Heritage registered buildings and heritage areas as shown on Figure 2.1.5.

This study has undertaken a character appraisal across Petone, identifying Character Areas on a typological basis. This recognizes the building type along with a range of spatial characteristics (e.g. urban grain, spatial pattern, mass, height etc.). The intention is to provide an overall picture of areas of distinctive character across Petone. The outcome of this analysis (Section 3) has been the identification of particularly cohesive residential streets that have remained relatively intact since they were first laid down in the late 1800s and early to mid 1900s. These areas provide significant townscape value for Petone, establishing its identity as one of the earliest settled parts of the Wellington Region.

It is proposed that the areas specifically identified has having a 'Constant' or 'Critical' townscape sensitivity and

quality should be identified for special protection within the District Plan. This does not suggest that some level of change is not possible within those areas but rather special controls should apply to ensure the positive, coherent and important characteristics are not compromised by new development or alteration. The diagram at Figure 2.1.5 therefore proposes an additional layer to the DP List that identifies traditional housing that is cohesive and intact and which forms the majority of Petone's heritage.

We understand a Hutt Valley Heritage Inventory was undertaken in 2007, commissioned by HCC, seeking to extend and update the DP Heritage List. That document has no statutory weight but identifies a range of additional heritage assets in Petone. It is recommended that the inventory be brought up to date and developed in parallel with the relevant findings from this study.



First ANZAC Day Observance, Petone Railway Station, 25 April 1916

Material from Archives New Zealand (<https://www.flickr.com/photos/archivesnz/26260305880/>)



Stamp of NZ Company settlers arriving in Pito-one (Petone), 1840

Material from Archives New Zealand (<https://www.flickr.com/photos/archivesnz/16321061201/>)

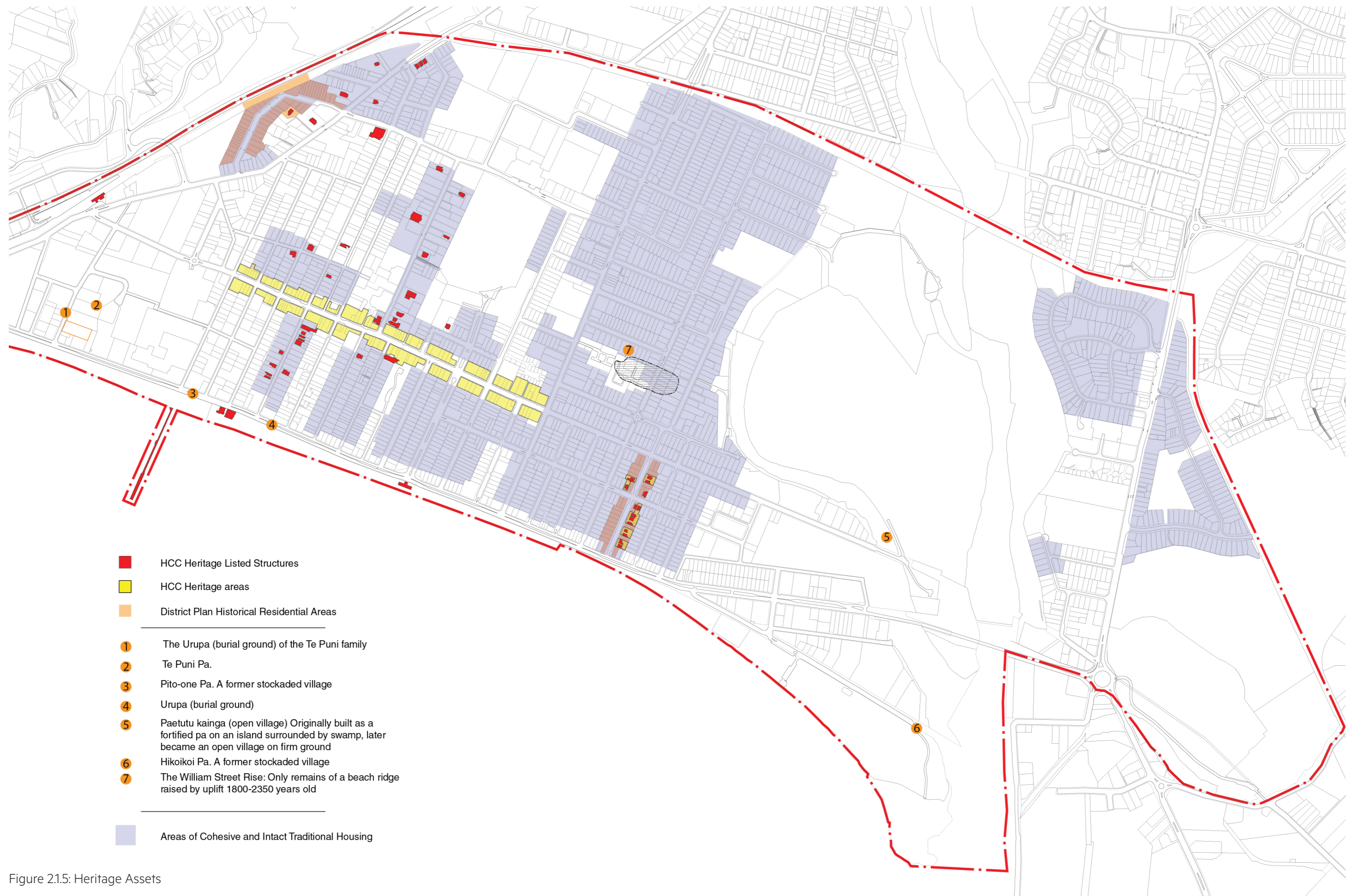


Figure 2.1.5: Heritage Assets

## 2.2 Urban Form Overview

“Urban form” describes the physical elements and relationships that shape a built environment and help to give that place a coherent identity. Most applications of the concept refer to five components:

1. **Edges** – barriers to movement and views or sudden changes in character.
2. **Paths** – routes of travel (sometimes differentiated by mode)
3. **Landmarks** – distinctive structures or landscape features
4. **Nodes** – concentrations of activity
5. **Districts** – extended areas with consistent visual, functional or social character

“Gateways” are added to this list along with “View Shafts” and “Vistas”. The extra elements recognise some of Petone’s unique attributes as well as the urban form aspirations contained within various Hutt City strategies and plans.

Edges and associated pathways are the most important features of Petone’s urban form. A series of natural or constructed boundaries define the perimeter of the suburb. These provide a strong sense of orientation and make it easier to picture Petone as a separate place.

To the south and west, Wellington Harbour and the Western Hills escarpment have always imposed strict limits on expansion. Each of these natural boundaries is reinforced by important transport routes.

To the north, the railway line is the least visible of Petone’s margins. Nevertheless, it provides an effective barrier to north-south travel and marks the threshold between Petone and Lower Hutt. The Cross Valley Link has the potential to reinforce this edge by co-locating a significant new pathway.

Petone’s eastern margin is layered and ambiguous. The Hutt River’s western stop banks are the merely the first line in a whole sequence of edges. Further thresholds occur within river corridor; an area so broad that it might be thought of as a “district” rather than a single linear feature. Still more distant is the Seaview railway line. However, this edge incorporates Moera, which some see as a separate suburb.

While some routes follow natural edges, other major pathways belong to the Petone street grid. Jackson Street and Cuba Street are the prime examples. These two thoroughfares establish orthogonal “axes”, which are notionally aligned with the cardinal directions. However, Jackson and Cuba only approximate an ideal city plan. Their intersection does not define a true centre, and Jackson Street’s lopsided development removes any sense of symmetry.

In fact, Petone’s urban structure is more notable for its asymmetry. As Figure 2.2.1 shows, form-giving elements are concentrated west of Cuba Street in a “triangular” zone that is thickly populated with paths, districts, landmarks and view shafts. By comparison, the eastern side of Petone is almost structure-less. As already noted, this area suffers

from weak or ambiguous edges. Other components of urban form are equally deficient, because they are few in number and widely spaced.

Another peculiarity of Petone’s urban form is the lack of “nodes”. While Petone and Ava railway stations might be considered minor focal points, nowhere do commercial or cultural activities congregate around a single obvious centre. Instead, big-box retailing occupies two extended sites at Petone West and Bouverie Street, and even Jackson Street presents as an elongated “district” rather than a genuine shopping node. Moera’s retail strip and adjacent community facilities provide the closest approximation to a traditional village centre. However, this area is restricted to one side of Randwick Road and consequently lacks the lateral connections of true commercial crossroads.

A “Figure-Ground” diagram depicts Petone as a collection of solids and voids (see Figure 2.2.2). The matrix of buildings and open spaces fills in the “blank” areas of the Urban Form plan, adding a micro-structure or “texture” to the coarser pattern created by edges, paths, landmarks and districts.

Its 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. Here, single buildings are easily recognised but open spaces merge and become shapeless.

URBAN FORM ANALYSIS

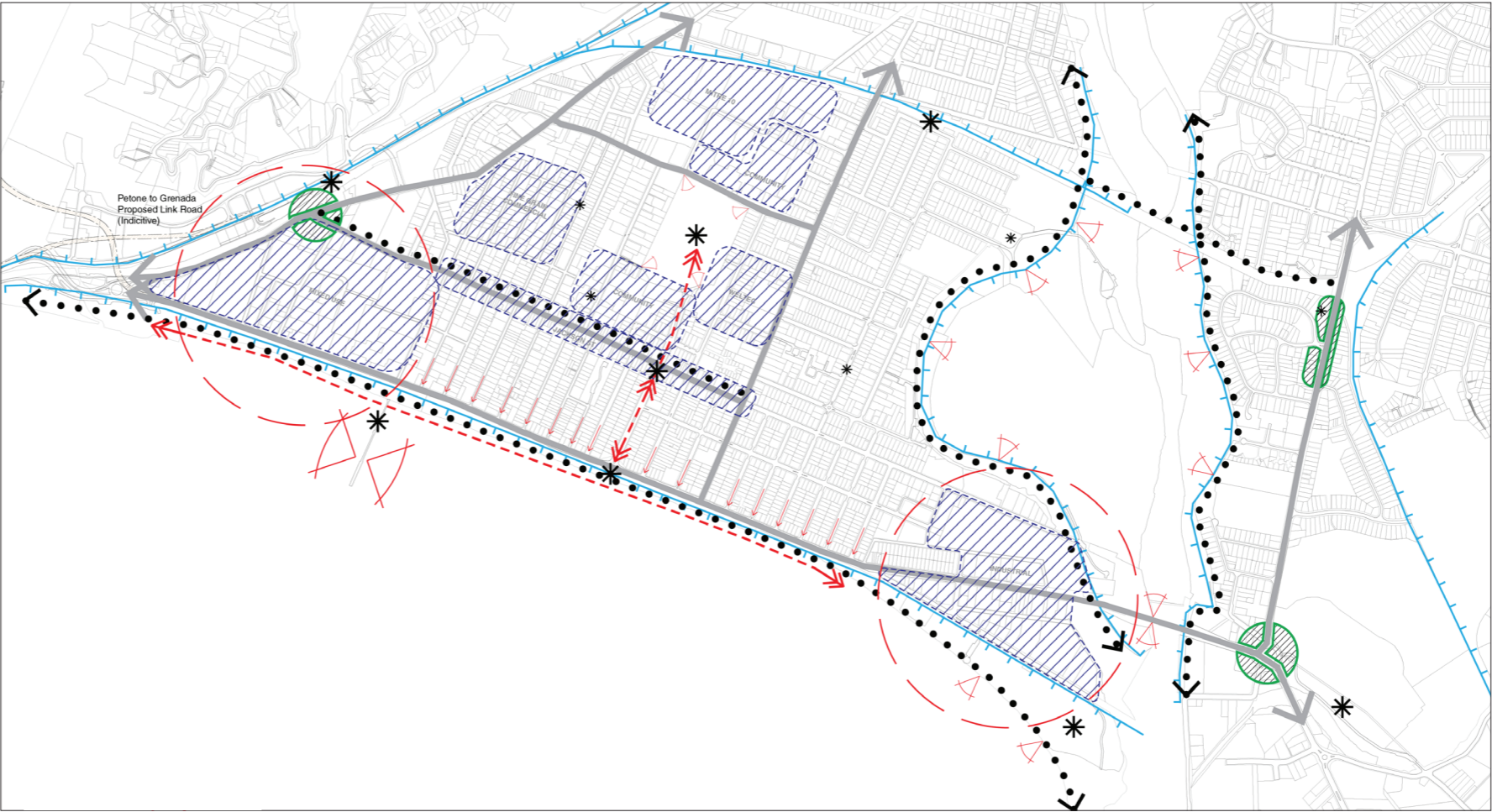
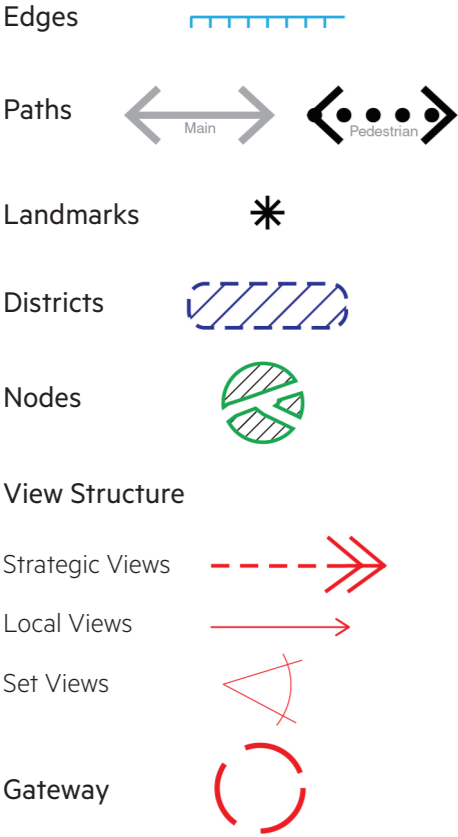


Figure 2.2.1: Urban Form and Legibility



Figure 2.2.2: Figure Ground Analysis

### 2.3 Public Open Space

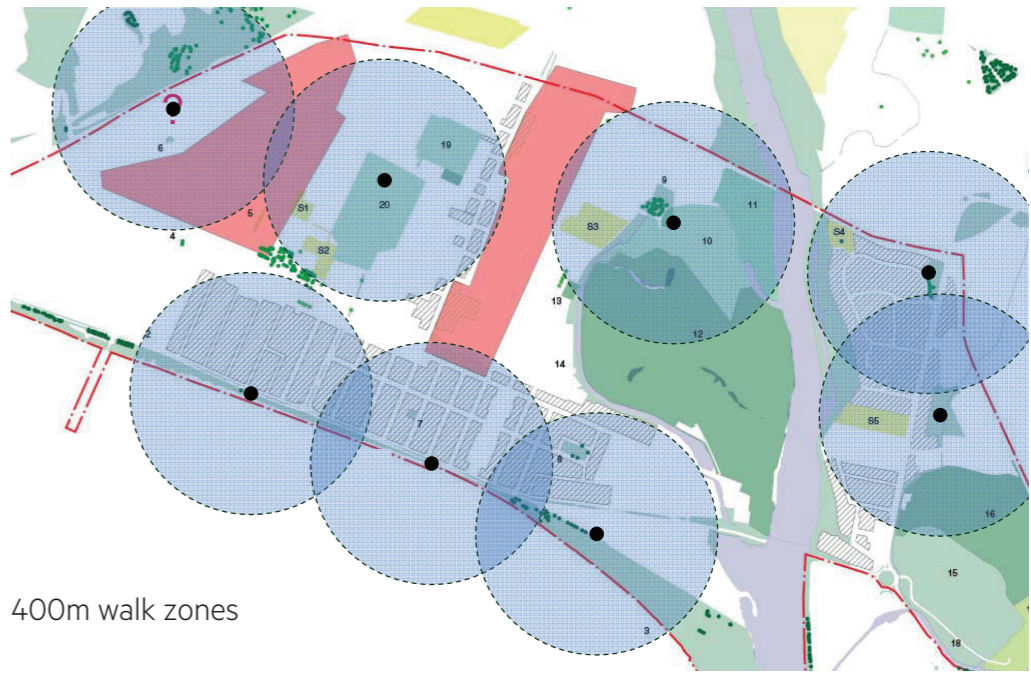
The HCC study Review of the Valley Floor Reserves (RoVFR) by PAOS (Dec 2014, revised March 2015) provides a baseline position towards open space provision across Petone. It states that Petone is the third largest of the valley floor suburbs and will have a relatively stable population over the next 18 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.

Some of the 'negatives' identified by the RoVFR study with regard to reserve space include:

- The two largest reserves are located at the edges of the suburb (Hutt River and foreshore);
- Reserves have a niche role that restricts use/access;
- Petone West (Area 2) has no public open space;
- The housing area between Cuba and William Street has poor access to open space, as does Jackson Street and the area to the north west (a 400m walk zone is identified);
- Lack of neighbourhood reserves; and,
- The Esplanade is a barrier to access the foreshore.

A number of recommendations are made (RoVFR, page 9) to cater for the change in demographic and to better meet the particular conditions found across Petone.

The findings of the RoVFR study have been integrated into this report and are reflected on the open space diagram at Figure 2.31.



400m walk zones

#### Overview of public open space

The Petone Spatial Plan area includes several significant public open spaces. These are located to the southern edge of the area (foreshore including Hikokoi Reserve), to the eastern edge of the suburb west of Moera (Hutt River/Shandon/Memorial Park/Sladden Park) and centrally north of Jackson Street (the well defined Petone Rec that is historic in character). North Park also provides organised sport facilities.

These reserves, formal play spaces, recreational areas are varied in scale/type/geometry and include different levels of planting and mature trees. Some of these public open spaces are visually well connected (foreshore) and some have better physical links (Petone Rec, though not all its edges are successful). Others (Hutt River) occupy a peripheral location and are not well connected. However none are particularly well located and the potential for open spaces with a constant flow of pedestrians and cyclists is not optimized in Petone. The uses of the Hutt River and foreshore spaces reflect their historic character with predominantly passive recreation dominating the landscape.

Moera has two open spaces in addition to the organized sports grounds (Hutt Park, HV Golf). Of these the space at Moera Library is well positioned, accessible, appears safe and is co-located with community facilities and shops. It is also equipped for play. York Park however is

less successful as it is an isolated, enclosed mid-block space that is 'backed onto' by adjoining housing. Coupled with generally limited connections to the Hutt River the residents in the southern part of Moera have less than ideal open space provision.

There are also some areas of street tree planting that suggest a potential for further connecting the existing public open spaces of Petone (e.g. Buick Street) while the foreshore generally lacks a tree structure. Other open space in the area can be found around the state and council housing estates however their treatment and location does not encourage strong public presence or activity.

#### Children's Play Facilities

Children's play facilities are generally limited across Petone. It was noted at the stakeholder workshop that parents often travel to Avalon Park to access adequate play spaces for children. The RoVFR study noted that there is the need to extend opportunities for "free and exploratory play to complement existing equipment" at Sladden Park/Memorial park. Further that the proposed housing intensification within the MDRA overlay areas would require greater provision of play spaces for children. This would coincide with the general need for more local/ neighbourhood scale open space.



