P2040
Petone Spatial Plan



PREPARED FOR
P2040 Group

APPROVED BY
Hutt City Council

DISCLAIMER
The views expressed in this document have been developed in collaboration with stakeholders and regulatory bodies and take the longer term view towards Petone and Moera's future. Implementation of significant projects is expected to involve further consultation with community and affected parties.

CONSULTANT TEAM
McIndoe Urban Ltd

SUPPORTED WITH ADVICE FROM HCC, GWRC, HNZC, NZTA and HERITAGE NZ
Planning
Urban design
Transportation
Environmental
Heritage

ILLUSTRATIONS
All illustrations have been prepared by the consultant unless otherwise stated.

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FOR MORE INFORMATION

Contact Hutt City Council www.huttcity.govt.nz phone. +64 4 570 6666

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EXECUTIVE SUMMARY

Petone occupies a unique physical environment at the junction of hills, harbour and river. Combined with the area's distinctive history, these conditions produce an amenity-rich "urban village" unlike anywhere else within Hutt City. Petone's special heritage and character help to attract people, investment and economic activity. By fostering these assets, the City Council secures the suburb's reputation as a desirable residential area and a regionally important commercial centre.

Because a premium is attached to Petone's character and heritage, public and private development should be subject to place-based planning controls with a strong emphasis on design. Entitled P2040: Petone Spatial Plan, this document provides the foundation for such a regime. The Study articulates aspirations. It provides a basis for building consensus and giving certainty to stakeholders. Specifically, it employs spatial diagrams and customised urban design principles to indicate how Petone might change during the next 23 years.

The Study draws upon Hutt City's existing visions, strategies and plans. It also incorporates the views of community groups, public agencies and other key protagonists.

RECOMMENDATIONS

1 Adopt the Spatial Plan for Petone and Moera within the HCC District Plan

The Spatial Plan will protect, enhance and optimise Petone's physical environment. Working at macro and local levels, use the plan's geographical focus to translate existing policies, strategies and programmes into a fully integrated place-based Vision. Bring a design perspective to policy making, allowing concepts such as form, space, inhabitation and identity to shape development decisions.

2 Update Petone's "Vision" and partner this with Design Guides and Masterplans

Update the 2007 Vision Statement to provide a more accurate and compelling picture of intensification and change. Use this as the foundation for a suite of Design Guides that direct incremental development in sensitive areas where character and stability are valued. Give the Vision greater clarity by masterplanning critical locations where comprehensive change is expected or encouraged. Ensure guides and masterplans address the following subjects:

- Areas where period housing creates a cohesive residential townscape.
- Concentrations of traditional small-business premises in Petone West.
- Petone West Mixed Use Activity Area (Area 2).
- Key movement corridors (Cuba Street, The Esplanade, Hutt Road, Randwick Road).
- Suburban Commercial Activities Areas and other local centres.

3 Base future policy, planning and vision on urban structure and neighbourhood character

Future policy and planning for Petone and Moera should be informed by a robust analysis of existing conditions. These include features that give the area its overall form: foreshore, river corridor, rail line, street grid, open space network and so on. These conditions also embrace localised patterns such as lot sizes, building setbacks, façade orientation and tree planting. Appraisals of urban structure and neighbourhood character provided by this Plan are essential precursors to policy making and development control. The appraisals identify positive townscape features that deserve to be protected and enhanced. They also describe areas with negative traits where change can be beneficial.

4 Undertake further masterplanning at three "Gateway" locations and The Esplanade

The Gateways should lead Petone's transformation into a vibrant commercial hub with a contemporary "village" feel. These areas occupy strategic positions on regional transport routes. Some locations incorporate waterfront sties with exceptional amenity value. However, at all three Gateways, spatial structure is deficient and poor-quality buildings abound. For this reason, the areas need to be comprehensively re-planned if they are to optimise growth and attract the most desirable types of development:

- Petone West (Mixed Use Activity Area also known as "Area 2")
- Petone East (Waione Street and environs)
- "North Park Village" (centred on Bouverie Street)

A masterplan approach is also recommended for The Esplanade. A detailed design exploration of the foreshore corridor will ensure that new transport infrastructure delivers improved amenity along this key waterfront asset.

5 Develop a Public Realm Strategy that co-ordinates public and private development

A Public Realm Strategy is another valuable tool for shaping Petone's development. It focuses on the network of open spaces that gives Petone its exceptional character and enviable recreational opportunities. By placing individual development initiatives within a wider open space system, the Strategy aligns public and private investment and helps to deliver a high-quality public realm. Petone's most important open spaces are: the Hutt River corridor; The Esplanade and foreshore; the Jackson Street Heritage Precinct; and the Petone Recreation Ground. This list suggests that the Public Realm Strategy should give equal emphasis to natural and constructed landscapes.