Figure 2.3.1: Open Space Diagram

## 2.4 Visual Quality Assessment

An assessment of the visual quality of the public realm across Petone has been carried out. The purpose of this analysis is to identify those areas that perform poorly and that influence the overall perception and experience of the area as being low or average. This assessment allows investment in the public realm to be targeted at under-performing areas.

A rating scale has been developed of 1 (worst) to 5 (best). Examples of the each of the scales are provided using local spaces/places.

(1) **Worst:** This is the lowest category of visual quality and is influenced by a combination of characteristics from poor quality public realm design, materials and weak activation to a high degree of isolation and containment leading to a low perception of safety to poor quality building design and particularly weak facades that enclose and define that space.

(3) **Medium:** The mid-range of visual quality generally represents areas of public realm that are of 'unremarkable' but acceptable quality. These generally display a better level of open space specification and/or maintenance and are aided by buildings of good / interesting architectural character. Accessibility, views and connections are generally improved.

(5) **Best:** The highest category of visual quality is reserved for spaces/places that are positive in all respects, display unique qualities, provide attractive, positive settings and outlook and have a high quality of landscape design or natural environment.

The diagram at Figure 2.4.1 presents an overall picture of the visual quality of the public realm across Petone. It is clear that those areas of worst quality coincide with either business environments (e.g. Area 2) with generally low specification building design and large areas of tarmac and car parking or infrastructure dominated places (e.g. the environment around Petone Station) or poor quality, isolated open spaces (e.g. at the western end of Jackson Street at Hutt River). Scholes Lane is also identified at 'worst' generally because of its low grade back alley quality and exposure of the rear of adjoining properties that do not activate the lane.

The streets around the general business zone have been identified as a '2' largely because they have a vehicle serviced environment with light industrial / low grade activities. The pedestrian environment is poor. However there is a regular spatial structure or streets and buildings generally address those streets.

The foreshore and Esplanade has a '2-3' rating along with a number of streets within the residential zone. The Esplanade, whilst occupying a pre-eminent position in

Petone has a low grade public realm design, large areas of tarmac, little or no street tree structure and properties fronting The Esplanade are of mixed quality and many of them poor. The foreshore is a natural environment but The Esplanade presents a barrier to access from the town and it has a generally limited range of activities, has little shelter and this limits occupation.

In Moera the streetscape on the eastern side of Randwick Road is of a generally lower quality than that on the western side. Also, York Park is a generally poor quality space due to its location and back fences.

Petone Rec and Hutt River are rated a '4' though Sladden Park and Memorial Park have a lower visual quality. Petone Rec whilst a well-defined green space of historic merit with mature tree planting, it is a mid-block space with the issue of property 'backs' affecting its setting. Access points off Udy Street could be of better quality and visibility into the space could be improved. The southern end includes a lot of tarmac surfaces and the play space brings the overall quality down.

Overall there is a lack of 'best quality' public realm and those spaces expected to be rated as such, particularly the foreshore/Esplanade and the entrance/gateway into Petone from the west, are of poor or average quality.



Figure 2.4.1: Visual Quality Assessment

# 3 Character and Identity

## 3.1 Overview

This section provides an overview of Petone's character. Figure 3.2.1 opposite sets out the overarching character areas defined by this study and which are described in detail across the following pages. This will give an understanding of Petone's overall character as a starting point for guiding future growth and change, allowing character to contribute positively to Petone's evolving urban character. This character evidence base can assist the Council in producing District Plan policies so that change can be appropriately managed and delivered in different parts of the town, appropriate to the intrinsic qualities of each area and in accordance with the overall Strategic Opportunities plan provided in Chapter C of this study.

The main character areas across Petone are defined by typology. The typology approach acknowledges that development patterns and building types are the principal determinants of character in any particular location. Recorded in plan form, this information provides an informative pattern of character on a street by street basis. The characteristics of each area are identified and described under a series of consistent headings including:

- Urban grain and spatial structure;
- Landscape, views and boundaries;
- Density and mix;
- Height and mass; and,
- Architectural style and detail.

A SWOT analysis (Strengths, Weaknesses, Opportunities, Threats) of each area provides general guidance towards how each area might absorb change.

Drawing on the character analysis and other urban design analysis (townscape analysis) Chapter C of this study then categorises each developed part of Petone as either Critical, Constant or Tradeable townscape quality. Interestingly this rating of townscape quality that describes an area's sensitivity to change shows that there are tightly defined areas of the highest value Critical townscape in Petone and that most of the higher quality Constant townscape is concentrated around the older housing stock between The Esplanade, Jackson Street and east of Cuba Street and also parts of Moera.

The townscape quality drawing is then compared against the District Plan MDRA zones and shows that some of the areas identified for greatest change through intensification also include some of the areas of more valuable townscape. The study identifies that these findings raise significant issues over the relationship between change and the future quality and identity of Petone as a whole.

## 3.2 Character Areas

The character areas are allocated according to the principle activity that they comprise, namely residential, commercial/industrial and mixed use. Each area is described in detail across the following pages.

**Commercial / Industrial:** two principal types of character are identified, each with a minor variation or subset. Areas 1a and 1b include the large format 'big box' type environment though these cross cut more than one DP Activity Area. Areas 2a, 2b, 2c comprise smaller scale / finer grain business activities often within a more regular street grid system.

**Residential:** Overall the Petone study area comprises 6 different housing types and associated character areas, again with several notable subsets. Areas 3a, 3b include the swathe of traditional housing between The Esplanade and Jackson Street. These have a particular spatial/block pattern and it is noted that 3a (the older housing area) has narrower streets with longer N-S blocks than 3b. Area 4 has seen changes, perhaps by virtue of its proximity to community facilities, Jackson Street, Petone Rec and WelTec. It has a larger proportion of multi-unit housing than other areas and a slightly larger plot structure. Area 5 includes the Riddlers Crescent heritage area and extends east of Hutt Road to include Nelson, John and Richmond Streets. The spatial pattern is of a deformed grid and there is lack of street tree planting generally. Areas 6a, 6b did not emerge until after 1886 and are in evidence

in the 1922 plan. Whilst they continue the 3b area they are 'separated' by the Jackson Street threshold and exhibit a generally E-W block arrangement with slightly larger plots. Area 6b is contained area of consistently large plots, dwellings and with a particularly green streetscape. Area 7 comprises Moera with its set piece housing that emerges in the 1930s. While some local variation exists across the three distinct housing areas they are of a similar type and spatial arrangement. Some minor exceptions of multi-unit dwellings or community activities exist within these areas. Areas 8a, 8b are dominated by HNZC dwellings, some multi-unit and have a particular character of simpler houses styles often with poorly defined adjacent open space.

**Mixed use:** These areas (9 and 10) are confined to Jackson Street and Cuba Street. Jackson Street has a 'High Street' type character with greater height, mass and consistent mix in commercial/retail/residential activities along its length while Cuba Street has a more intermittent mixed use character. Jackson Street has been well documented through the Jackson Street Character Study (2005) and that work is not repeated here.

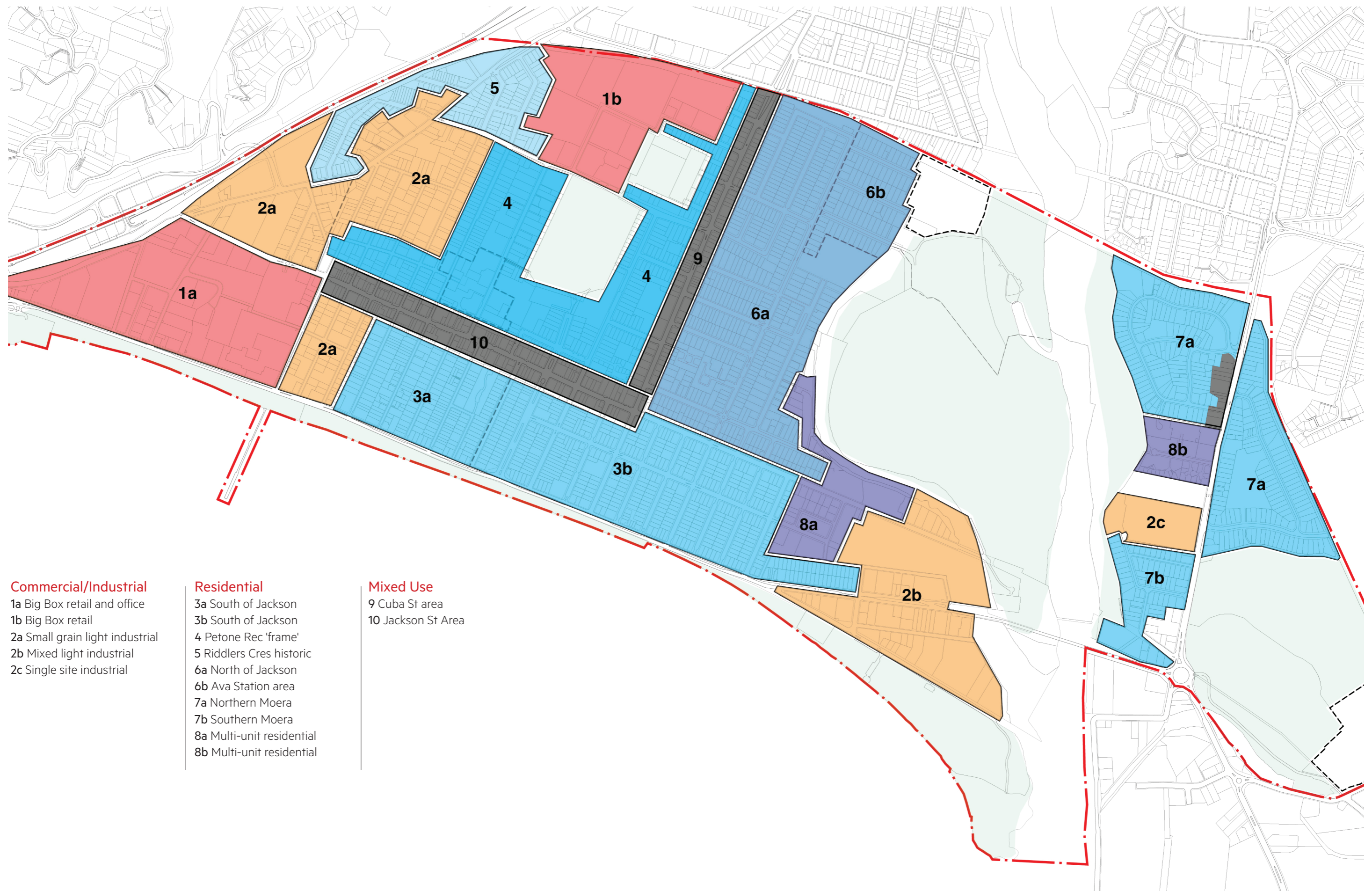


Figure 3.21: Character Areas

# CHARACTER TYPOLOGIES

# 1 Big Box Retail:

## Large Format Retail "Sheds", Surface Car Parking and Multi-Storey Office Buildings

**Area 1a includes:** Annie Huggan Grove, Armidale Street, The Esplanade, Jackson Street, Lochy Street, Nevis Street

**Area 1b includes:** Bouverie Street, Udy Street

### Urban grain and spatial structure

- Large, low-rise buildings have simple, shed-like forms with few active edges
- Buildings are free-standing elements within a continuous field of open space
- Open space is poorly defined, having few clear boundaries and little hierarchy
- In Area 1, multi-storey structures stand out but do not reinforce a larger pattern

### Landscape, views and boundaries

- Intermittent buildings and planting provide variable degrees of spatial containment
- Western Hills provide a recurring backdrop and a strong sense of orientation
- Area 1's north-south streets provide elevated glimpses of the harbour
- Area 1's Esplanade frontage enjoys sweeping views of the harbour

### Density and mix

- Although some buildings have very large footprints overall density is low
- Bulk retail activities and commercial services predominate

### Height and mass

- Buildings often have two scales: large industrial shed and small inhabited box
- Most buildings are 1-2 levels but a handful of taller structures have 5-8 floors

### Architectural style and detail

- Corrugated metal cladding and tilt-slab concrete construction predominate
- Advertising signs are more conspicuous than architectural detailing
- Buildings often display brightly coloured commercial liveries
- "Fronts" and "backs" are often placed opposite one another or side-by-side

### Strengths

- Large sites with good road access attract retail activity from other part of the region
- Orthogonal layout helps to integrate a disparate collection of buildings
- Area 1a occupies a strategic location at a regional transport node
- Cross Valley Link will improve road access to Area 1b

### Weaknesses

- Vehicle dominated environments with only vestigial pedestrian spaces
- Very poor connectivity resulting from incomplete or eroded street grids
- Area 1a fails to make a satisfying connection with Petone Railway Station
- Area 1b has an awkward interface with neighbouring residential areas

### Opportunities

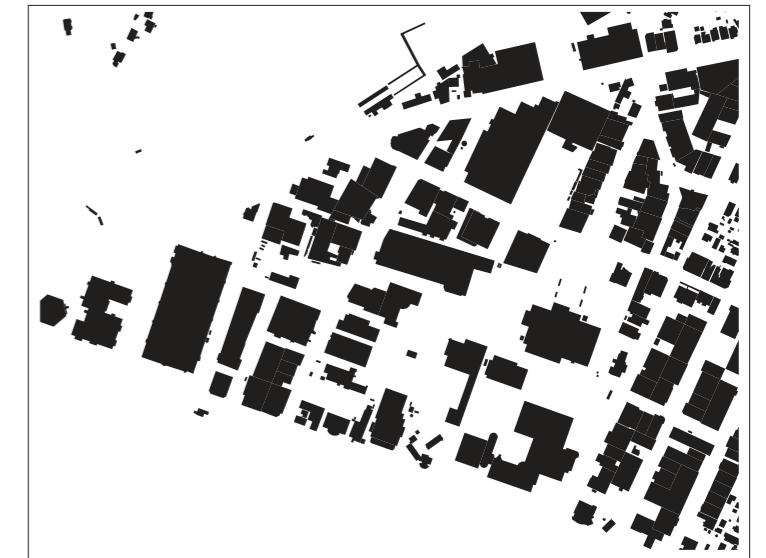
- District Plan Change sets out the aspirations for this area
- Light-weight, low-cost buildings have a relatively short economic life
- Large sites serve as land banks for more intensive development
- New streets would improve legibility and support more intensive development
- Area 1a could have a stronger orientation to The Esplanade and foreshore
- Area 1b could become a TOD served by a relocated Ava Railway Station

### Threats

- Additional large format retail outlets could produce a land-use monoculture
- Fragmented ownership and commercial competition may inhibit integrated plans
- P2G Link may increase development pressures from outside the region
- Areas 1a and 1b are subject to multiple natural hazards



Large grain commercial retail area. Incomplete or eroded street grid leading to poor quality pedestrian space and confusing vehicular access.



Lack of frontage provided by big box retail to the entrance of Jackson street



Large scale, vehicle oriented retail dominates area 1b, setback and parking from the road does not encourage pedestrian movement or use.



'Back of house' condition with large areas of surface car parking and ill defined movement corridors



Occasional larger scale office buildings surrounded by empty car parking areas with no positive landscape quality

## 2 COMMERCIAL/INDUSTRIAL:

### Smaller Grain Commercial and Industrial areas

**Area 2a includes:** Fitzherbert Street, Gear Street, Nelson Street, Petone, Sydney Street, Victoria Street.

**Area 2b includes:** East Street, Hautonga Street, Jackson Street, Kirkaldy Street, Marine Parade, Waione Street.

**Area 2c includes:** Randwick Road, Pirie Street.

#### Urban grain and spatial structure

- 2a: Closely packed industrial sheds on sites that were formerly residential lots
- 2a: Sidewalks and building forecourts merge to provide vehicle access & parking
- 2b & 2c: Large detached buildings with specialised plant in campus developments
- 2b & 2c: Pockets of older, closely packed sheds filling out street frontages

#### Landscape, views and boundaries

- 2a: Continuously built-up street edge; frontages set back from the right-of-way
- 2a: Western Hills close view shafts to the north; sense of the harbour to the south
- 2b: Hills close long east-west view shafts; vistas over the harbour from Marine Pde
- 2c: Strong landscape context on Randwick Road; no sense of the Hutt River on Pirie

#### Density and mix

- Older industrial buildings fill street frontages & approximate 100% footprint
- Campus-style developments devote open space to vehicles rather than landscape

#### Height and mass

- Doubling scaling is common: large shed at rear; small inhabited box in front
- Most buildings are 1-2 levels but larger sheds may be 10-12 metres in height

#### Architectural style and detail

- Materials & details vary with building age; blank side elevations may present to street
- Frontages may be modernised or altered to reflect new tenants or changes in use
- Signage is more important than architectural detailing
- Vehicle and pedestrian entrances are separate but often placed side-by-side

#### Strengths

- Build-out on small sites produces repetitive modules & rhythms
- Orthogonal layout helps to integrate a disparate collection of buildings
- Businesses provide employment & deliver a range of products & services
- Industrial & commercial land is scarce in the Wellington Region

#### Weaknesses

- During week days, some conflict exists between vehicles & pedestrians
- Building materials & designs are generally of poor quality
- Area 2b has little north-south connectivity & therefore relates poorly to the foreshore
- Area 2c separates Moera's residential area into two parts

#### Opportunities

- Light-weight, low-cost buildings have a relatively short economic life
- Large sites like Unilever or Steel & Tube are land banks for future development
- Commercial & industrial activities can be retained within mixed use environments
- 2a & 2b: Buildings and spaces could address The Esplanade and foreshore
- 2c: Buildings and spaces could address the river corridor

#### Threats

- Large format retail outlets could displace small industrial & commercial premises
- Fragmented ownership prevents site aggregation & modernisation
- Residential development could introduce reverse sensitivity issues
- 2b & 2c: Some areas are subject to multiple natural hazards



Small to medium scale commercial and light industrial development set within a regular block structure (2a) eastern commercial areas provide weak townscape and street pattern.



Repetitive and consistent smaller lots generally all built-out. However low quality of building fabric and forecourt servicing compromises character.



New buildings generally conform to local scales, setbacks and proportions that reinforce the character of the area.



The Unilever site presents a significant opportunity.



Commercial activity along Randwick Rd contributes to its mixed character.

# 3a, b      RESIDENTIAL: South of Jackson

## Urban Detached Traditional Housing

**Area 3a includes:** Nelson Street east to King Street.

**Area 3b includes:** Queen Street east to Jessie Street including Adelaide Street.

### Urban grain and spatial structure

- Highly consistent tight urban grain with buildings at regular intervals.
- Street layout is orthogonal grid. Area 3a streets narrower than those within Area 3b.
- 3a blocks E-W (72-80m), walkable. N-S longer blocks circa 340m. Area 3b N-S blocks 125-175m.
- Generally consistent building line with shallow (3-4m) setback (3a). Area 3b has setbacks (3-6m).
- Generally parking on street (3a). Some parking on plot with rear garages (3b).

### Landscape, views and boundaries

- Relatively small front gardens, variety of planting.
- A mix of low front fences allowing views onto dwellings. Some taller solid fences blocking views to dwellings.
- General absence of street tree planting to 3a. Some street planting to 3b. Landscape on private properties.
- Views along streets. Rear areas usually screened.

### Density and mix

- Exclusively residential (minor exceptions).
- Low-Med density of 13-21 DPH. Generally 14-15.