6 Adopt the Spatial Plan's nine Principles as a common foundation for the Public Realm Strategy and future planning

The principles capture high-level, long-term objectives for Petone's growth and development. They ensure that Plan, Vision and Strategy are consistent at a conceptual level. The Principles reflect established urban design thinking. However, in keeping with spatial planning practice, each proposition is tailored to Petone's needs and targeted at a particular location:

1. Reinforce Jackson Street as Heart of Petone
2. Establish Three Attractive Town Gateways
3. Intensify Key Corridors
4. Revitalise the Foreshore and The Esplanade
5. Enhance and Augment Petone's Green Open Spaces
6. Create an Amenity Spine connecting The Esplanade to North Park Village and Alicetown
7. Enhance the Character of Traditional Housing Areas
8. Plan for and Leverage Improvement from Major Infrastructure Projects
9. Plan for Resilience and Expectant Design

7 Redefine the Medium Density Residential overlay to align with existing traditional housing characteristics and to better control new development in those areas. Enable targeted intensification at six locations

The existing Medium Density Residential Area (MDRA) overlay is ineffective within Petone's already tightly packed streets and the standards should be revised to recognize and support the existing housing character of particularly cohesive and intact areas. Targeted (rather than dispersed) intensification should be considered that offers a better response to development pressures. Density can increase at six locations within the study area. These include amenity-rich transport corridors and selected retail or commercial hubs where large sites act as "land banks":

- Jackson/Cuba Street axes
- North Park Village
- Petone Rec Frame
- Petone East
- Randwick Road Corridor
- The Esplanade

8 Further develop and implement the PSP's 15 project initiatives beginning with the streetscape upgrade to Jackson Street Heritage Precinct

The Spatial Plan identifies 15 core projects that should be implemented over the life of the Plan to 2040. One of those projects, identified as a short term priority, is the streetscape renewal to Jackson Street Heritage Precinct. As the heart of Petone, Jackson Street is at once a physical, geographical centre, a shopping hub, a cultural focus and a prime location for quality multi-unit housing. It is proposed that Jackson Street Heritage Precinct be the subject of a streetscape (landscape and urban design-led) design upgrade culminating in a comprehensive streetscape plan.

PART 1

A INTRODUCTION

1 About the Spatial Plan

1.1 Introduction and Background

1.2 Spatial Plan Boundary

1.3 Spatial Plan Purpose and Objectives

1.4 Spatial Plan Structure and Outputs

1 About the Spatial Plan

1.1 Introduction and Background

The Spatial Plan establishes a comprehensive strategy for coordinated development and design for Petone. It reflects aspirations for the future of the area, helping to guide development, build consensus and provide clarity to private interests and public sector bodies. Specifically, it recommends a direction for development according to a spatial framework and set of key principles in order to provide both expression and definition of the various Hutt City Council (HCC) Strategies, Plans and Visions as well as local stakeholder aspirations.

The Petone Spatial Plan is an initiative of the Petone 2040 Community Group (P2040 Group) in partnership with Hutt City Council. The P2040 Group consists of seven members appointed by the Mayor, Deputy Mayor and Harbour Ward Councillors and includes representation form the Petone Community Board and local residents and businesses. The plan development process has engaged beyond this group and been informed by a range of consultation with local stakeholders.

The P2040 Group commissioned McIndoe Urban in January 2016 to prepare the Preliminary Study for a Petone Spatial Plan. This initial stage comprised a technical Part 1 document that formed the basis for P2040's submission on the Hutt City Council's Annual Plan. Part 1 comprises a baseline analysis of the Petone and Moera study area identifying issues, opportunities and principles, including a comparative assessment of existing HCC documents and recording key physical / environmental constraints. Part 2 of the document develops the final Spatial Plan including strategies for managing growth and change across Petone.

The report does not have any formal or statutory status within the HCC planning context, however it has been approved by HCC (23 May 2017). It has been developed in consultation with Council Officers, including Greater Wellington Regional Council but is a community-led project and presents the views of the community representation on the project.

1.2 Spatial Plan Boundary

The Petone Spatial Plan study area has been informed by the P2040 Group in consultation with HCC and covers the area shown in Figure 1.2.1 opposite.

Overall the study area comprises some 480Ha of which 93Ha comprises the Hutt River corridor and associated open space. The boundary includes the majority of Petone and is defined to the west by State Highway 2, to the north by the Hutt railway line/Wakefield Street, to the east by the Moera settlement and rail yards and to the south by The Esplanade and foreshore. The study area includes that section of the Hutt River that runs south of the railway bridge near Ava Park and the open spaces including Memorial Park, Shandon Golf course and McEwan Park in Hikoikoi Reserve.

1.3 Spatial Plan Purpose and Objectives

In summary, Spatial Plan:

- Defines the development and design context for Petone and Moera;
- Acts as a frame of reference for both public and private sector that can inform negotiations over intensification and change;
- Integrates the range of HCC planning documents;
- Provides a framework which expresses the desired spatial form and structure of the area;
- Identifies the important character areas and elements across the area with outline guidance on how these might be protected or adaptively re-used;
- Records the historical evolution of the area augmenting the approach to heritage for Petone and Moera;
- Identifies the 'sensitivity to change' of different parts of the area, recommending a strategy for intensification that best manages heritage and character;
- Provides nine Principles to guide the growth of the area;
- Identifies areas of special focus where significant change is anticipated and provides conceptual development proposals to ensure the potential of the area is captured and managed effectively;
- Provides evidence of community input to demonstrate a local approach to Petone and Moera's future; and,
- Assists HCC to identify the potential for growth, co-ordinate development pressure, assess development proposals, and identify public realm improvements.

1.4 Spatial Plan Structure and Outputs

The Spatial Plan is structured as follows:

Part 1

A **Introduction** - introduces the Spatial Plan, describes the overall purpose and process of development of the Plan. The nature of engagement and consultation undertaken to date is described.

B **Understanding the Place** - sets out the range of analysis undertaken to describe Petone and Moera. This includes a comparative analysis of the key HCC planning documents and strategies including the Petone Vision Statement (2007).

C **Opportunities and Constraints** - describes the principal constraints and strategic opportunities, focusing on the whole of Petone and Moera with identification of appropriate areas for residential intensification. Nine overarching principles are identified to guide the Plan.

Part 2

D **The Spatial Plan** – identifies the proposed urban form and structure, as well as spatial planning principles and community aspirations. This chapter includes the individual project initiatives that make up the Spatial Plan as a whole.

E **Moving Forward** – identifies areas of further work required and implementation advice to support delivery of the Spatial Plan.

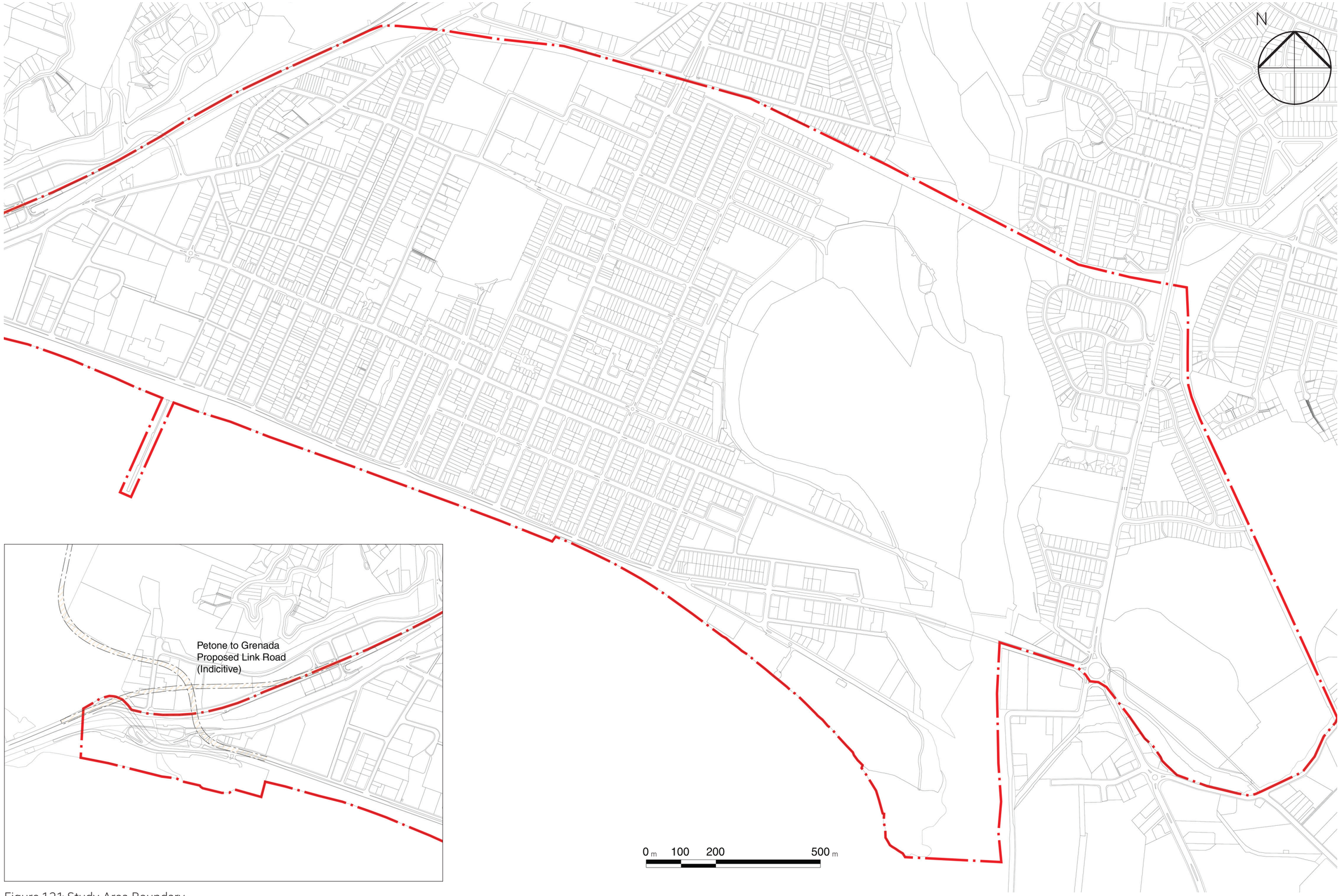


Figure 1.2.1: Study Area Boundary

1.5 Stakeholder Engagement

The project has engaged closely with a range of stakeholders at various stages throughout the Part 1 process. Further stakeholder engagement and public consultation was undertaken for Part 2 and is detailed later in the document. The purpose of this engagement was to ensure the project was fully grounded in local issues and as representative as possible of local concerns and aspirations. As well as individual representation, a number of organisations were consulted including Hutt Valley Chamber of Commerce, Petone Sportsville and WelTec.

In addition to engaging with the local community, consultation has been carried out with the relevant regulatory bodies, namely Hutt City Council (HCC), Greater Wellington Regional Council (GWRC), Heritage NZ (HNZ), Housing New Zealand Corporation (HNZC), New Zealand Transport Agency (NZTA) and Wellington Water (WW). Iwi engagement was also initiated through discussions with Port Nicholson Block and Tenths Trust.