### Height and mass

- Predominantly one-storey. Some infill sites two storey e.g. Richmond Street.
- Domestic scale and mass.

### Architectural style and detail

- Late 1800s to early 1900's period cottages and double bay villas.
- Generally pitched (hip) or gabled roof forms with projecting front gable over bay window.
- Recessed entrances and verandas (some bull-nosed).
- Roofs generally long run corrugated steel.
- Timber rusticated weatherboards.

### Strengths

- Generally cohesive, intact residential environment.
- Older dwellings conform to specific types with detail variation, planting to boundaries.
- Regular block patterns provide consistency.
- Generally well-defined front boundaries, low fences, small front gardens.
- Retention of original detail and form provides richness and well-proportioned buildings that collectively contribute to the wider townscape.

### Weaknesses

- Some car parking to front gardens including car ports/garages.
- Some tall front fences block visibility of houses.
- Some loss of consistency with poor quality newer buildings and infill.
- Lack of street tree structure results in 'hard' settings.

### Opportunities

- Introduction of street trees could enhance streetscape to 3b area where street widths allow.
- Reinstate traditional details/materials.
- Control design of car parking to front yards.

### Threats

- Front gardens vulnerable to increased car parking.
- May be vulnerable to redevelopment to increase density due to quality residential areas and amenity.
- Individual plot ownership and relatively intensive existing development will limit this threat.
- Multiple-plot redevelopments out of character.
- Loss of green space between houses used for driveways and loss of gaps between houses.



Fine grain housing pattern with regular orthogonal blocks. Consistent block widths and lengths (3a), 3b displays longer blocks. An area contained by The Esplanade and Jackson Street and bookended east and west by commercial areas.



Bay Street: Typical 3a street pattern, narrower street width (7.5m) than 3b (14m). Plot-to-plot widths 12m (3a), 20m (3b). No street trees, planting on plots.



High level of consistency of housing type with personalisation to front yards and boundaries.



Some exceptions of recent development out of character.



Buick Street's wider spatial pattern provides the exception. Loss of trees and dominant parking erodes character.

# 4 RESIDENTIAL: Petone Rec Frame

## Urban Detached and Multi-Unit Housing

### Area includes:

Udy Street, Britannia Street, Kensington Ave, Richmond Street, Bouverie Street, Huia and Atiawa Streets (part).

### Urban grain and spatial structure

- Regular block structure organised around the large Petone Rec mid-block space.
- Long NS blocks (425m), poor EW links west of Rec.
- Blocks east of Rec circa 175x200m. Generally large with reduced pedestrian permeability.
- Overall domestic scale urban grain. Lot size varies widely 350sq.m-650sq.m-1400sq.m.
- Low-med degree of regularity in forms but mostly fine grain. Exceptions include WelTec, multi-unit.
- Varied building setbacks from 3m to 7m establishes some areas with inconsistent street edge.
- Parking either on street or at the front of dwelling with private access ways, garages, car ports.

### Landscape, views and boundaries

- Front garden sizes vary, variety of planting.
- Generally low front fences allowing views onto dwellings with some garages/car ports to fronts.
- General lack of street tree planting. Landscape edges provided by private properties.
- Views along streets unremarkable. Lack of view termination.

### Density and mix

- Mostly residential with some institutional and recreation activities.
- Low-Medium density of 15-18 DPH + multi-unit areas increase density significantly.

### Height and mass

- Predominantly one-storey with two-storey infill
- Domestic scale with WelTec exception.

### Architectural style and detail

- Mix of 1900's period dwellings with more recent multi-unit housing.
- Generally hipped or gabled roof forms.
- Traditional housing retains original features but significant redevelopment of more recent, low quality housing.

### Strengths

- Proximity to recreational areas and local shops.
- Some pockets of consistent quality housing, generally old/traditional types.
- Houses generally 'address the street' and create a well-surveilled street network.

### Weaknesses

- Surface car parking lots erodes built character.
- Loss of street edge definition to parts of streets.
- Car parking to front gardens including car ports/garages.
- Inconsistent housing quality and unsympathetic alterations.
- Lack of street tree structure results in 'hard' urban settings reliant on private planting.
- Juxtaposition in scale between WelTec and housing.

### Opportunities

- Intensify this centrally located area to optimise proximity to amenities and consolidate urban form around Petone Rec.
- Redevelop low quality housing with higher density, quality multi-unit.
- Front boundary design to social housing areas.
- Introduce street trees to enhance streetscape.
- Reinforce pedestrian quality along Buick St, potentially reduce parking provision.

### Threats

- Loss of period architectural detail through unsympathetic alterations
- Front gardens vulnerable to increased car parking.
- Further use of housing lots for WelTec parking.
- Out of scale multi-unit or non-residential development creating poor quality townscape.
- Residential amenity compromised by non-residential developments.



A fine grain pattern with a higher proportion of multi-unit housing with a mix of institutional and recreational activities. Focused around Petone Rec and close to services and facilities.



WelTec creates unsympathetic juxtaposition in design and scale with adjoining residential.



A higher degree of mix of styles and types across the Petone Rec 'frame'.



Unsympathetic modifications with loss of original architectural detail.



Richmond St multi-unit redevelopment of low quality housing that does not support local character.

# 5 RESIDENTIAL: Riddlers Cres and North

## Urban Detached and Semi-Detached Housing

### Area includes:

Hector Street, Mill Road, Nelson Street, John Street, Richmond Street, Udy Street.  
Riddlers Crescent Historic Residential forms special sub-area.

### Urban grain and spatial structure

- Consistent and relatively tight urban grain with buildings at regular intervals
- Street layout is a deformed grid to respond to railway and Hutt Road alignments
- Block sizes narrow, walkable, fine grain
- Generally consistent building line with minimal (3-4m) setback that establishes direct relationship to street
- Parking either on street or at the front of dwelling with private access ways, garages, car ports

### Landscape, views and boundaries

- Relatively small front gardens, variety of planting.
- A mix of low front fences allowing views onto dwellings with increasing tendency for taller close-boarded fences blocking relationship between street and dwelling
- General lack of street tree planting. Landscape edges provided by private properties.
- Views along streets. Rear areas screened. Some longer distance views onto taller commercial in background

### Density and mix

- Exclusively residential
- Low-Medium density of 15-19 DPH

### Height and mass

- Predominantly one-storey
- Some infill sites two storey
- Domestic scale and mass

### Architectural style and detail

- Early 1900's period cottages and semi-detached dwellings
- Generally pitched (hip) or gabled roof forms with projecting front gable over bay window
- Recessed entrances and verandas
- Tendency to locate car ports to front
- Roofs generally long run corrugated steel
- Timber rusticated and shiplap weatherboards

### Strengths

- Pleasant, intact residential environment
- Older dwellings conform to specific types providing consistency
- Generally well-defined front boundaries, low fences, small front gardens
- Retention of original detail and form provides richness and well-proportioned buildings that collectively contribute to the wider townscape

### Weaknesses

- Car parking to front gardens including car ports/garages
- Tall front fences block visibility
- Some loss of consistency with poor quality newer buildings and infill
- Unsympathetic alterations
- Lack of street tree structure results in 'hard' urban settings

### Opportunities

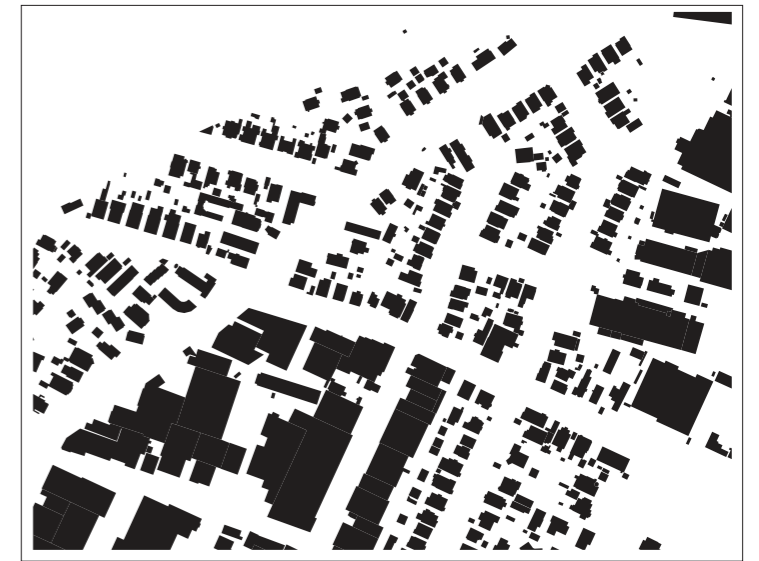
- Introduction of street trees could enhance streetscape
- Reinstate traditional details/materials
- Redevelop interface with commercial/mixed use areas e.g. at Hutt Road

### Threats

- Front gardens vulnerable to increased car parking demands
- May be vulnerable to redevelopment to increase density due to proximity to station/amenities.
- Individual plot ownership and relatively intensive existing development will limit this threat
- Loss of architectural detail / unsympathetic alterations
- Loss of gaps between buildings



Fine grain housing pattern within a larger grain commercial development context close to services and facilities.  
A 'contained housing pocket' geographically constrained.



John Street: General lack of street tree structure and some loss of frontage visibility through high boundary fencing.



High level of consistency of housing type with some examples of personalisation.



Some eroding of front yards with off street parking compromising the quality of the housing.



Occasional backdrop of industrial areas, in particular the large scale Imperial Tobacco factory to the east.

# 6a, b RESIDENTIAL: North of Jackson

## Urban Detached Traditional Housing

**Area 6a includes:** William Street, Tennyson Street and those streets between Jackson Street and North Street.

**Area 6b includes:** North, Graham and Bracken Streets east of William Street.

### Urban grain and spatial structure

- Consistent and relatively tight urban grain with buildings at regular intervals.
- Larger lots (1,000sq.m) to Tennyson St, smaller lots to Ava St (370sq.m).
- Street layout is orthogonal grid on mix of E-W and N-S alignments.
- Block sizes generally narrow/long (80mx240m), walkable in either E-W or N-S alignments.
- Generally consistent building line with some variation between streets (5m-7-15m).
- Parking generally on street. Some parking to side on driveways, garages and car ports.

### Landscape, views and boundaries

- 6a: Small-med front gardens, variety of planting.
- 6a/b: A mix of low front fences allowing views onto dwellings with some garages blocking views.
- 6a: General lack of street tree planting.
- 6b: Mature street tree structure.
- Views along streets. Rear areas screened. Some views down driveways but limited.

### Density and mix

- Exclusively residential (school exception).
- Low-Medium density of 12-14 DPH

### Height and mass

- Predominantly one-storey. Few infill sites two-storey (Hardham Cresc). Ryman's 4-5storeys.
- Domestic scale and mass

### Architectural style and detail

- Early-mid 1900's cottages and larger villas.
- Generally pitched (hip) or gabled roof forms with facades/gables addressing the street.
- Clearly defined visible entrances and verandas
- Roofs generally long run corrugated steel or tiles
- Timber rusticated and shiplap weatherboards with pronounced architrave detail.

### Strengths

- Pleasant, intact residential environment with accessible street system close to Te Mome Stream.
- Period dwellings conform to specific types providing consistency and quality.
- Generally well-defined front boundaries, low fences, planted front gardens.
- Retention of original detail and form provides richness and well-proportioned buildings that collectively contribute to the wider townscape.

### Weaknesses

- Poor quality eastern interface with Te Mome Stream.
- Tall front fences block visibility
- Some loss of consistency with poor quality newer buildings and infill
- Unsympathetic alterations
- Lack of street tree structure results in 'hard' urban settings

### Opportunities

- 6a: Introduction of street trees to enhance streetscape.
- Improve links east to Te Mome Stream and redevelop housing in this area / Hardham Cresc.
- Redevelop interface with Ava Station / North St housing.

### Threats

- Front gardens vulnerable to increased car parking.
- 6b: generous spatial character vulnerable to increase density due to proximity to station/Te Mome.
- Loss of architectural detail / unsympathetic alterations
- Loss of gaps between buildings



A fine grain housing pattern within a mix of E-W or N-S aligned block structure. Forms a continuation of Areas 3a, b with differences in block geometry, plot size and building age. Poorly connects with Shandon Golf Course.



Manchester Street: Generally quality period housing throughout the area. Some exceptions.



Tennyson Street: Notable central tree structure provides a memorable local landmark.



Ava Station and adjoining housing along North Street should be a focus of improvement.



Area 6b is a contained area of detached housing with a dominant street tree structure oriented E-W.

# 7a, b RESIDENTIAL: Moera

## Detached 'Garden Suburb' Traditional Housing

**Area 7a includes:** Randwick Cres, Mason Street, York Street, Elizabeth Street.

**Area 7b includes:** Tirangi Road, Pirie Cres, Pitt Street.

### Urban grain and spatial structure

- 7a: Street layout is a deformed, organic grid influenced by garden suburb ideology.
- 7b: Street layout is orthogonal grid.
- Block sizes small, walkable except York Street area.
- Consistent and relatively tight urban grain with buildings at regular intervals.
- 7a: Generally consistent building line with setbacks of 8-10m allowing an open spacious street setting.
- 7b: Irregular setbacks 5m-10.5m.
- Lot sizes (7a,b) 580-660sq.m.
- Parking either on street or at the front of dwelling with private access ways, garages, car ports.

### Landscape, views and boundaries

- small-med sized planted front gardens.
- A mix of low front fences or no fencing allowing views onto dwellings.
- General lack of street tree planting. Landscape edges provided by private properties.
- Views along streets. Rear areas screened. Longer distance views onto surrounding hills.
- Weak visual links to Hutt River / access.

### Density and mix

- Exclusively residential except Randwick Rd shops, contained pockets of industry and school.
- Low density of 13-14 DPH

### Height and mass

- Predominantly one-storey/some two storey infill.
- Domestic scale and mass. Some larger multi-unit.

### Architectural style and detail

- Early-mid 1900's railway kitset homes / period cottages with some recent houses and multi-unit.
- Generally pitched (hip) or gabled roof forms with projecting front gables.
- Recessed entrances and verandas.
- Roofs generally long run corrugated steel.
- Timber rusticated and shiplap weatherboards.

### Strengths

- Pleasant, intact residential environments of relatively small contained areas.
- Older cottages provide consistency.
- Generally well-defined front boundaries, low fences, small front gardens
- Retention of original detail and form provides richness and well-proportioned buildings that collectively contribute to the wider townscape.

### Weaknesses

- Maintenance and quality of some York St areas.
- Car parking to front gardens.
- Tall front fences block visibility.
- Some loss of consistency with poor quality newer buildings and multi-unit infill.
- Unsympathetic alterations.
- Lack of street tree structure to York St area.

### Opportunities

- Introduction of street trees to York Street area.
- Enhance links to Hutt River.
- Redevelop interface with multi-unit e.g. Croft Grove and with industrial pockets.
- Define front yard design guidelines.
- Improve quality / redevelop local shopping area as mixed use with retail at ground.
- 7b: Potential for housing intensification.

### Threats

- Insensitive / poorly sited multi-unit dwellings compromise broader townscape integrity.
- Front gardens vulnerable to increased parking.
- May be vulnerable to redevelopment to increase density due to proximity to station/amenities.
- Loss of architectural detail / unsympathetic alterations
- Loss vegetation to front yards (parking effect).
- Tall close boarded front fencing.



Defined garden suburb areas in three clusters. Area 7a is of more cohesive and intact and older character than 7b. Local shopping amenities and access to Hutt River enhance Moera's identity.



Traditional period housing (early 1900s) within a mature tree streetscape.



Multi-unit compromises visual and privacy amenity of traditional housing.



Unsympathetic alterations erode local character.



Pockets of modern infill housing located to the edges.

# 8a, b RESIDENTIAL: Multi Unit

## Multi-Unit Dwelling areas

### Area includes:

Hardham Crescent, Scholefield Street, Adelaide Street, Barber Grove, East Street northern edge.

### Urban grain and spatial structure

- An area of inconsistent scale and grain.
- Street layout is a combination of two grid alignments (East St and Adelaide St).
- Block sizes narrow, walkable, fine grain except East St block is 270m long / limits ped. access.
- Building line varies depending on development type. Occasionally poor relationship to street.
- Parking a combination of on street or on plot to front or side of dwelling.

### Landscape, views and boundaries

- Open view settings around Adelaide St park.
- Views through flat blocks between Adelaide and East Street.
- Landscape quality to front yards generally poor.
- A mix of low or no front fences. Fences poor quality materials / design.
- General lack of mature tree planting to streets and lots.
- North views (Scholfield St) link to open spaces.

### Density and mix

- Exclusively residential
- Density varies due to multi-unit development and varied scales of open spaces around buildings.

### Height and mass

- Mix of one, two and three-storeys.
- Domestic scale with larger bulky multi-unit forms.

### Architectural style and detail

- 20th century development, minimal detailing.
- Some art-deco (unsuccessful).
- Mix of sloped (mono-pitch), flat or hip roofs.
- Communal entrances, often poor visibility.
- Various cladding systems. Use of monolithic cladding/render to flat blocks.

### Strengths

- Accessible location to amenities, foreshore.
- Higher density forms , potentially efficient use of land.
- Buildings generally address the street though to varying degrees of success.
- Potential for quality open space provision.

### Weaknesses

- Poorly defined townscape/street edge with views across and through blocks.
- Open space of low quality / lack of planting.
- Low quality front fence boundaries.
- Generally low quality building design and detail.
- Lack of street tree structure.

### Opportunities

- Various open space / boundary treatments to improve housing blocks.
- Introduction of street trees to enhance streetscape
- Redevelop low grade buildings.
- Redevelop HZNC cleared sites.
- Reconsider interface with commercial areas.

### Threats

- Lack of investment and development to create positive change (i.e. status quo).
- Lack of comprehensive, integrated masterplanning.
- Additional low quality development.
- Sub-optimal outcomes for high amenity areas that edge quality open spaces.



An area of mixed housing character dominated by various multi-unit types from one to 4 storeys. Generally poorly defined open spaces adjoining development lower the overall townscape quality of the area.



Three-storey apartment blocks with conflicted residential design language and barren open space.



Modernist flat blocks would benefit from private open space and entry improvements.



Low grade semi-detached housing. Lacking building and open space quality.



Hardham St social housing occupies a high amenity location but offers poor relationship to open space.