The following consultation was carried out:

Individual conversations were held with the P2040 Group members, HCC Officers and a selection of stakeholders. A confidential record of these discussions has been created that has been used to inform the development of the study.

Hutt City Council Workshop

A workshop was held on the 16th of March 2016 with Council Officers and included representation from GWRC, NZTA and WW. The key themes from that workshop included:

- Residential character and heritage
- Intensification approach and Medium Density Residential Area provisions
- The role of The Esplanade in relation to the proposed Cross Valley Link (CVL)
- CVL and Petone to Granada (P2G) links
- Area 2 (PC 29) characteristics and possible future
- General business areas characteristics and possible future
- The recreational network
- Petone Recreation Ground
- Quality of the public realm
- Natural hazards
- Public transport provision

Stakeholder Workshop

A workshop with a range of local stakeholders including representation from Heritage NZ was held on the 23rd March 2016. This was an interactive event based on a mixture of presentation, open forum discussion and small group working. The workshop was observed by four members of the P2040 Group. The key findings from that workshop are provided at Appendix A. General discussion occurred around a set of issues similar to those noted under the HCC workshop above but included an additional focus on Moera and Jackson Street.

Participants were asked to provide their 'Aspirations, Bright ideas and Questions'. Some of the feedback from this included:

- Increased vitality of heritage of Jackson St. Keep character of Petone housing;
- Medium/High density housing that creates affordable living;
- A better image for the east side of Petone;
- Keep the village feel. Strengthen the community heart/hub;
- Develop Petone as a destination and hub;
- Recognition of Petone as a special place;
- Create more foot traffic to Petone;
- Redo Jackson Street in heritage streetscaping;
- Higher density housing on sea front in Seaview;
- Outdoor concert/film events programme;
- Mixed reaction to Sports hub on Petone Rec;
- Resolve The Esplanade traffic issues;
- Better connections to the river.

A number of questions were asked by participants, some of which included:

- Petone is highly diverse: Whilst keeping heritage values intact, can we also develop a contemporary identity too?
- What engagement is planned for local iwi with P2040 Group?
- What are the negatives around sports hub development?
- How to preserve/conserve the Petone housing – as a style?
- Can Flood Management complement Petone's heritage assets?
- How to marry community wants with council planning decisions and actions?

Finally, a group work mapping exercise was undertaken requiring participants to mark-up issues on an area by area basis, specifically: What works well? What doesn't work well? What are the opportunities? The areas covered included Petone West, Petone Central, Petone East and Moera with opportunity to comment at the 'whole of Petone' scale as well. The diagram at Figure 1.5.1 summarises the output of that exercise.



Positive

1 Jackson St + heritage
2 Petone Rec
3 Fine grain light industrial + commercial employment area
4 Historic housing - Riddlers Tce
5 Community area - library etc.
6 Park and ride facilities
7 Esplanade parking + amenity
8 Heritage wharf
9 Heritage housing - Patrick St
10 Mixed use employment area
11 Hikoikoi Reserve - "Better than it used to be"
12 River corridor + amenity
13 Public transport on Randwick Rd
14 Community centre

Negative

15 Area 2: Poor quality - "Should be mixed use"
16 Quality of Esplanade frontage (commercial)
17 Treatment of Urupa
18 Countdown + quality of big box retail
19 Access from Jackson St to Railway Station
20 Quality of housing stock on Esplanade
21 Queen on Jackson + the "cheap pastiche" allowed in Jackson St heritage area
22 Quality of Esplanade road corridor
23 Quality of social housing developments
24 "The Bronx"
25 Poor walking/cycling connection
26 Stigma attached to Moera
27 Steel + Tube site barrier; poor north/south connectivity
28 Poor connections to riverbank
29 Poor lighting
30 Potentail for more heavy vehicle traffic after CVL

Opportunity

31 Welcome/Gateway to Petone
32 Potential for restructure of Area 2
33 Increased permeability for Area 2
34 Express Maori heritage
35 Reconfigure large parking areas
36 More cafes, restauraunts, toilets, rec facilities etc.
37 Upgrade Esplanade
38 Jackson St upgrade - street furniture/streescape
39 Connections from Jackson St to "green heart" at Petone Rec
40 Upgrade community hub
41 Possibility of sports hub facilities around outside of Petone Rec
42 Redevelopment of North Park as sports hub + connections to Petone Rec
43 Intensification of Cuba St
44 Enhancing waterway - improve trails + community gardens
45 Golf course redeveloped as residential
46 High density residential/mixed use commercial and/or arts + crafts district
47 Potential sports hub
48 Re-develop extraction area
49 Potential SportsHub
50 Residential replaces Steel and Tube or community centre
51 Community centre/small business hub
52 Improve Randwick Rd/intensification
53 Create destination at east end of Jackson St

NOTE: This drawing collates the responses collected as part of the 23.03.2016 Stakeholder Workshop mapping exercise. All points have arisen from this exercise and have not been edited or changed other than translation into graphic format.
The drawing therefore reflects the views of the community engagement and is to be read separately from the character and opportunity assessment of the consultant team.

Figure 1.5.1: Stakeholder Workshop Outputs

1.6 District Plan Activity Areas

The District Plan identifies Activity Areas as a mechanism to control development across the town. The Activity Areas of the operative District Plan are shown in Figure 1.6.1. Generally, the approach supports predominant uses (e.g. residential, general business) while some areas are intended to develop with a mix of activities (e.g. Area 2 from Plan Change 29, Suburban Commercial). The Plan includes a Medium Density Residential Development overlay that states "higher dwelling densities along major transport routes, around some commercial centres, and in the residential area between Jackson Street and The Esplanade, Petone, where existing residential dwelling densities are higher, and where amenity values will not be affected adversely". It is worth noting that these areas include large swathes of older, traditional housing stock where issues of character and identity for Petone are most critical. This matter is addressed at Section 3 of the study.

General observations of development pressures and trends across the town have been identified through on-site review and discussions with HCC Officers. The following are relevant to this study:

Area 1: Development within Jackson Street tends to comprise shop front refurbishment and upper level residential (apartment) development. The area contains a large proportion of older / heritage buildings (Jackson Street is a Heritage Area) that require seismic upgrading to meet current Building Code Standards. This introduces financial feasibility issues for land owners and combined with local market value conditions can lead to issues of lower building quality. It is also noted that pastiche design approaches have occurred that tend to undermine the authenticity of Jackson Street as a heritage area. A focus on public realm / streetscape and heritage-themed street furniture should be pursued.

Upper level residential development occurs more commonly along the southern side of Jackson Street and benefits from views out and over the lower older housing stock towards the foreshore. However, the transition in scale between these two types is problematic and results in both visual amenity issues as well as potential effects on privacy/overlooking and sunlight/shading.

Area 2: In general Area 2 comprises large format 'big box' type retail and standalone office buildings. Recent and consented development is limited to more of this type and includes a new Bunnings store, Briscoes Rebel store and Kmart. Two hotels have been granted Resource Consent but are not yet under construction. It is clear that the anticipated outcomes for this Activity Area as a mixed use part of Petone have failed to emerge. Residential development is not compatible with this type of environment and the standards preclude fine grain retail development of less than 500sq.m (to avoid competition with Area 1). However, this compounds issues of compatibility with residential development. Area 2 is addressed in detail at Chapter C, Section 7.3.

General Business: General business areas to the north and south of the western end of Jackson Street comprise older parts of the town and are underpinned by a regular grid street/block system. Activities comprise finer grain light industrial businesses that are vehicle-based but otherwise address their street settings. There are few instances of retail activity moving into these areas and change is low and demand static. Given the LFR nature of the General Business area near North Park, the potential threat of further retail within this zone should be noted.

Suburban Commercial: These areas are limited and tightly defined within wider residential settings. They often comprise fine grain shops, built to the front or within existing dwellings and are clustered along key routes including Cuba Street and Randwick Road. Low change is experienced in these areas and issues generally include amenity effects over the boundary with residential neighbours. Design guidance around mixed use in suburban commercial areas that can accommodate higher density or a broader range of residential typologies should be considered.



Upper level residential development, south side of Jackson St

General Residential: Development within the residentially zoned areas is sporadic and limited to small infill or refurbishment opportunities. This is largely influenced by the already relatively dense and small plot characteristics of much of the traditional housing and the availability of land. Notable changes include the Rymans retirement village near Memorial Park and some newer dwellings along The Esplanade. HNZC owned housing stock varies in quality and whilst some is reasonably well integrated the majority occurs in multi-unit arrangements with a poor quality building design and often poor open space setting. Demolition of HNZC stock along Jackson Street west has occurred. Overall the residential environment is reasonably static.

Recreation: Open space is addressed in detail at Chapter B, Section 2. Little change is noted within these areas but it is noted that discussions around a combined sports club hub facility for Petone Sportsville have begun through a study funded by HCC. Other potential changes include a water sports hub at Honiana Te Puni Reserve though no feasibility work has begun. Overall the provision of open space for residents is under review (see Review of Valley Floor Reserves, March 2015) while the foreshore/The Esplanade is subject to future decisions on the proposed Cross Valley Link.