# 9 MIXED USE: Cuba Street

## Housing, Retail, Commercial and Institutional

### Area includes:

Cuba Street including Residential, Suburban Commercial area and WelTec Campus

### Urban grain and spatial structure

- Orthogonal layout of streets, lots & buildings conforms to Petone grid
- East-west street pattern differs either side of Cuba Street; frequent T-intersections
- Fine grain of detached single-family dwellings predominates
- Visually distinct group of commercial buildings mid-way along street's west side

### Landscape, views and boundaries

- Remnant street trees enclose Cuba corridor at either end of the character area
- Sparse trees create more open streetscape in middle section of the character area
- To the north, view shaft is closed by rail overbridge & backdrop of Eastern Hills
- To the south, a sense of harbour is possible between Heretaunga St & Jackson St

### Density and mix

- Commercial/retail pocket on west side of Cuba; intermittent commercial on east side
- Isolated multi-unit & non-residential buildings tend to occur on corner sites

### Height and mass

- Residential fabric consists mainly of single-story, detached dwellings
- Commercial & institutional fabric has 1-2 floors but conspicuously longer elevations

### Architectural style and detail

- Houses are oriented towards the street with visible entrances and verandas
- Multi-unit developments often face side streets or on-site driveways
- Building age/style varies; strong representation from 1910s/20s and 1960s
- Pitched roofs with hips or gables predominate

### Strengths

- Many older houses retain their original architectural character
- Strict orthogonal layout helps to integrate diverse buildings
- Walking distance to Alicetown, Jackson Street, Petone Rec & Ava Station
- Relatively low threat from aggregated natural hazards

### Weaknesses

- Viability of retailing appears to be low, especially on east side of Cuba
- Large volume of through-traffic reduces residential amenity
- Poor visual/physical connections to Alicetown & Petone Rec.
- Poor maintenance of some buildings & gardens

### Opportunities

- Larger commercial sites act as "land banks" for residential/mixed-use development
- Larger buildings on east side of Cuba could complement the existing group of commercial buildings on the west side
- Additional street trees; consideration given to raised planted median
- Stronger physical & visual connections to Alicetown

### Threats

- Increase in through-traffic if Cross Valley Link is built
- Demolition of older housing & loss of valued architectural character
- Loss of trees & other landscape features within increased vehicle accommodation
- Lack of maintenance or investment in lower quality properties
- Risk of flooding to some low-lying areas



Long, narrow axis area defined by mix of use and therefore differing grains of development. Some higher quality multi-unit residential emerging, however the area is compromised by some poor quality housing stock.



Interrupted street tree structure contributes to inconsistency of character along the length of Cuba St.



Mix of uses along Cuba St, with WelTec Campus and residential influencing the areas diversity.



Larger multi-unit residential (both private and commercial) is appearing along Cuba St axis creating a diverse residential setting.



Some lower quality housing compromises the visual amenity of the area.

3.3 Building Typologies

An investigation into existing building typologies has been carried out. This exercise looked at the existing built fabric and its relation to the existing district plan controls. Further to this study an investigation into the potential for redevelopment under the current controls will inform our findings regarding the potential for change within various character areas.

The exercise has taken a representative area of the typical character of the development in each area. Building footprints and lots were taken from GIS data and massing was visually compiled.

The main controls for residential areas under the District Plan are recession planes, site coverage, side yards, and a length control that is applicable for a structure over 20m in length.

The prevailing findings are that the current building fabric would not be able to be recreated under the current controls. Many of the areas studied are in fact at a higher level of development than the current District Plan controls allow for the MDRA overlay areas.

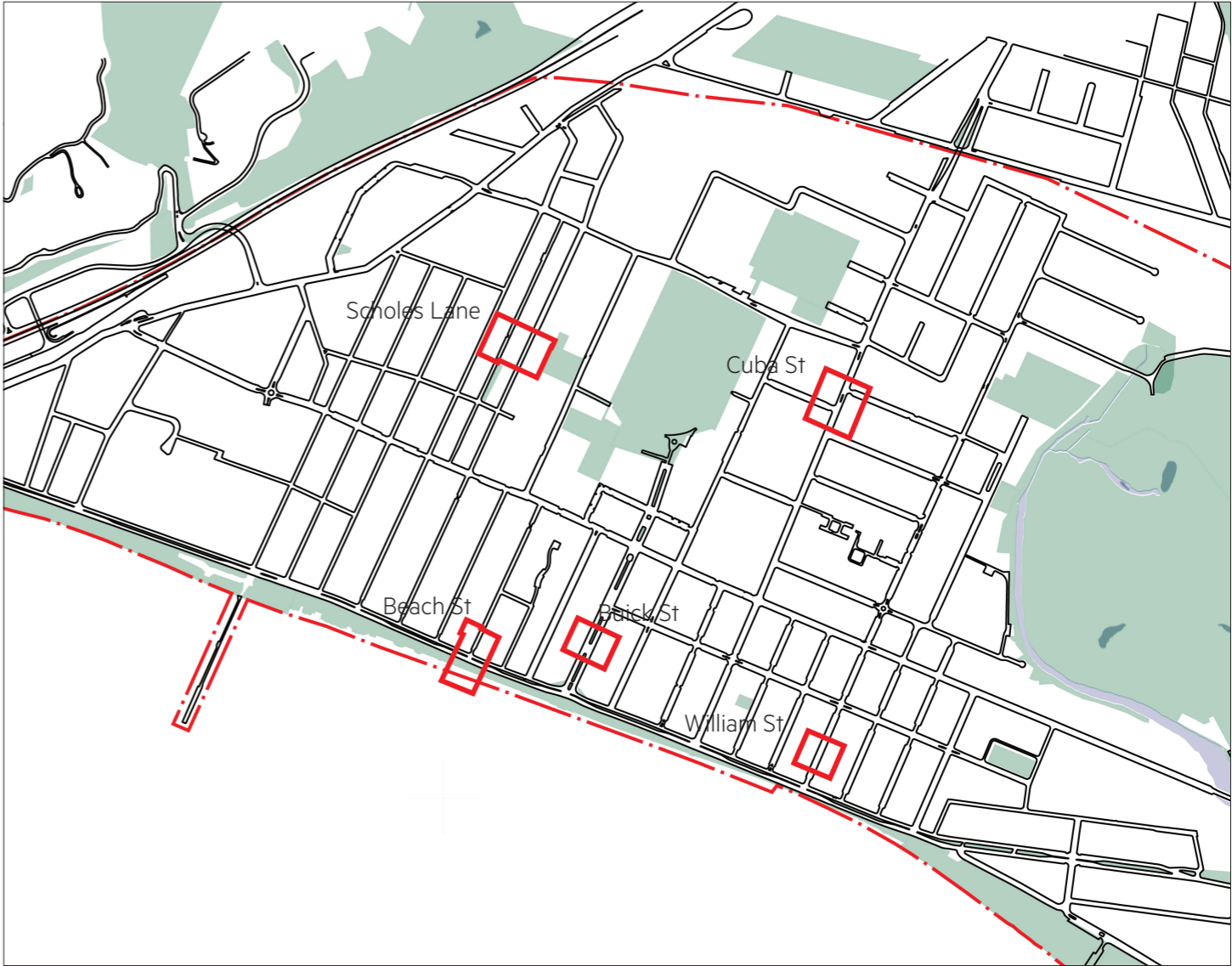


Figure 3.31: Location Key Diagram

Buick St area has a broader legal road than surrounding streets. This is combined with a slightly wider lot pattern than is found on the other streets south of Jackson Street.

The majority of the houses in this area comply with the current recession plane rules and meet front and rear yard requirements. However many are built within the 1m side yard and exceed the maximum permitted site coverage.

This area falls within the existing MDRA overlay area and therefore has a minimum lot size of 300sqm, a max coverage of 40%, and 3 or more units is a Discretionary Activity on the site. The site coverage of the existing built fabric suggests that the area is already more intensively developed than this with lots only marginally larger than the minimum and site coverage often exceeding what is allowed under the MDRA overlay.

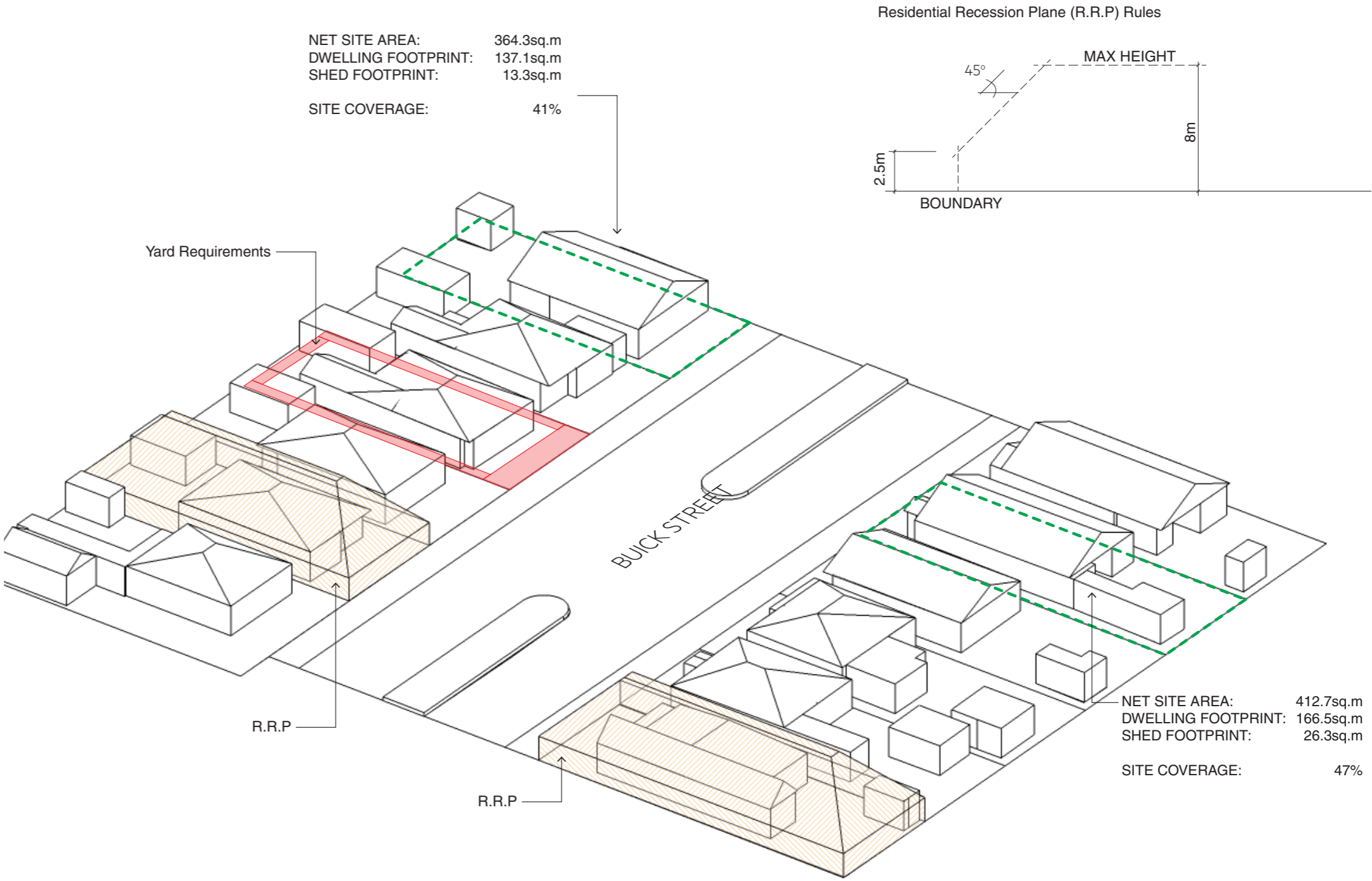


Figure 3.3.2: Buick St Typology

# WILLIAM STREET

William St and the surrounding streets are narrower than Buick St, but wider than streets such as Richmond St or Beach St. Along with this, the lots are narrower than on Buick St.

The buildings tend to be built within the 1m side yard the current controls call for. However, unlike on Buick St some larger two storey buildings breach the recession planes. This suggests it would be very difficult to construct a new two storey building on a single lot. It would also be difficult to reproduce the existing fabric.

This area falls within the MDRA overlay area and therefore has a minimum lot size of 300sqm, a max coverage of 40%, and 3 or more units is classed as a Discretionary Activity on the site. The site coverage of the existing built fabric suggests that the area is already more intensively developed than anticipated under MDRA rules. Lots are only marginally larger than the minimum, and site coverage often exceeds the maximum permitted 40%.

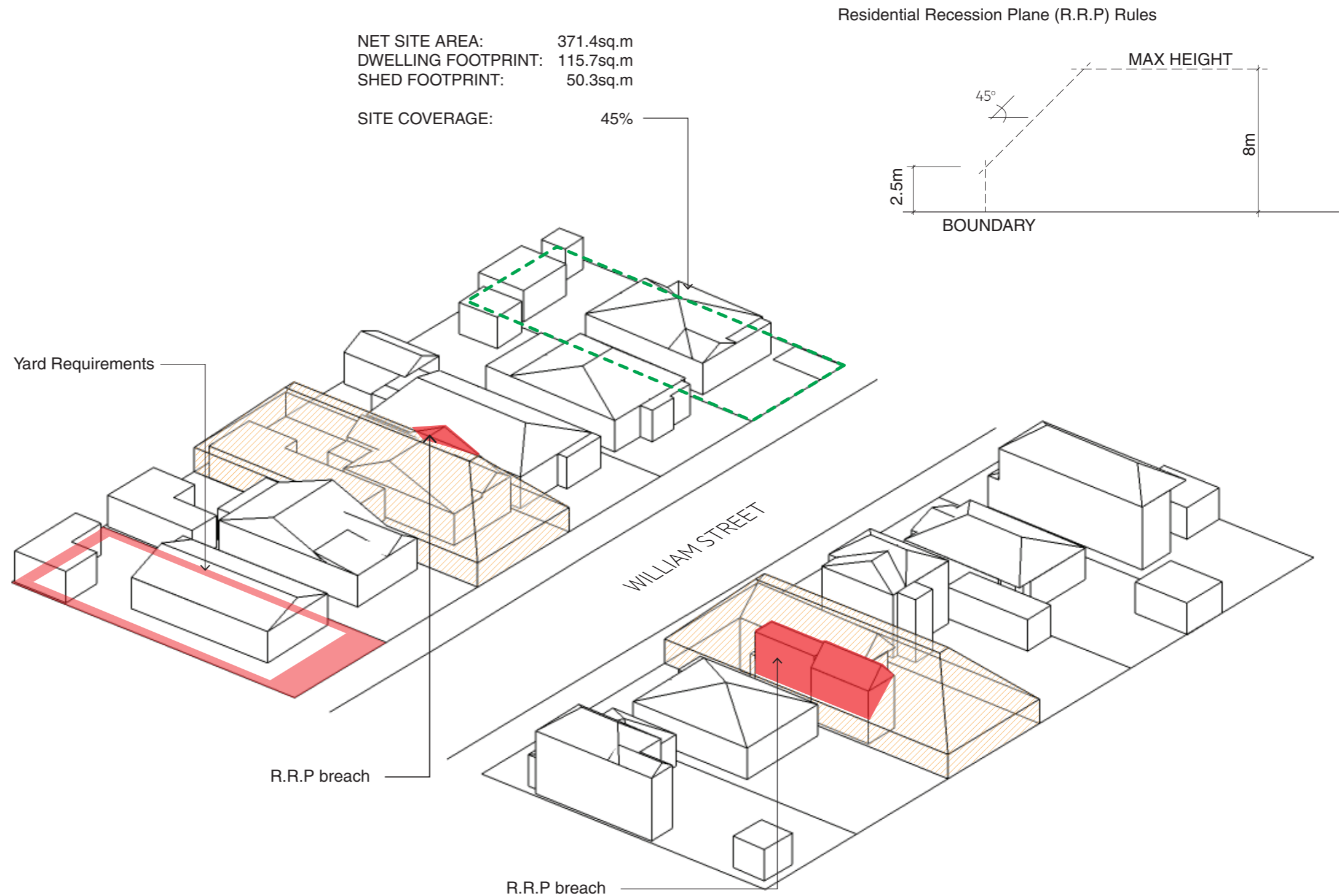


Figure 3.3.3: William St Typology

# BEACH STREET/THE ESPLANADE

This typology is taken from the junction of Beach St and The Esplanade. This area of housing differs from the surrounding streets as The Esplanade is a much wider carriageway and fronts the foreshore beyond.

The treatment of properties on The Esplanade differs along the length of the street. In this example the dwellings to the west of Beach St are long narrow sites with the narrow end facing The Esplanade. However to the east the dwellings shown keep the lot geometry of Beach St resulting two front yard conditions.

As with previous pages, the two storey dwellings here breach the residential recession planes. The new developments along The Esplanade have met the District Plan yard requirements.

Site coverage in this area is again higher than the MDRA requires and in places existing lot sizes are below the minimum 300sq.m for this area. For some particularly narrow sites (what appears to be a previous subdivision) the maximum height is not achievable as the recession plane crosses before it reaches the 8m limit.

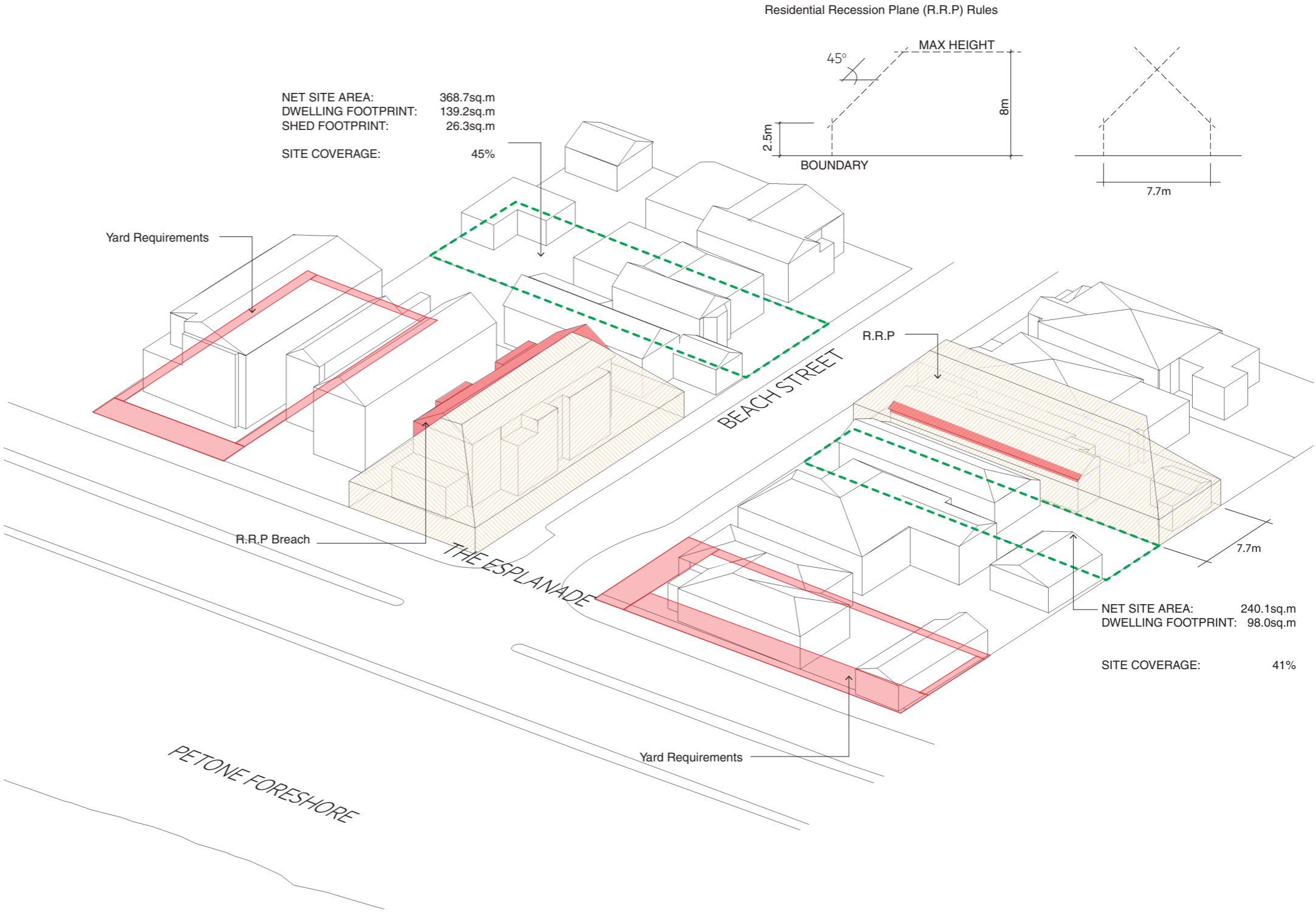


Figure 3.34: The Esplanade Typology

# CUBA STREET

Cuba Street is a main arterial route connecting Petone with Alicetown and in turn the rest of the Hutt Valley. As such, the road has a concentration of differing uses, WelTec, places of worship, and a small area of Suburban Commercial zoning.