New housing on The Esplanade, single lot development can be accommodated



Multi-lot re-development has larger impact on character

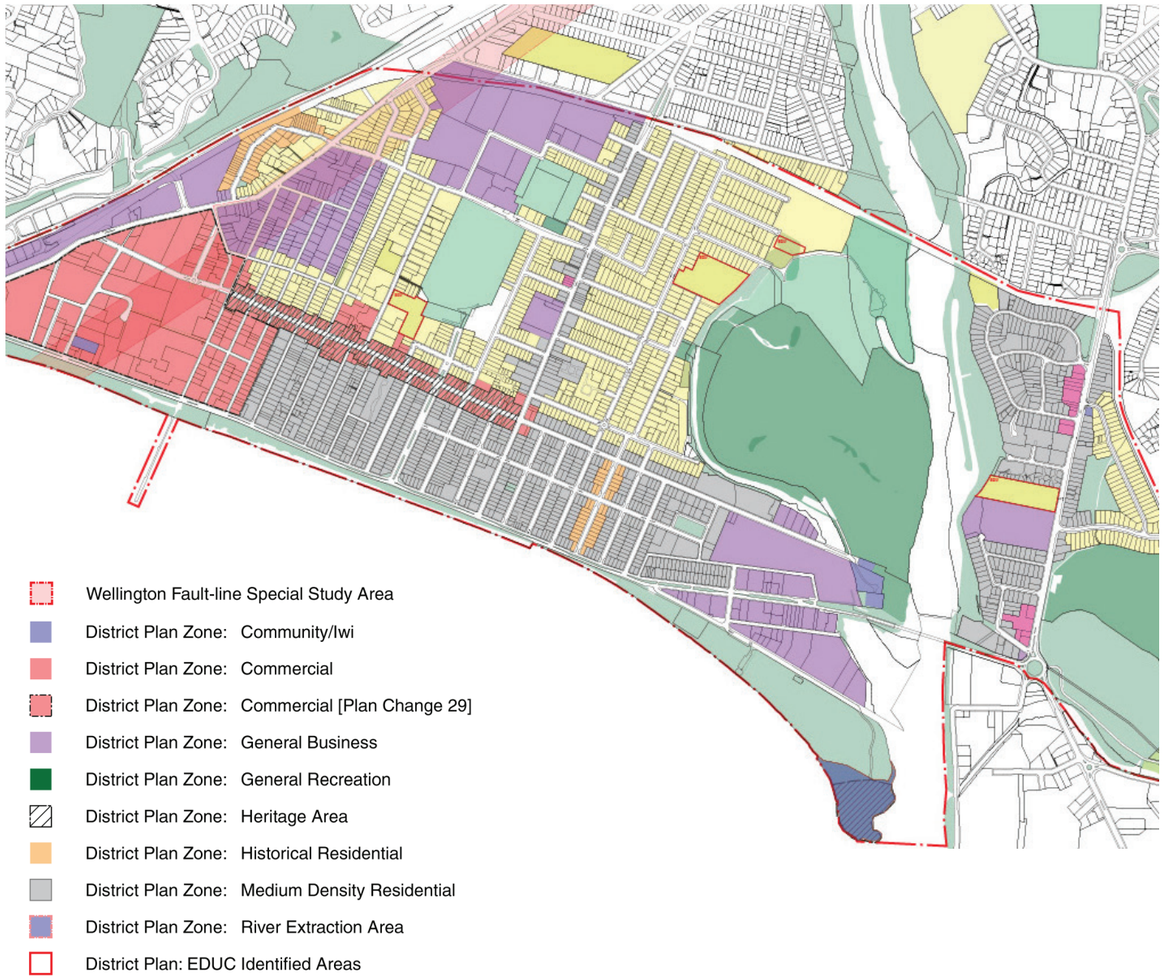


Figure 1.6.1: District Plan Activity Areas

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 be 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.



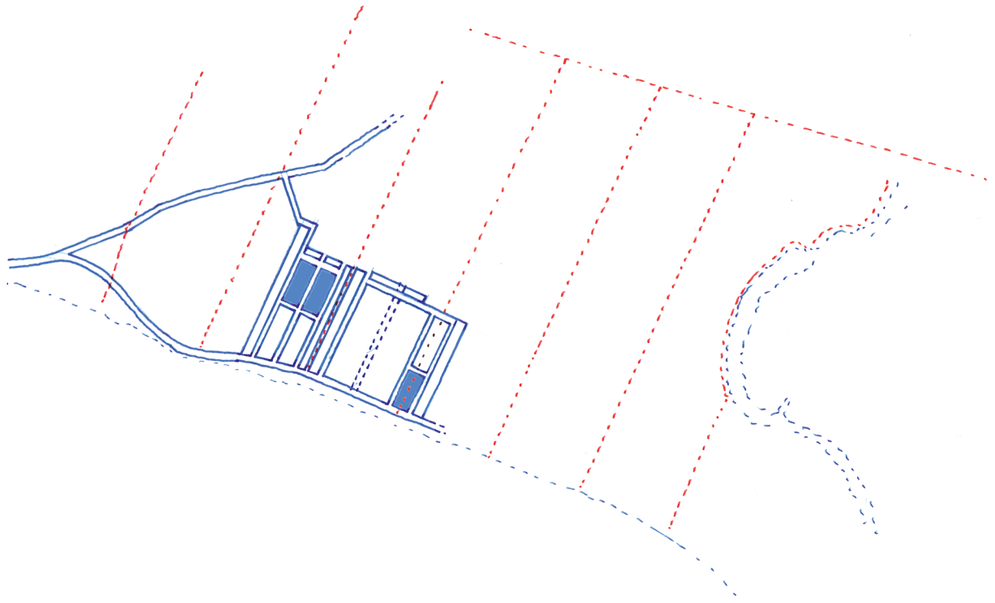


Figure 2.1.1 Township of Petone
c. 1873

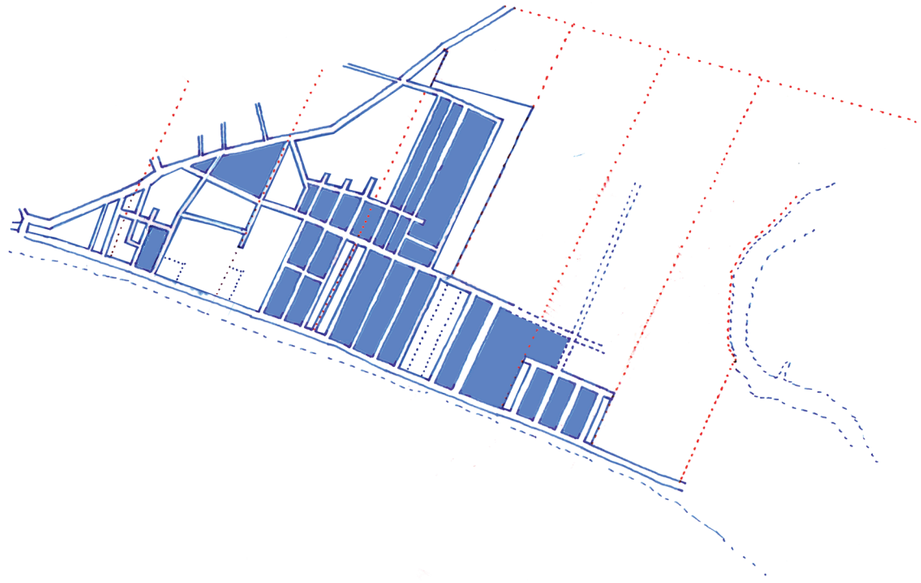


Figure 2.1.2 Wyles + Brick Plan
Pitoone Town Board
c. 1886

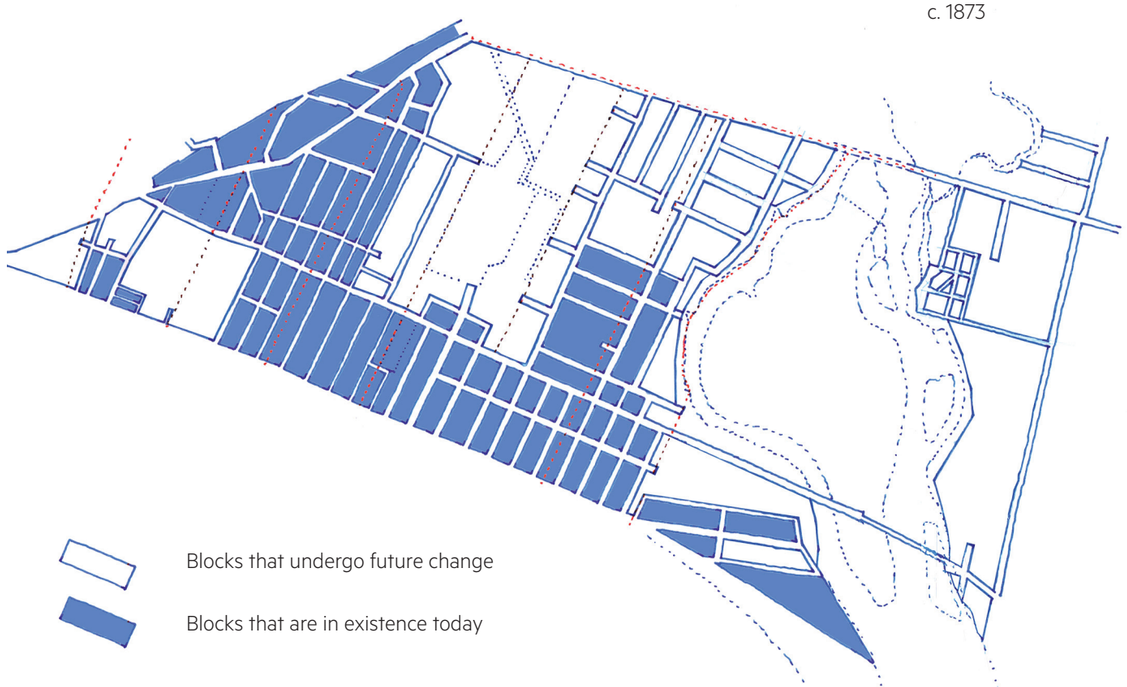


Figure 2.1.3 Map of Petone + Hutt Boroughs
c. 1922

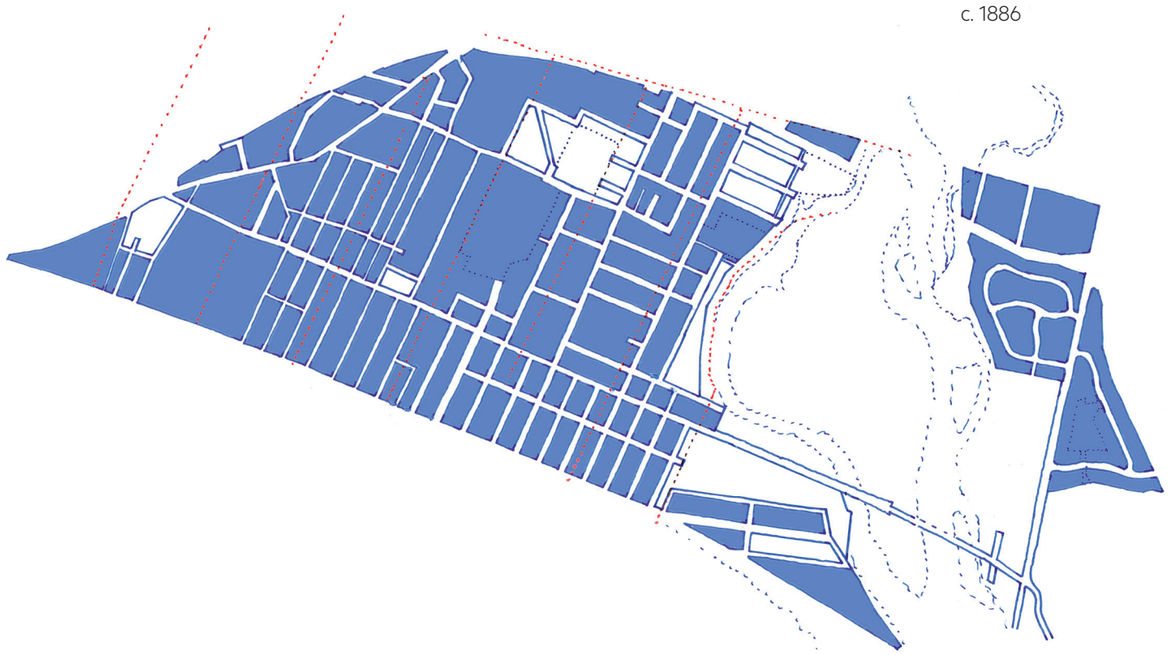


Figure 2.1.4 Lands + Survey map Petone
c. 1936
[Moera Section: W. T. Neil]

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)

HCC Heritage Listed Structures

HCC Heritage areas

District Plan Historical Residential Areas

1. The Urupa (burial ground) of the Te Puni family
2. Te Puni Pa.