The Suburban Commercial District Plan rules allow for a 8m maximum height with buildings built to the front of the site boundary. Site coverage is 100% except where side and rear yards apply. Where a building or structure abuts a residential activity area, a 3m side yard and 8m rear yard requirement applies as well as residential recession planes. In this example the commercial activity has extend beyond the zones allowed for in the District Plan, and extensions have been made based on the Suburban Commercial zoning rather than residential.

Some allowance for residential activity above commercial is allowed for, up to a second storey. The end commercial lot would be affected by the residential recession plane were this site to be re-developed. However in practice a further two lots are in use as commercial sites and render this control moot.

Site coverage in this area is again above the allowable 40% for MDRA overlay areas.

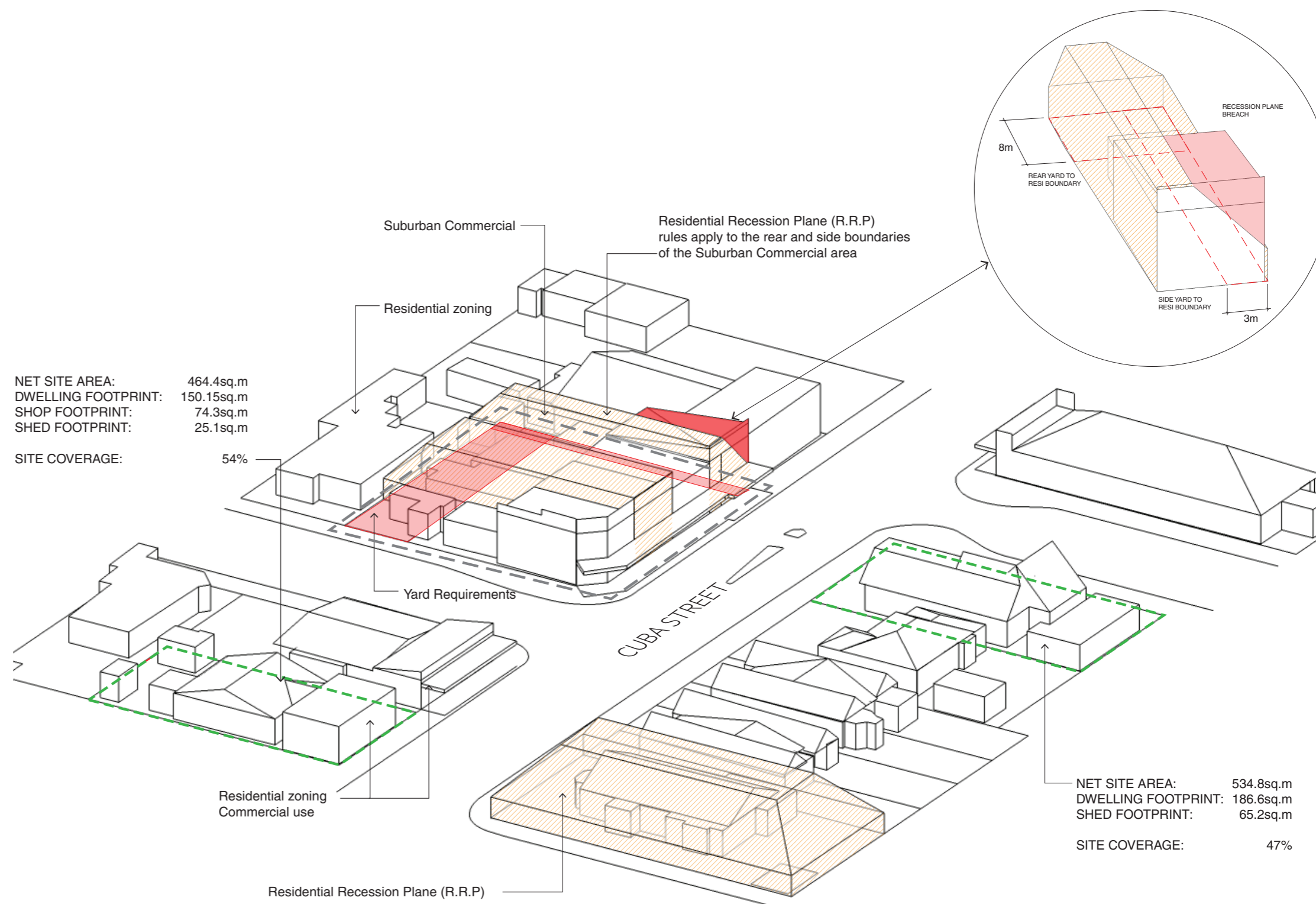


Figure 3.3.5: Cuba St Typology

# SCHOLES LANE/RICHMOND ST

Scholes Lane is part of the historic street grid in the Petone area that forms a boundary between light industrial (General Business zoning) activity to the western edge and residential to the east.

The General Business zone to the west allows for a maximum height of 12m and 100% site coverage subject to yard and screening requirements. In this case Scholes Lane (a service lane) negates the requirement for the recession plane or yards along the rear boundary.

The slightly larger lot pattern here allows for more of the dwellings to be within the existing District Plan controls. However, as this is not within the MDRA overlay area, few of the sites stay under the permitted 35% site coverage.

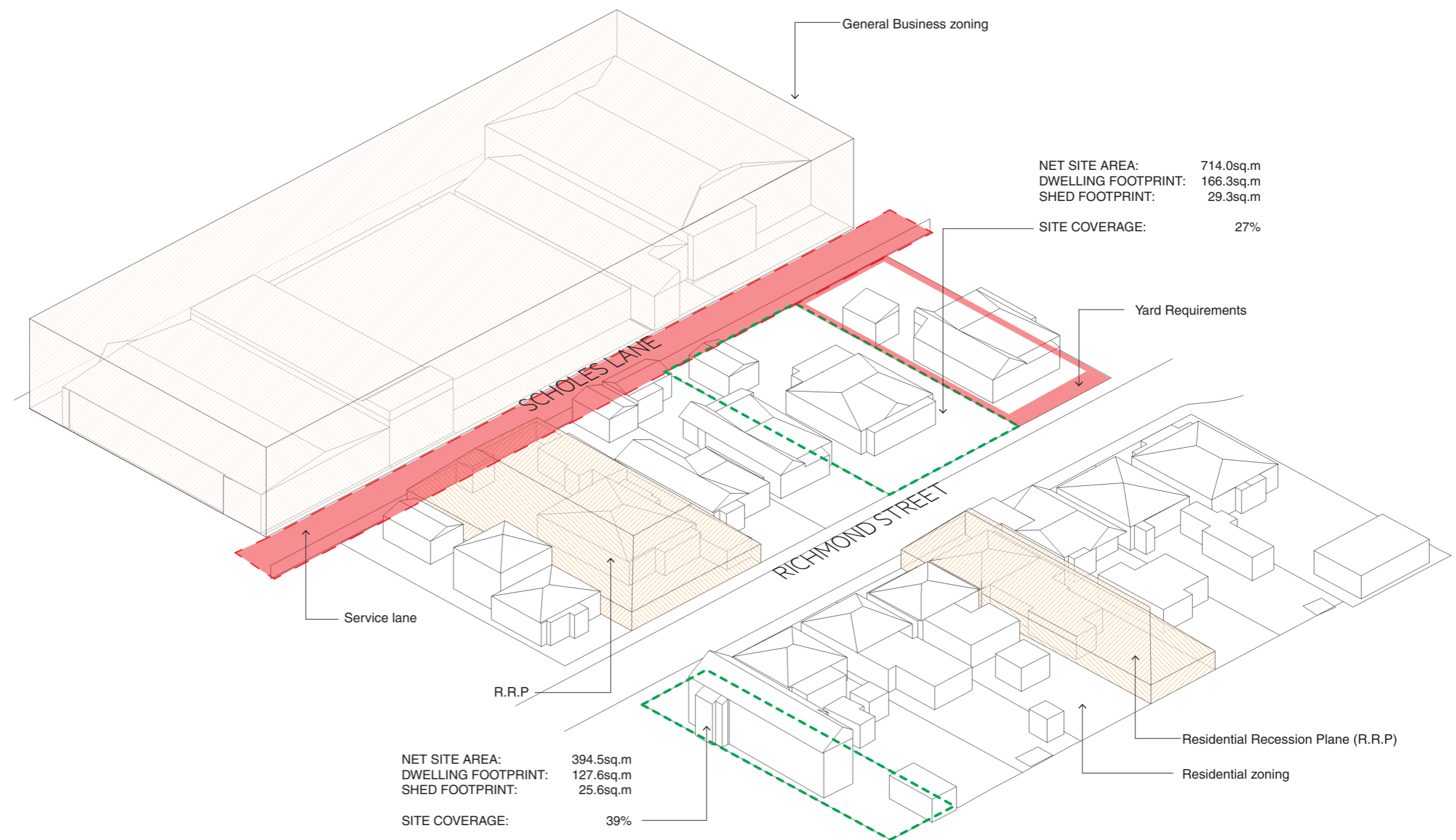


Figure 3.3.6: Scholes Ln Typology

# 4 Land Use and Amenity

## 4.1 Overview of Land Use Patterns

This section identifies the various land uses across the study area, highlighting services and facilities (amenities) particularly where these have a bearing on future spatial planning parameters. These are derived from on-site analysis and background studies.

Petone has a very distinct pattern of land uses, characterised by its 'spine' of high street mixed use along Jackson Street, its accommodation of large format retail close to the town centre, juxtaposition of fine grain residential with light industrial activities and containment on two boundaries by strategic open space / reserve areas. Logistics businesses are also nearby but outside the study area. This concentration of activities distinguishes it from other parts of Wellington and leads to a (large scale) village type environment with good local sustainability.

The 'centre' in Area 1 includes a variety of small-scale independent commercial uses stretched along Jackson Street. Larger retailers (PAK'nSave, Countdown, The Warehouse, Bunnings, Mitre 10 Mega) also contribute to the significant retail focus on the western side of Petone. The centre is flanked by a series of clearly defined residential neighbourhoods all of which have a highly permeable grid pattern connecting them to the shopping area.

Out-lying residential areas have local provision of amenities (e.g. Moera) while Cuba Street owing to competition from Jackson Street and Alicetown, has less high street type potential.

The most accessible node within Petone around Area 2 is dominated by Large Format Retail and office functions. With the emergence of the P2G link the desirability of this location as a regional retail destination is likely to be reinforced, perhaps adding pressure to adjacent areas zoned General Business. The sustainability of Petone could

be improved by optimising the quantum of residential development within a walkable distance from Petone Station. Ava Station to the NE only serves a low density residential catchment with minimal mixed use (principally in nearby Alicetown). Potential may exist in the longer term to enhance the benefits of Ava Station by relocating this station further west towards the North Park, where links to Cuba Street/Alice Town are possible. This would allow North Park Village to develop as a genuine mixed use Transit Oriented Development (TOD) area with a substantial residential component.

## 4.2 Amenity Provision

The diagram at Figure 4.1.3 describes the provision of amenities across the Petone study area. This shows a range of amenities including local shops, education, community facilities, recreational space and public transport (train stations). The intention is to provide a general picture of provision.

The Jackson Street axis provides a distributed amenity pattern that provides excellent local, walkable (400m/5mins) opportunities for surrounding residential areas. A large proportion of Petone's residential areas are within a 5min walk of the shops. To the east of Petone in Moera the local shops along Randwick Road provide a more limited range of services but nevertheless establish the ability for residents to make some journeys on foot. To the north and just outside of the study area the Alicetown shops provide a broader range of services but require pedestrians to cross the railway tracks at Cuba St or Ava Station. This presents a perceptual if not physical barrier. The diagram highlights those areas of housing beyond

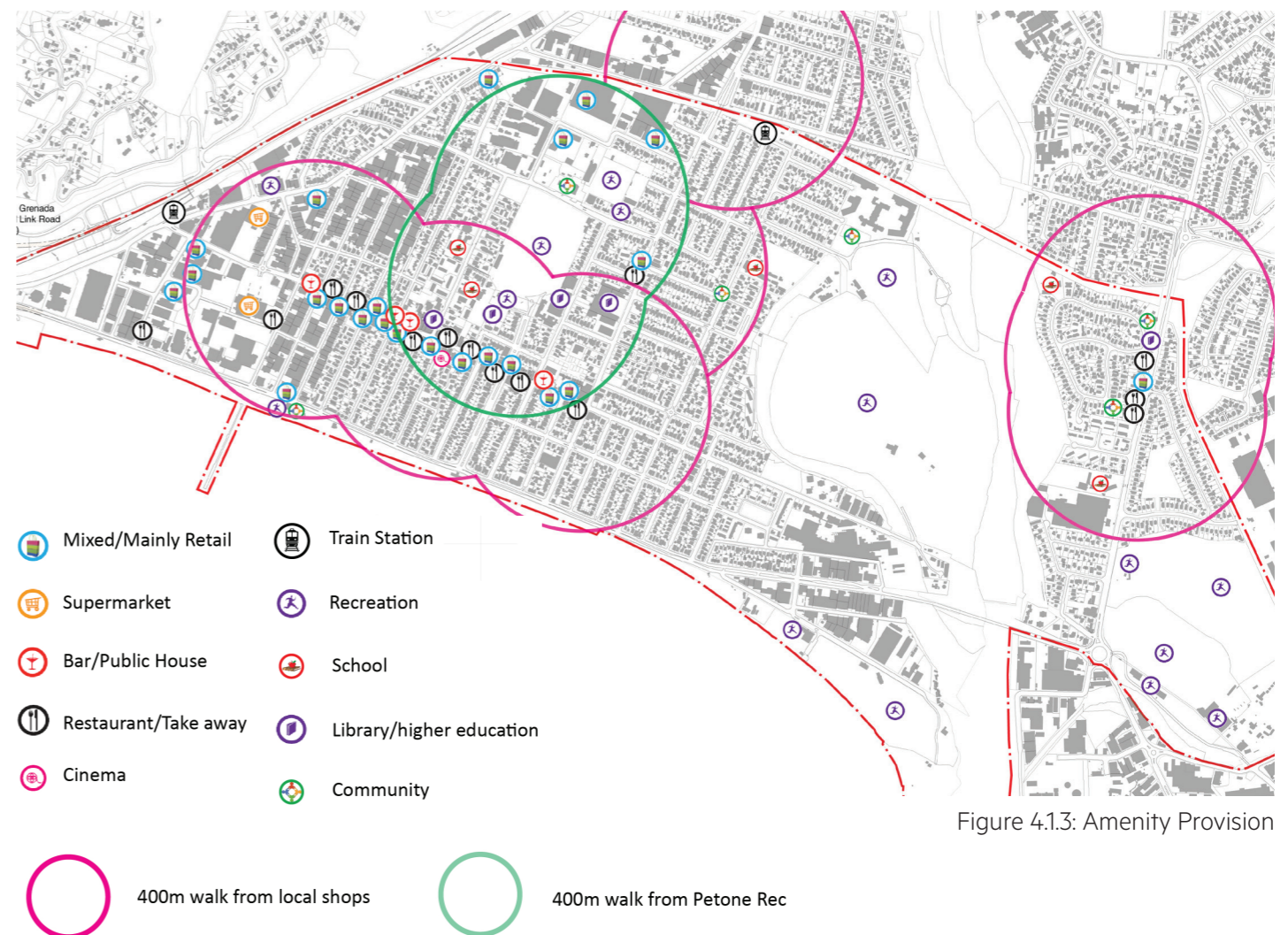


Figure 4.1.3: Amenity Provision

a reasonable walking journey to local shops, suggesting that greater provision within the eastern part of Petone is needed including the servicing of housing at the southern end of Randwick Road. This could be addressed by the intensification of Jackson Street east of Cuba Street and the relocation / additional provision along Randwick Road to the south.

The accessibility of public open space has been shown for Petone Rec only indicating the extent of recreational provision for the central area. The accessibility of other open spaces across Petone have been identified at Section 2.3 Public Open Space.

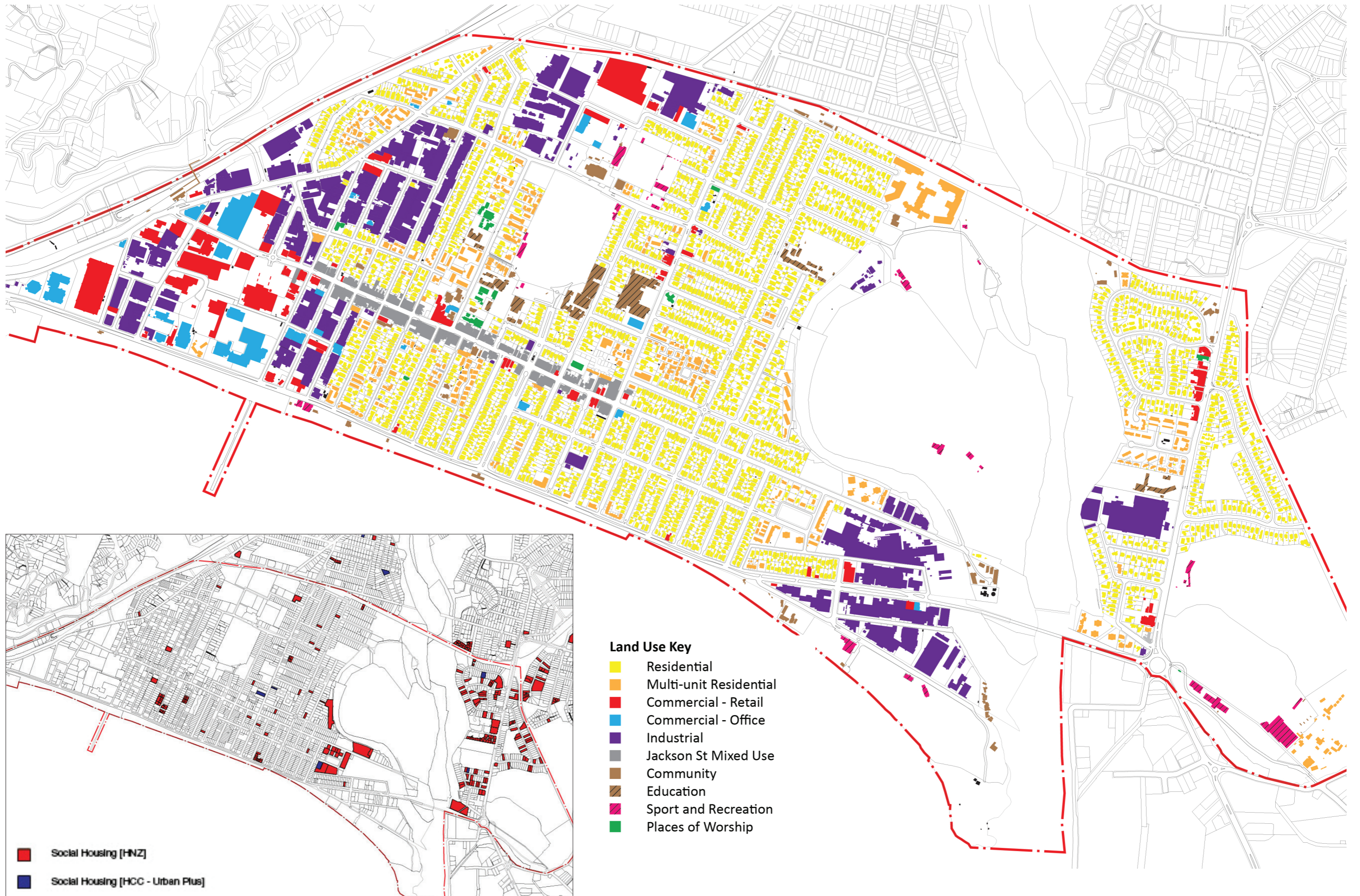


Figure 4.12: Social Housing

Figure 4.11: Land Use Drawing

# 5 Movement and Access

## 5.1 Street Hierarchy

Petone generally has a regular, orthogonal grid structure however, this is crosscut by several exceptional routes: Hutt Road (to the west), Hutt River corridor (to the east) and the railway that forms a barrier to Lower Hutt along the northern edge of the study area.

This grid is connected north-south by three Distributor roads (as defined within the District Plan Road Hierarchy), and east-west by one Major Distributor road and one Local Distributor road. These Distributor roads provide strategic connections north across the railway and east across Hutt River.

The District Plan Road Hierarchy identifies all other streets as having an access function. Whilst this provides a simple roading classification in relation to vehicle movement this does not assist with creating a legible street network overall. The diagram at Figure 5.1.1 suggests both Buick Street (connecting The Esplanade to Petone Rec) and Jackson Street (east of Cuba) are important connectors that perform a function beyond that of local access streets. These should be emphasised in the street hierarchy through streetscape design and prioritised as streets with a high quality pedestrian environment in addition to providing vehicular access.

Petone's local streets provide the highly permeable network that underpins Petone's interconnected quality. These streets however include variation of width, orientation and predominant use (principally residential or commercial) and some offer a higher order of connectivity than others. For example, Jackson Street east of Cuba, whilst a non-through route, is a centrally located route connecting housing areas to the north and south. It also intersects with William Street which links The Esplanade to Ava Station. Local streets west of Buick Street (King, Beach, Bay, Richmond, Nelson) all exhibit a residential character with narrow carriageway and frontage-to-frontage width compared to Queen, Bolton, Tory through to Jessie Street. This more intimate character is a notable feature that should drive a locally specific streetscape response. The commercial streets of Sydney, Fitzherbert and Victoria are also narrow but have a different character due to the commercial frontage setback with visible vehicular forecourt parking and servicing. Again this suggests a different streetscape design response could be applied.

Overall the local variation in access streets is poorly expressed and should inform a streetscape / public realm strategy for Petone.



Figure 5.1.1: Street Hierarchy



### 5.3 Public Transport Provision

Petone is generally well-served by public transport with both rail and bus provision described in the diagrams at Figures 5.3.1 and 5.3.2.

The Hutt valley Line (Upper Hutt to Wellington) services Petone with two stations – Petone Station and Ava Station. These are located approximately 2km apart (note this is at a greater separation than stations further north i.e. Woburn, Waterloo, Epuni). Their walkable catchments are indicated at 400m and 800 distances (5mins, 10mins).

Petone Station serves a predominantly commercial and large format retail area with some housing located within the 800m walkzone. However the accessibility of this station for residents by foot is generally poor given both the distances and the need to traverse the low grade Area 2 zone. Therefore intensification and diversification of this area to provide a richer mix of activities including residential along with a higher quality environment would be a sustainable proposition.

Ava Station brings PT provision to residents both north and south of the railway line, however the quality of Ava Station itself is poor and does not provide an attractive station setting. Whilst Ava Station serves Alicetown this requires elevated infrastructure to be negotiated by users (Cuba Street bridge or station overbridges) that presents a barrier to ease of access. To the south the station serves a purely residential low density catchment and does not

optimise the station's potential. We understand NZTA support the treatment of stations and their immediate areas as Transport Oriented Development (TOD) areas where a mix of uses, higher density housing and integration with other PT services is achieved. This study recommends (Section 7) that the land around North Park / Bouverie Street is redeveloped in the longer term as a new gateway for Petone supported by a mix of uses and a relocated Ava Station to the west of Cuba Street.

Bus provision is focused along the Distributor routes (Major, Minor and Local) and bus routes and stop locations are shown on Figure 5.3.2. The general picture is of good bus transport coverage of the Petone area with particular focus along Jackson Street (an access route) and Cuba Street. Adequate coverage is provided elsewhere along Randwick Road with the majority of residential areas all within a 5min walk of a bus stop. Discussions with NZTA have found that there is no significant change planned for the bus network across Petone other than an improved inter-peak service connecting Korokoro to Petone Station. Were areas around the three proposed gateways (Section 7) to be further developed with higher density housing, these would be adequately covered by bus services though an extended route along Udy Street might improve access.

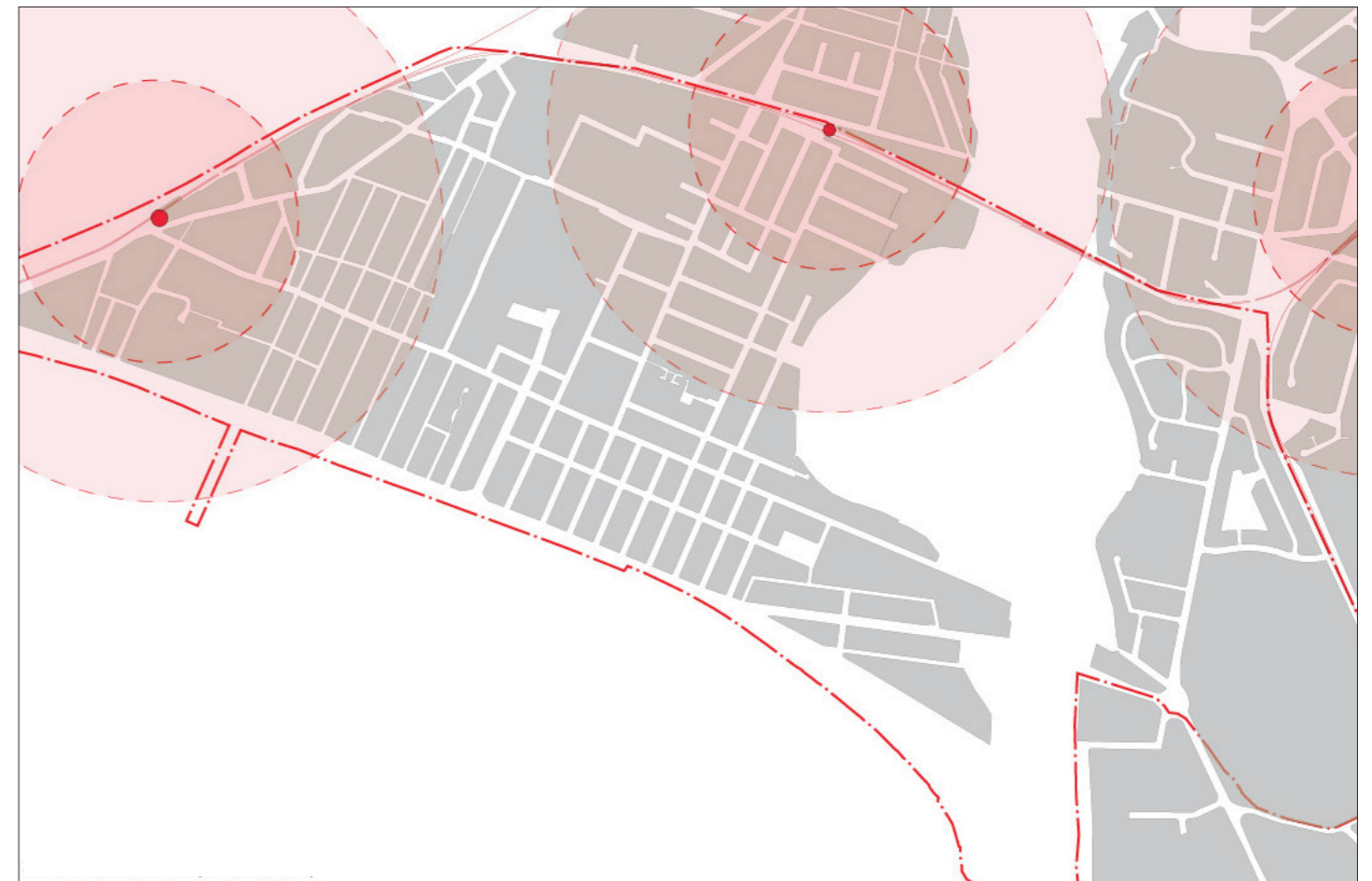


Figure 5.3.1: Train Stations and 10minute (800m) walk distance

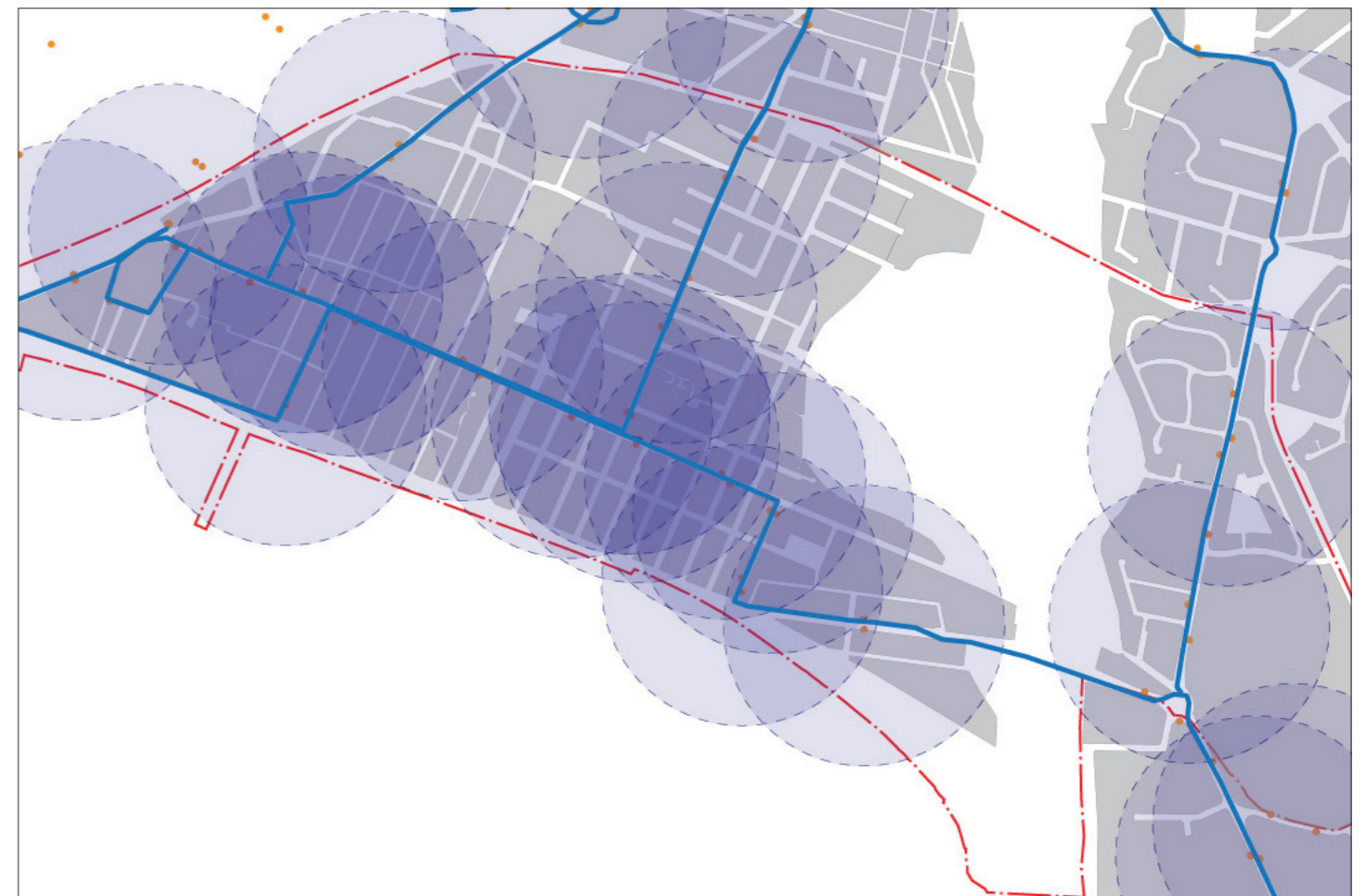


Figure 5.3.2: Bus Stops and 5minute (400m) walk distance

## 5.4 Recreational Pathways

Pedestrian and cycle access across Petone is indicated in the diagram at Figure 5.4.1. This shows the cycle ways designated within the District Plan as well as the general provision of pedestrian and cycle access possible within the street network. Recreational access (ped and cycle) also occurs across public open spaces including the Hutt River corridor and associated open spaces, Petone Rec, Hikoikoi and Honiana Te Puni Reserves.

While access is generally provided within streets, the extent of recreational networks and their accessibility across open spaces varies. The Hutt River corridor and open spaces presents the most important opportunity for a recreational circuit linking Hikoikoi Reserve, Hutt River and Te Mome Stream, Memorial Park, Sladden Park. This suggests dedicated and improved access points to the river corridor provided along its eastern and western suburban edges, either utilising existing links or providing new routes.

The quality of pedestrian and cycle links along The Esplanade/foreshore east and west need to be improved. This space is preeminent amongst Petone's open space assets and street network. However, it offers an underwhelming recreational experience. Whilst dedicated cycle routes are identified in the DP these should be enhanced and augmented to provide attraction for a range of recreational activities, encouraging greater public occupation of the sea front. Consideration should be given to connection with the proposed Ngauranga Gorge to Petone shared cycle and pedestrian walkway (see figure 5.4.2) through enhancements to Honiana Te Puni Reserve.

Links across and along the edges of Petone Rec including the access points on Udy Street should be improved with opportunities for further connections into this space identified.



Figure 5.4.1: Pedestrian and cycle access



Figure 5.4.2: Ngauranga Gorge to Petone shared cycle and pedestrian walkway

# 6 HCC Planning Policy and Strategies

## 6.1 Documents Overview

Section 6 reviews ten strategies and plans that guide Petone’s development:

Petone Vision Statement (2007)  
Integrated Vision for Hutt City (2014)  
Hutt City Growth Strategy (2014)  
Infrastructure Strategy 2015-2045 (2015)  
Leisure and Wellbeing Strategy 2012-2032 (2014)  
Long Term Integrated Community Facilities Plan (2015)  
Review of Valley Floor Reserves (2014, revised 2015)  
Vision Seaview Gracefield 2030 (2010)  
City of Lower Hutt District Plan (ongoing)  
Jackson Street Character Study: Heritage/Urban Design Strategy (2005)

Although nearly a decade old, the Petone Vision Statement is the only document that is both exclusive to Petone and comprehensive in scope. For this reason, the Vision’s four “Elements” provide the principal themes for a comparative analysis of all ten strategies and plans:

1. Heritage & Character
2. Managed Change
3. Real Place for Our People
4. Vibrant Village Culture

Another set of analytical categories is place-based. It includes streets, districts and other spatial entities that locate important planning issues and development initiatives:

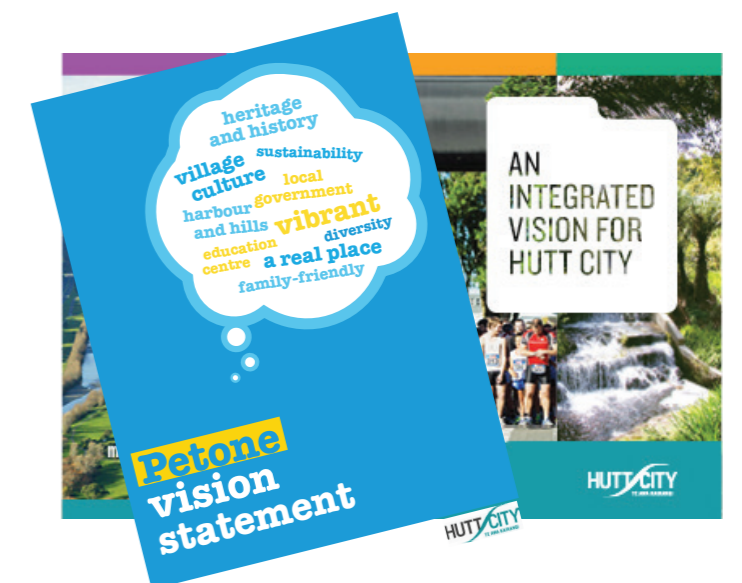
- a. Jackson Street Heritage Area (Area 1)
- b. West Petone Mixed Use Activities Area (Area 2)
- c. Medium Density Residential Activities Area
- d. Moera
- e. The Esplanade

Together, themes and areas provide a coherent framework for the review. This format is flexible enough to accommodate diverse material. At the same time, categories combine with sufficient precision to describe actual physical conditions and the opportunities these present for Petone’s development.

The survey looks for consistency and emphasis across all ten strategies and plans. Understandably, there are no instances of outright conflict within the suite of documents. Instead, intentions vary according to the tactics advocated and the importance placed on individual outcomes. For example, there is broad agreement on the value of heritage, but only the Jackson Street Character Study calls for every historic building to be protected. The analysis does reveal some flaws. However, these involve omissions and uncertainties rather than outright errors. For Example, synergy between The Esplanade

and the proposed Cross Valley Link is duly noted, but the changing role of Randwick Road under this proposal is not mentioned. Equally, several plans and strategies call for open space improvements in Petone West, but none of the documents provide a convincing mechanism for achieving this objective.

A spatial plan privileges place. Accordingly, the review’s findings focus on areas rather than analytical themes. The following passages of text describe development issues and opportunities at each location. On subsequent pages, a series of tables records the content of strategies and plans in a condensed form that facilitates comparison. Relevant conclusions are repeated at the base of each table.



6.2 Key Findings

JACKSON STREET HERITAGE AREA (AREA 1)

Petone welcomes development including the increased housing choices that result from higher density. However, new buildings should be sympathetic to their context, particularly on Jackson Street where much of Petone’s heritage character is concentrated. Design guidelines already show how contemporary construction can preserve this character. However, on their own, rules and guidelines cannot guarantee high-quality design and construction. There also need to be clearer and more consistent expectations about quality within the consenting process.

Residential apartments add to the vitality of Jackson Street, but what effect will the new seismic code have on Jackson Street redevelopment? Should the Council provide more incentives for strengthening and refurbishment? Should individual buildings be given heritage protection? Is a harbour view part of what makes a Jackson Street apartment attractive? If taller buildings line The Esplanade, how would this affect demand for upper-level apartments on Jackson Street? Much attention has been focused on the relationship between new and existing fabric on Jackson Street itself. But how satisfactory is the relationship between the apartments and neighbouring residential properties to the north and south?

Jackson Street’s small to medium-size businesses are part of Petone’s identity. Together with the heritage buildings

they occupy, these businesses create a sense of place and help to define Petone as a vibrant urban village. However, the street lacks a heart. Although the library and the Community House act as de facto community centres, Petone does not have a single recognised assembly place or an obvious home for its cultural activities.

Hutt City’s sports and recreation facilities are currently being updated and centralised. Because it is centrally located and well served by public transport, Petone Recreation Ground would make an ideal site for a Sportsville hub. The hub’s visitors would support Jackson Street businesses, and Weltec’s sports training would benefit from state-of-the-art facilities. However, the “Rec” is perceived by some as a high-quality heritage landscape, which deserves to be retained. Although a Sportsville hub would be more intensively used, the Recreation Ground’s “unprogrammed” space provides a flexible and inclusive venue for all manner of community events.

PETONE WEST MIXED USE ACTIVITIES AREA (AREA 2)

History sets Petone apart from the rest of the Hutt Valley, and Maori feature prominently in this narrative. However, indigenous cultural heritage receives much less attention than, for example, the Victorian and Edwardian fabric of the Jackson Street character area. As the location for two nineteenth-century pā, Petone West is closely associated with Te Atiawa settlement of Whanganui-a-Tara. Yet these

historic locations are all but invisible. Some protection is given to the urupa on Te Puni Street, however the cemetery’s close context of commercial buildings affords little dignity to burial place of Honiana Te Puni, one of the founders of Wellington.

Petone West epitomises the planning dilemma posed by natural hazards. Sitting above the Wellington Fault, the area is subject to shaking, subduction and liquefaction as well as potential tsunami. At the same time, the co-location of road and rail corridors means that Petone West is one of the most accessible places in the Wellington Region. Whereas more intensive development increases the risk from natural hazards, lack of investment undermines competitiveness and limits the area’s economic potential.

Petone West’s so-called “Mixed Use Activities” have been slow to develop. The area is very attractive to large-format retailers. However, small shops are excluded; commercial activities are limited in scale; and there appears to be no market for residential apartments. So, far from being a vibrant urban village, Petone West is fast becoming a “monoculture” occupied exclusively by big-box stores. Plans and strategies call for new open spaces within a high-quality public realm that engages the waterfront. However, recent development suggests that this aspiration will not be met. Petone West’s bewildering array of parking lots possesses no overall spatial structure. Buildings have few active frontages. There is little physical or visual

permeability in any direction, much less the anticipated linkages between Jackson Street and the foreshore. As an important road and rail gateway to Hutt City, the area appears to contradict claims about amenity and quality of life in the Hutt Valley. Even by the standards of other “megacentres”, Petone West offers a poor pedestrian environment and an unsatisfactory retail experience.

#### MEDIUM DENSITY RESIDENTIAL ACTIVITIES AREA

Although strategies and plans emphasise the importance of Petone’s heritage, attention focuses almost exclusively on Jackson Street’s commercial buildings. The period architecture and cohesive streetscape of Petone’s residential areas are seldom mentioned. Within the General Residential Activities Area, developers are required to “enhance amenity values and residential character”. However, there is no attempt to define these qualities rigorously or apply them to Petone’s unique urban fabric. Medium-density housing and multi-unit developments are subject to the Design Guide for Medium Density Housing. This document is more specific about the formal and spatial patterns that help to create a good residential environment. However, like the District Plan, the design guide retains a city-wide perspective. It places the onus on individual developers and their advisors to analyse local context and formulate an appropriate response. This approach recognises that many design criteria are

site-specific, but it is likely to produce variable outcomes in which the quality and appropriateness of the design depends on the expertise and commitment of those involved.

Higher density can improve affordability and deliver a greater range of housing types. So, the community’s attitude to growth is clear: Petone welcomes intensification, provided existing residents are not displaced. But how should this policy take effect? Should redevelopment be targeted at high-amenity locations, so that more people can enjoy proximity to views, open space, recreational facilities, public transport and the like. Alternatively, should additional dwellings be dispersed, so as to limit the degree of change at any one location? Both approaches appear to have shaped the Medium Density Residential Area. One the one hand, this describes a narrow, intensively serviced corridor along Cuba Street. On the other hand, it embraces most of Moera along with a broad swath of housing between Jackson Street and The Esplanade. Either strategy can work, but each requires its own rationale as well as tailored development controls and design guidelines. Furthermore, any increase in density imposes heavier demands on shared amenities such as parks, gardens and trails. So, all opportunities for intensification must be linked to improvements in the public realm.

#### MOERA

Moera presents as a self-contained “Residential Village” with its own amenities and identity. The area’s distinct scale and character result from a series of experiments in State-sponsored housing. A mix of picturesque cottages and multi-storey rental units, Moera’s housing stock can appear both charming and dilapidated. Originally built for railway workers and their families, Moera now meets a contemporary demand for smaller, more affordable dwellings with ready access to Seaview, Gracefield and Lower Hutt.

The District Plan anticipates further intensification here. New medium-density housing would reduce what some see as an excessive concentration of Housing New Zealand properties. Given the range of lot sizes, investment could take the form of small “infill” projects or comprehensive redevelopment of industrial sites and older housing complexes. Either approach will alter Moera’s appearance. However, the suburb’s special qualities are more likely to survive if planning controls and design guides take account of the locality’s unique features.

The proposed Cross Valley Link addresses two pressing issues: the need for better east-west connectivity and the desire to improved amenity along The Esplanade and the Petone Foreshore. These outcomes are identified in Hutt City’s strategies and plans. However, the reviewed documents have little to say about CVL’s impact on Moera.

Randwick Road already causes a degree of severance between the two “halves” of Moera. For residents in the (eastern) York Street area, the separation is more acutely felt because most community facilities are located on the opposite (western) side of Randwick Road. If the link road goes ahead, the volume of through-traffic is likely to increase. The road will also carry a higher proportion of heavy vehicles travelling to and from the Seaview/ Gracefield industrial area. Many of the problems that currently beset The Esplanade could be transferred to Randwick Road, which may struggle to perform its traditional role as a “village” centre.

As an area with high social and economic deprivation, Moera benefits from having locally accessible services and amenities. The suburb is too small to warrant its own “community hub”, much less a regional “Sportsville” facility. However, if residential intensification continues, it will be important to maximise the value of existing recreational resources such as Hutt Park and the river.

THE ESPLANADE

If built, the Cross Valley Link will syphon vehicles off The Esplanade, and allow the street to become a more attractive destination. This change should also benefit adjacent inland areas. By combining high-quality streetscape with coastal landscape, a new boulevard could re-orient Petone towards the harbour and define the whole district

as a waterfront suburb. However, even if The Esplanade is “depowered”, there will still be competition for space along the foreshore. Through-traffic will decline, but the demand for car parking is likely to increase. Regional recreational infrastructure may displace local amenities as Petone exploits its nodal position on the Great Harbour Way and the Hutt River Trail. A crisp urban edge with programmed spaces might yield to dune-scape and ecological repair as the community is forced to choose between rival waterfront visions.

One way to deal with competing claims is to vary The Esplanade’s character and assign a unique function to each section of the corridor. To some extent, this already occurs. The foreshore is divided into three spatial components with different recreational potentials. In the west, collaboration between Hutt City and Te Atiawa promises to deliver a regional water sports hub at Honiana Te Puni Reserve. For most of its length, the foreshore is known simply as Petone Beach and offers a series of stand-alone facilities. These are connected only by their maritime themes: Petone Wharf, Yacht Club, Rowing Club and Setters’ Museum. In the east, McEwan rugby league Park is framed by the unprogrammed hillocks and swales of Hikoikoi Reserve.

Varying foreshore character also allows The Esplanade to reflect changes in the adjacent urban fabric. At either end of the street, this environment is more forgiving because

neighbouring buildings are large and exhibit a commercial or industrial character. Between Nelson Street and Jessie Street, The Esplanade has a close context of small, single-family houses. Here, the relationship with the waterfront is more sensitive and precludes out-of-scale development.

6.3 Comparative Review

The following tables (pages 54-63) compare the contents of selected strategies, visions and plans. Each pair of opposed pages comprises one table, which addresses a single street, district or planning entity. Each of the ten documents is assigned to a particular column. Petone’s Vision Statement occupies the extreme left-hand side of the table. The Vision’s four “Elements” appear as headings. These are carried across the other nine columns and provide the final categories within the analysis. At the bottom of each table is a section of text entitled “Spatial Plan Issues”. This repeats findings presented at the start of Section 6.0.

# Jackson Street Heritage Area (Area 1)

PETONE VISION	HUTT CITY INTEGRATED VISION	HUTT CITY GROWTH STRATEGY	INFRASTRUCTURE STRATEGY	LEISURE AND WELLBEING
<p><b>Heritage &amp; Character</b> Investment is welcomed Safeguards ensure sympathetic change Reinforce existing character and scale</p>	<p><b>Heritage &amp; Character</b> Heritage makes Petone unique Preserve heritage &amp; character</p>	<p><b>Heritage &amp; Character</b> Memorable business/retail centres</p>		
<p><b>Managed Change</b> More housing options More attention to look and feel Greater use of design guides Greater clarity about “where and what” Medium density but no loss of character</p>	<p><b>Managed Change</b> Mixes apartments with village setting</p>	<p><b>Managed Change</b> Low-rise apartments Sympathetic to look and feel Higher density subject to design guides</p>	<p><b>Managed Change</b> “Catastrophic subsidence” possible 440-year flood could be 50-year event Risk increases with further investment Region needs more water by 2035</p>	<p><b>Managed Change</b> Community assists planning &amp; design</p>
<p><b>Real Place</b> Diversity is encouraged</p>	<p><b>Real Place</b> Petone is eclectic and diverse</p>	<p><b>Real Place</b> Improve housing affordability</p>		<p><b>Real Place</b> Community facilities build community</p>
<p><b>Vibrant Village Culture</b> Attractive to families Retain small businesses Retain less well-off Retain working-class roots Create a Cultural Heart Promote walking, cycling &amp; PT More attention to design quality and fit</p>	<p><b>Vibrant Village Culture</b> Petone is a “Boutique Destination” Promote Petone as “vibrant village” Small to medium sized enterprises High-end shopping &amp; bargains Develop “third space” for community Connect Jackson St &amp; Esplanade Accessible by public transport</p>	<p><b>Vibrant Village Culture</b> Anchor sense of place Commercial and retail hub</p>		<p><b>Vibrant Village Culture</b> Community facilities add value to city Libraries provide valued civic spaces Libraries sit at the community’s heart</p>
<p><b>SPATIAL PLAN ISSUES</b> Petone welcomes development including the increased housing choices that result from higher density. However, new building should be sympathetic to their context, particularly on Jackson Street where much of Petone’s heritage character is concentrated. Design guidelines already show how contemporary construction can preserve this character. However, on their own, rules and guidelines cannot guarantee high-quality design and construction. There also need to be clearer and more consistent expectations about quality within the consenting process. Residential apartments add to the vitality of Jackson Street, but what effect will the new seismic code have on Jackson Street redevelopment? Should the Council provide more incentives for strengthening and refurbishment? Should individual buildings be given heritage protection? Is a harbour view part of what makes a Jackson Street apartment attractive? If taller buildings line The Esplanade, how would this affect demand for upper-level apartments on Jackson Street? Much attention has been focused on the relationship between new and existing fabric on Jackson Street itself. But how satisfactory is the relationship between the apartments and neighbouring residential properties to the north and south?</p>				

COMMUNITY FACILITIES PLAN	VALLEY FLOOR RESERVES REVIEW	VISION SEAVIEW GRACEFIELD	HUTT CITY DISTRICT PLAN	JACKSON STREET STUDY
<p><b>Managed Change</b> Hubs sited to avoid negative impacts</p> <p><b>Real Place</b> Establishing hub builds community</p> <p><b>Vibrant Village Culture</b> Community hubs rejuvenate the city Hubs compensate for declining retail Hubs are clustered with other assets Hubs linked to retail centres &amp; parks Hubs are served by public transport Hubs contribute to place making Hubs often based on library or school</p>	<p><b>Real Place</b> Jackson St has no community reserves</p> <p><b>Vibrant Village Culture</b> Sportsville model for Petone Rec Petone reserves flexible open spaces Broader range of uses on Petone Rec</p>		<p><b>Heritage &amp; Character</b> Distinctive form, style and character Alterations are restricted discretionary Design performance standards apply Protect Historic Retail Precinct</p> <p><b>Managed Change</b> 10m height limit Retail activities less than 1000m2 Small scale commercial activities Residential above ground level Hazards versus risk of lost investment</p> <p><b>Vibrant Village Culture</b> Enhance gateway experience Areas 1 and 2 are complementary Residential activities provide vitality Protect local residential amenity</p>	<p><b>Heritage &amp; Character</b> Heritage is main point of difference Jackson St is Heritage Gateway to Hutt Retain existing buildings Give protection to individual buildings More incentive to strengthen buildings Obligation to consult HNZ Heritage focal point around Old Jail</p> <p><b>Managed Change</b> Clearer expectations for new buildings</p>
<p><b>SPATIAL PLAN ISSUES</b> Jackson Street’s small to medium-size businesses are part of Petone’s identity. Together with the heritage buildings they occupy, these businesses create a sense of place and help to define Petone as a vibrant urban village. However, the street lacks a heart. Although the library and the Community House act as de facto community centres, Petone does not have a single recognised assembly place or an obvious home for its cultural activities. Hutt City’s sports and recreation facilities are currently being updated and centralised. Because it is centrally located and well served by public transport, Petone Recreation Ground would make an ideal site for a Sportsville hub. The hub’s visitors would support Jackson Street businesses, and Weltec’s sports training would benefit from state-of-the-art facilities. However, the “Rec” is perceived by some as a high-quality heritage landscape, which deserves to be retained. Although a Sportsville hub would be more intensively used, the Recreation Ground’s “unprogrammed” space provides a flexible and inclusive venue for all manner of community events.</p>				

# PETONE WEST MIXED-USE ACTIVITY AREA (AREA 2)

PETONE VISION	HUTT CITY INTEGRATED VISION	HUTT CITY GROWTH STRATEGY	INFRASTRUCTURE STRATEGY	LEISURE AND WELLBEING
<p><b>Heritage &amp; Character</b> Iwi re-establish links to important sites Maori history is a defining element Collaborate with Te Ati Awa and Tenth's</p> <p><b>Managed Change</b> More local employment More housing options More attention to look and feel Greater use of design guides Greater clarity about “where and what” “Game Plan” retains Petone qualities Railway station improvements Esplanade improvements</p> <p><b>Real Place</b> Diversity is encouraged Investment in urban design</p> <p><b>Vibrant Village Culture</b> Retain small businesses Engage harbour Promote walking, cycling &amp; PT More attention to design quality and fit Housing part of mixed-use development</p>	<p><b>Heritage &amp; Character</b> Tangata whenua involvement</p> <p><b>Managed Change</b> Establish gateway to Petone Office development not industrial</p> <p><b>Vibrant Village Culture</b> Petone is a “Destination” Mixed use including apartments Connect Jackson St &amp; Esplanade Foreshore makes Petone unique Beautification of The Esplanade</p>	<p><b>Heritage &amp; Character</b> Memorable business/retail centres</p> <p><b>Managed Change</b> Higher density subject to design guides Review SH2/Korokoro entrance Good urban design for SH2 interchange Enhanced amenity at gateway</p> <p><b>Real Place</b> Multi-storey apartments permitted</p> <p><b>Vibrant Village Culture</b> Mixture of activities encouraged Commercial and retail hub Regional aquatic recreation hub “Urban upgrade” Public space improvements Attractive environment for residents</p>	<p><b>Managed Change</b> “Catastrophic subsidence” possible 440-year flood could be 50-year event Risk increases with further investment New strategies for storm water required</p>	<p><b>Vibrant Village Culture</b> Recreation facilities add value to city Facilities attract families, home buyers Facilities attract developers Petone West possible regional hub</p>
<p><b>SPATIAL PLAN ISSUES</b> History sets Petone apart from the rest of the Hutt Valley, and Maori feature prominently in this narrative. However, indigenous cultural heritage receives much less attention than, for example, the Victorian and Edwardian fabric of the Jackson Street character area. As the location for two nineteenth-century pā, Petone West is closely associated with Te Atiawa settlement of Whanganui-a-Tara. Yet these historic locations are all but invisible. Some protection is given to the urupa on Te Puni Street, however the cemetery's close context of commercial buildings affords little dignity to burial place of Honiana Te Puni, one of the founders of Wellington. Petone West epitomises the planning dilemma posed by natural hazards. Sitting above the Wellington Fault, the area is subject to shaking, subduction and liquefaction as well as potential tsunamis. At the same time, the co-location of road and rail corridors means that Petone West is one of the most accessible places in the Wellington Region. Whereas more intensive development increases the risk from natural hazards, lack of investment undermines competitiveness and limits the area's economic potential.</p>				

COMMUNITY FACILITIES PLAN	VALLEY FLOOR RESERVES REVIEW	VISION SEAVIEW GRACEFIELD	HUTT CITY DISTRICT PLAN	JACKSON STREET STUDY
<p><b>Heritage &amp; Character</b> Water sports hub planned at Korokoro Collaboration with Mana Whenua Cultural activities accommodated</p> <p><b>Real Place</b> Family activities at water sports hub</p> <p><b>Vibrant Village Culture</b> Hubs are clustered with other assets Hubs linked to retail centres &amp; parks Hubs are served by public transport Opportunity for multi-use facility</p>	<p><b>Vibrant Village Culture</b> Area 1 has no green public space Needs public &amp; private open spaces More pedestrians/cyclists on Esplanade Smaller car parks along foreshore Sheltered areas along foreshore Plan for Honiana Te Puni Reserve Regional water sports hub Neighbourhood uses within reserves</p>	<p><b>Managed Change</b> Complementary activities needed</p>	<p><b>Heritage &amp; Character</b> Consistent with context and locality Protect urupa</p> <p><b>Managed Change</b> Retail activities greater than 500m2 Mixed-use Activity Area Design Guide Mitigate conflicts between activities Enhanced gateway experience Pedestrian amenity, safety, accessibility Frontages along Jackson Street Landscaped setback on Esplanade Assess natural hazards &amp; mitigate risk Hazards versus risk of lost investment</p> <p><b>Vibrant Village Culture</b> Multi-storey construction Complementarity between Areas 1 &amp; 2 Flexibility creates vibrant area Residential activities provide vitality Protect local residential amenity</p>	<p><b>Heritage &amp; Character</b> Lack of overall vision for Jackson Street More consistent streetscape &amp; sections</p> <p><b>Vibrant Village Culture</b> West end Jackson Street less vibrant Enhance visual links to foreshore</p>
<p><b>SPATIAL PLAN ISSUES</b> Petone West’s so-called “Mixed Use Activities” have been slow to develop. The area is very attractive to large-format retailers. However, small shops are excluded; commercial activities are limited in scale; and there appears to be no market for residential apartments. So, far from being a vibrant urban village, Petone West is fast becoming a “monoculture” occupied exclusively by big-box stores. Plans and strategies call for new open spaces within a high-quality public realm that engages the waterfront. However, recent development suggests that this aspiration will not be met. Petone West’s bewildering array of parking lots possesses no overall spatial structure. Buildings have few active frontages. There is little physical or visual permeability in any direction, much less the anticipated linkages between Jackson Street and the foreshore. As an important road and rail gateway to Hutt City, the area appears to contradict claims about amenity and quality of life in the Hutt Valley. Even by the standards of other “megacentres”, Petone West offers a poor pedestrian environment and an unsatisfactory retail experience.</p>				

# MEDIUM DENSITY RESIDENTIAL ACTIVITY AREA

PETONE VISION	HUTT CITY INTEGRATED VISION	HUTT CITY GROWTH STRATEGY	INFRASTRUCTURE STRATEGY	LEISURE AND WELLBEING
<p><b>Heritage &amp; Character</b> Investment is welcomed Safeguards ensure sympathetic change Reinforce existing character and scale</p> <p><b>Managed Change</b> More housing options Sustainable growth More attention to look and feel Greater use of design guides Greater clarity about “where and what” “Game Plan” retains Petone qualities Medium density but no loss of character Intensification occurs near amenities</p> <p><b>Real Place</b> Diversity is encouraged Long-term residents remain in place Sense of community is maintained</p> <p><b>Vibrant Village Culture</b> Attractive to families Place for the less well-off Working-class roots are retained Promote walking, cycling &amp; PT More attention to design quality and fit Engage harbour and river</p>	<p><b>Heritage &amp; Character</b> Heritage makes Petone unique Preserve heritage &amp; character Heritage/character homes a strength</p> <p><b>Managed Change</b> Mixes apartments with village setting</p> <p><b>Real Place</b> Petone is eclectic &amp; diverse Supportive community is distinctive</p> <p><b>Vibrant Village Culture</b> Promote Petone as “vibrant village” Petone is a “Residential Village” Range of schools is distinctive</p>	<p><b>Heritage &amp; Character</b> Reinforce heritage look &amp; feel</p> <p><b>Managed Change</b> Targeted infill &amp; intensification Multi-unit development is permitted Higher density subject to design guides Proximity to transport &amp; other amenities Reduce concentration of State housing</p> <p><b>Real Place</b> Improve housing affordability</p> <p><b>Vibrant Village Culture</b> Home of choice for families Public space improvements More street trees More retirement villages</p>	<p><b>Managed Change</b> “Catastrophic subsidence” possible 440-year flood could be 50-year event Climate change affects storm water Risk increases with further investment Managed retreat one possible response Region needs more water by 2035</p>	<p><b>Managed Change</b> Community assists planning &amp; design Need for open space rises with density Reserves change to meet new needs</p> <p><b>Real Place</b> Facilities prioritised in deprivation areas Areas of deprivation need open space Services &amp; facilities build human capital Community facilities build community</p> <p><b>Vibrant Village Culture</b> Facilities attract families, home buyers Neighbourhood reserves often poor Facilities create opportunities to gather</p>
<p><b>SPATIAL PLAN ISSUES</b> Although strategies and plans emphasise the importance of Petone’s heritage, attention focuses almost exclusively on Jackson Street’s commercial buildings. The period architecture and cohesive streetscape of Petone’s residential areas are seldom mentioned. Within the General Residential Activities Area, developers are required to “enhance amenity values and residential character”. However, there is no attempt to define these qualities rigorously or apply them to Petone’s unique urban fabric. Medium-density housing and multi-unit developments are subject to the Design Guide for Medium Density Housing. This document is more specific about the formal and spatial patterns that help to create a good residential environment. However, like the District Plan, the design guide retains a city-wide perspective. It places the onus on individual developers and their advisors to analyse local context and formulate an appropriate response. This approach recognises that many design criteria are site-specific, but it is likely to produce variable outcomes in which the quality and appropriateness of the design depends on the expertise and commitment of those involved.</p>				

COMMUNITY FACILITIES PLAN	VALLEY FLOOR RESERVES REVIEW	VISION SEAVIEW GRACEFIELD	HUTT CITY DISTRICT PLAN	JACKSON STREET STUDY
<p><b>Managed Change</b> Hubs must have good fit with context Hubs sited to avoid negative impacts</p> <p><b>Real Place</b> Hubs prioritised in areas of deprivation Establishing a hub builds community Hubs provide facilities for families</p> <p><b>Vibrant Village Culture</b> Community hubs will rejuvenate the city Hubs compensate for loss of retail trade Hubs provide facilities that families want Hubs attract development Hubs contribute to place making</p>	<p><b>Real Place</b> Petone reserves often cater to niches</p> <p><b>Vibrant Village Culture</b> Outdoor spaces within developments Neighbourhood uses within reserves Improved public space; street trees Improve access to Petone Rec New &amp; upgraded recreational pathways More attractive Te Mome Stream More attractive river banks</p>	<p><b>Managed Change</b> Housing competes for scarce flat land Avoid reverse sensitivity issues Retain natural/open space buffers</p> <p><b>Vibrant Village Culture</b> Hutt Park “great outdoor green space” Hutt Park good outdoor events venue Hutt Park could be high-quality space</p>	<p><b>Heritage &amp; Character</b> Maintain &amp; enhance character New buildings appropriate to context Retain vegetation</p> <p><b>Managed Change</b> Smaller lots, greater coverage Multi-unit development permitted Control height, scale, intensity, location Med Density Housing Design Guide</p>	<p><b>Vibrant Village Culture</b> Good north-south connectivity Poor east-west connectivity Enhanced links Jackson St to foreshore</p>
<p><b>SPATIAL PLAN ISSUES</b> Higher density can improve affordability and deliver a greater range of housing types. So, the community’s attitude to growth is clear: Petone welcomes intensification, provided existing residents are not displaced. But how should this policy take effect? Should redevelopment be targeted at high-amenity locations, so that more people can enjoy proximity to views, open space, recreational facilities, public transport and the like. Alternatively, should additional dwellings be dispersed, so as to limit the degree of change at any one location? Both approaches appear to have shaped the Medium Density Residential Area. One the one hand, this describes a narrow, intensively serviced corridor along Cuba Street. On the other hand, it embraces most of Moera along with a broad swath of housing between Jackson Street and The Esplanade. Either strategy can work, but each requires its own rationale as well as tailored development controls and design guidelines. Furthermore, any increase in density imposes heavier demands on shared amenities such as parks, gardens and trails. So, all opportunities for intensification must be linked to improvements in the public realm.</p>				

PETONE VISION	HUTT CITY INTEGRATED VISION	HUTT CITY GROWTH STRATEGY	INFRASTRUCTURE STRATEGY	LEISURE AND WELLBEING
<p><b>Heritage &amp; Character</b> Safeguards ensure sympathetic change Reinforce existing character and scale</p> <p><b>Managed Change</b> More housing options More attention to look and feel Greater use of design guides Medium density but no loss of character Intensification occurs near amenities Roading changes improve local amenity</p> <p><b>Real Place</b> Diversity is encouraged Long-term residents remain in place Sense of community is maintained</p> <p><b>Vibrant Village Culture</b> Attractive to families Place for the less well-off Working-class roots are retained Small scale commercial &amp; retail Promote walking, cycling &amp; PT Better connections with river</p>	<p><b>Heritage &amp; Character</b> Safeguards ensure sympathetic change Reinforce existing character and scale</p> <p><b>Real Place</b> Affordable living; community spirit Kindergarten &amp; primary school Local churches Moera marae</p> <p><b>Vibrant Village Culture</b> “Residential Village”; shopping centre Hutt River Trail; cycleway extensions Better connections to river More community use of Hutt Park Council facilities “reconfigured” York Park improvements</p>	<p><b>Heritage &amp; Character</b> Memorable business/retail centres</p> <p><b>Managed Change</b> Trend to smaller households Targeted infill &amp; intensification Higher density subject to design guides Sympathetic to look and feel Proximity to transport &amp; other amenities State housing often low land utilisation Reduce concentration of State housing Work with NZTA on Cross Valley Link</p> <p><b>Real Place</b> Increasing housing affordability issue Growing number of retired people</p> <p><b>Vibrant Village Culture</b> Suburban centres struggle to compete State housing often in poor repair Public space improvements More street trees Comprehensive cycling network Recreation facilities combined in hubs</p>	<p><b>Heritage &amp; Character</b> Awamutu Stream widened &amp; deepened</p> <p><b>Managed Change</b> “Catastrophic subsidence” possible 440-year flood could be 50-year event Climate change affects storm water Risk increases with further investment Managed retreat one possible response Region needs more water by 2035</p> <p><b>Vibrant Village Culture</b> Upgrade to stop banks underway</p>	<p><b>Managed Change</b> Community assists planning &amp; design Need for open space rises with density Reserves change to meet new needs</p> <p><b>Real Place</b> Facilities prioritised in deprivation areas Areas of deprivation need open space Services &amp; facilities build human capital Community facilities build community</p> <p><b>Vibrant Village Culture</b> Community facilities add value to city Facilities attract families, home buyers Neighbourhood reserves often poor Libraries provide valued civic spaces Libraries are at the community’s heart</p>
<p><b>SPATIAL PLAN ISSUES</b> Moera presents as a self-contained “Residential Village” with its own amenities and identity. The area’s distinct scale and character result from a series of experiments in State-sponsored housing. A mix of picturesque cottages and multi-storey rental units, Moera’s housing stock can appear both charming and dilapidated. Originally built for railway workers and their families, Moera now meets a contemporary demand for smaller, more affordable dwellings with ready access to Seaview, Gracefield and Lower Hutt. The District Plan anticipates further intensification here. New medium-density housing would reduce what some see as an excessive concentration of Housing New Zealand properties. Given the range of lot sizes, investment could take the form of small “infill” projects or comprehensive redevelopment of industrial sites and older housing complexes. Either approach will alter Moera’s appearance. However, the suburb’s special qualities are more likely to survive if planning controls and design guides take account of the locality’s unique features.</p>				

COMMUNITY FACILITIES PLAN	VALLEY FLOOR RESERVES REVIEW	VISION SEAVIEW GRACEFIELD	HUTT CITY DISTRICT PLAN	JACKSON STREET STUDY
<p><b>Real Place</b> Hubs prioritised in areas of deprivation Establishing a hub builds community</p> <p><b>Vibrant Village Culture</b> Moera below 5,000 threshold for hub Hubs should be well distributed</p>	<p><b>Real Place</b> Deprivation areas have reserves nearby Petone reserves often cater to niches Neighbourhood uses within reserves</p> <p><b>Vibrant Village Culture</b> Sports fields can be used informally Improved public space; street trees Public reserves better connected Loop paths of various lengths New &amp; upgraded recreational pathways More attractive river banks; river access Opportunities for “linear recreation”</p>	<p><b>Heritage &amp; Character</b> Identify potential wetlands on streams</p> <p><b>Managed Change</b> Housing competes for scarce flat land Avoid reverse sensitivity issues Retain natural/open space buffers Hutt Park good outdoor events venue Potential for alternative transport modes Seaview rail line could be revived</p> <p>Vibrant Village Culture Improve &amp; beautify Moera retail area Waiwhetu Stream recreation corridor Hutt Park “great outdoor green space” Hutt Park good outdoor events venue Hutt Park could be high-quality space Green spaces should be connected</p>	<p><b>Heritage &amp; Character</b> Maintain &amp; enhance character New buildings appropriate to context</p> <p><b>Managed Change</b> Smaller lots, greater coverage Multi-unit development permitted Control height, scale, intensity, location Med Density Housing Design Guide Restricted non-residential activities Commercial buildings’ impact mitigated</p>	
<p><b>SPATIAL PLAN ISSUES</b></p> <p>The proposed Cross Valley Link addresses two pressing issues: the need for better east-west connectivity and the desire to improved amenity along The Esplanade and the Petone Foreshore. These outcomes are identified in Hutt City’s strategies and plans. However, the reviewed documents have little to say about CVL’s impact on Moera. Randwick Road already causes a degree of severance between the two “halves” of Moera. For residents in the (eastern) York Street area, the separation is more acutely felt because most community facilities are located on the opposite (western) side of Randwick Road. If the link road goes ahead, the volume of through-traffic is likely to increase. The road will also carry a higher proportion of heavy vehicles travelling to and from the Seaview/Gracefield industrial area. Many of the problems that currently beset The Esplanade could be transferred to Randwick Road, which may struggle to perform its traditional role as a “village” centre. As an area with high social and economic deprivation, Moera benefits from having locally accessible services and amenities. The suburb is too small to warrant its own “community hub”, much less a regional “Sportsville” facility. However, if residential intensification continues, it will be important to maximise the value of existing recreational resources such as Hutt Park and the river.</p>				

# THE ESPLANADE

PETONE VISION	HUTT CITY INTEGRATED VISION	HUTT CITY GROWTH STRATEGY	INFRASTRUCTURE STRATEGY	LEISURE AND WELLBEING
<p><b>Heritage &amp; Character</b> Heritage is celebrated Safeguards ensure sympathetic change Reinforce existing character and scale Petone history is nationally significant Maori history is a defining element Iwi re-establish links to important sites</p> <p><b>Managed Change</b> More housing options More attention to look and feel Greater use of design guides Greater clarity about “where and what” Medium density but no loss of character Walking, cycling &amp; PT more attractive Roothing changes improve local amenity Esplanade improvements</p> <p><b>Real Place</b> Long-term residents remain in place Sense of community is maintained Investment in urban design</p> <p><b>Vibrant Village Culture</b> Promote walking, cycling &amp; PT More attention to design quality and fit Petone engages with harbour Esplanade upgrade gives harbour link Links between foreshore &amp; Jackson St</p>	<p><b>Heritage &amp; Character</b> Preserve heritage &amp; character Wharf maintenance Establish gateway to Petone Foreshore helps make Petone unique</p> <p><b>Managed Change</b> Need to beautify Esplanade Foreshore improvements rely on CVL Resolve traffic congestion</p> <p><b>Vibrant Village Culture</b> Connect Jackson St &amp; Esplanade Foreshore makes Petone unique Beautification of The Esplanade</p>	<p><b>Managed Change</b> Higher density subject to design guides Review SH2/Korokoro entrance Good urban design for SH2 interchange Enhanced amenity at gateway Traffic detracts from amenity Likely subduction in major quake Short term improvements prior to CVL</p> <p><b>Real Place</b> Multi-storey apartments in Petone West</p> <p><b>Vibrant Village Culture</b> Public space improvements Comprehensive cycling network Regional aquatic recreation hub “Urban upgrade” at Petone West Public space improvements</p>	<p><b>Heritage &amp; Character</b> Climate change damages wharf</p> <p><b>Managed Change</b> “Catastrophic subsidence” possible 440-year flood could be 50-year event Climate change affects storm water Risk increases with further investment Managed retreat one possible response</p>	<p><b>Heritage &amp; Character</b> Petone Settlers Museum Nationally significant site</p> <p><b>Vibrant Village Culture</b> Petone West possible regional hub Encourage more people walk &amp; cycle</p>
<p><b>SPATIAL PLAN ISSUES</b> If built, the Cross Valley Link will syphon vehicles off The Esplanade, and allow the street to become a more attractive destination. This change should also benefit adjacent inland areas. By combining high-quality streetscape with coastal landscape, a new boulevard could re-orient Petone towards the harbour and define the whole district as a waterfront suburb. However, even if The Esplanade is “depowered”, there will still be competition for space along the foreshore. Through-traffic will decline, but the demand for car parking is likely to increase. Regional recreational infrastructure may displace local amenities as Petone exploits its nodal position on the Great Harbour Way and the Hutt River Trail. A crisp urban edge with programmed spaces might yield to dune-scape and ecological repair as the community is forced to choose between rival waterfront visions.</p>				

COMMUNITY FACILITIES PLAN	VALLEY FLOOR RESERVES REVIEW	VISION SEAVIEW GRACEFIELD	HUTT CITY DISTRICT PLAN	JACKSON STREET STUDY
<p><b>Heritage &amp; Character</b> Water sports hub planned at Korokoro Collaboration with Mana Whenua Cultural activities accommodated</p> <p><b>Managed Change</b> Need more analysis of water sports hub</p> <p><b>Vibrant Village Culture</b> Hubs are clustered with other assets Hubs linked to retail centres &amp; parks Hubs are served by public transport Hubs contribute to place making</p>	<p><b>Heritage &amp; Character</b> Three separate reserves Te Puni / Petone Foreshore / Hikoikoi Beach &amp; dune restoration on foreshore Korokoro Stream compromised Narrow foreshore dominated by parking</p> <p><b>Managed Change</b> Esplanade blocks access to foreshore Frequent pedestrian crossings needed Shift emphasis from car to pedestrian Foreshore is amenity for higher density</p> <p><b>Real Place</b> Diverse cultures need variety of spaces Neighbourhood uses within reserves</p> <p><b>Vibrant Village Culture</b> Wide range of recreation on foreshore Plan for Honiana Te Puni Reserve Water sports on western foreshore Public reserves need better connection River Trail meets Great Harbour Way More pedestrians/cyclists Climate limits use of foreshore Smaller car parks; sheltered areas</p>	<p><b>Managed Change</b> Traffic congestion reduces efficiency Potential for alternative transport modes Seaview rail line could be revived</p> <p><b>Vibrant Village Culture</b> Junction Great Harbour Way/River Trail</p>	<p><b>Heritage &amp; Character</b> Maintain &amp; enhance character Need to avoid monotonous buildings Built edge contrasts with panorama Setback from urupa</p> <p><b>Managed Change</b> Higher density subject to design guides Review SH2/Korokoro entrance Harbour edge deserves quality design Enhanced gateway experience Landscaped street frontage Taller buildings along Esplanade (west)</p> <p><b>Vibrant Village Culture</b> Doors and windows address Esplanade Flexibility creates vibrant area Residential activities provide vitality Protect local residential amenity</p>	<p><b>Vibrant Village Culture</b> Enhanced links Jackson St to foreshore</p>
<p><b>SPATIAL PLAN ISSUES</b> One way to deal with competing claims is to vary The Esplanade’s character and assign a unique function to each section of the corridor. To some extent, this already occurs. The foreshore is divided into three spatial components with different recreational potentials. In the west, collaboration between Hutt City and Te Atiawa promises to deliver a regional water sports hub at Honiana Te Puni Reserve. For most of its length, the foreshore is known simply as Petone Beach and offers a series of stand-alone facilities. These are connected only by their maritime themes: Petone Wharf, Yacht Club, Rowing Club and Setters’ Museum. In the east, McEwan Park’s rugby ground is framed by the unprogrammed hillocks and swales of Hikoikoi Reserve. Varying foreshore character also allows The Esplanade to reflect changes in the adjacent urban fabric. At either end of the street, this environment is more forgiving because neighbouring buildings are large and exhibit a commercial or industrial character. Between Nelson Street and Jessie Street, The Esplanade has a close context of small, single-family houses. Here, the relationship with the waterfront is more sensitive and precludes out-of-scale development.</p>				