3. Pito-one Pa. A former stockaded village
4. Urupa (burial ground)
5. Paetutu kainga (open village) Originally built as a fortified pa on an island surrounded by swamp, later became an open village on firm ground
6. Hikoikoi Pa. A former stockaded village
7. The William Street Rise: Only remains of a beach ridge raised by uplift 1800-2350 years old

Areas of Cohesive and Intact Traditional Housing

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

Edges

Paths

Main

Pedestrian

Landmarks

Districts

Nodes

View Structure

Strategic Views

Local Views

Set Views

Gateway

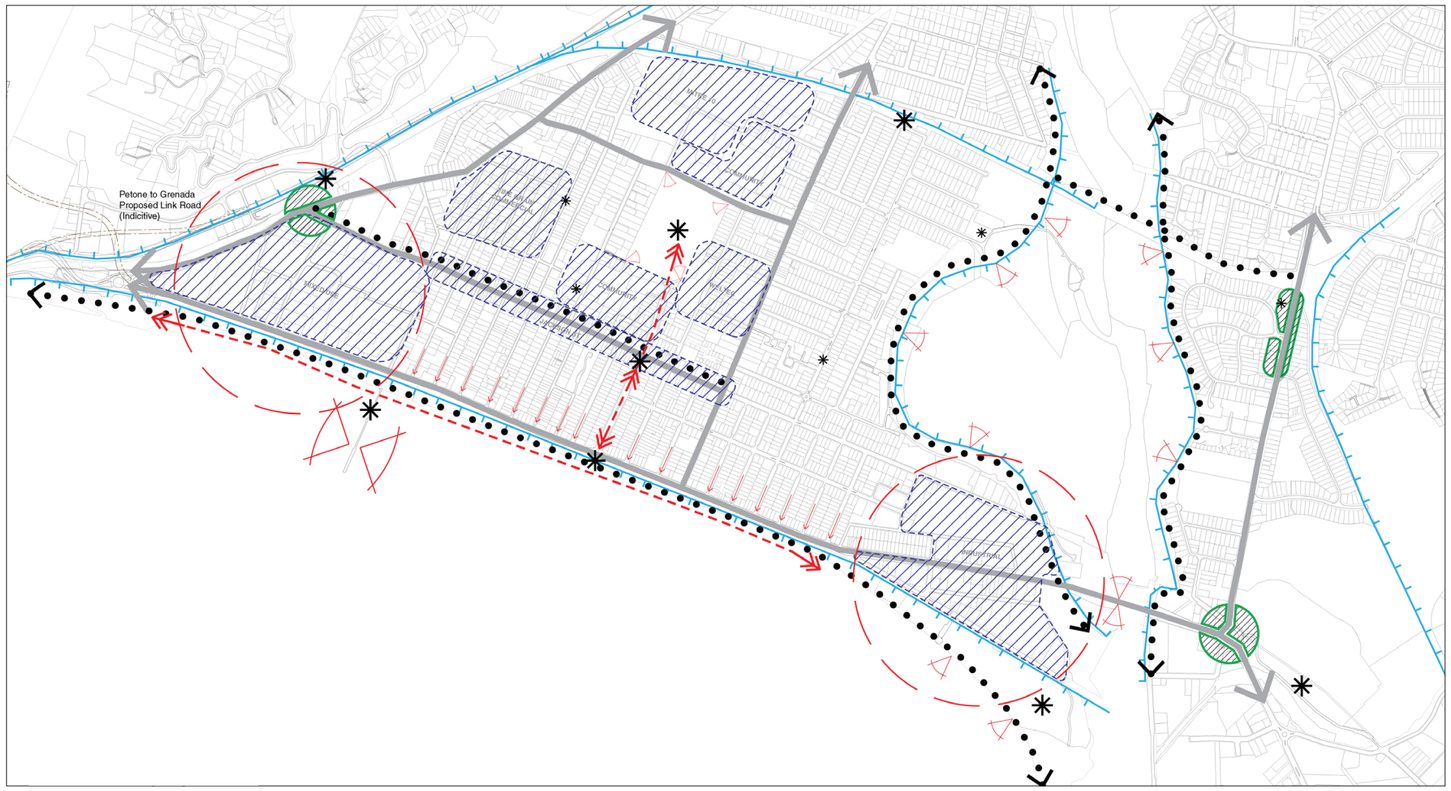
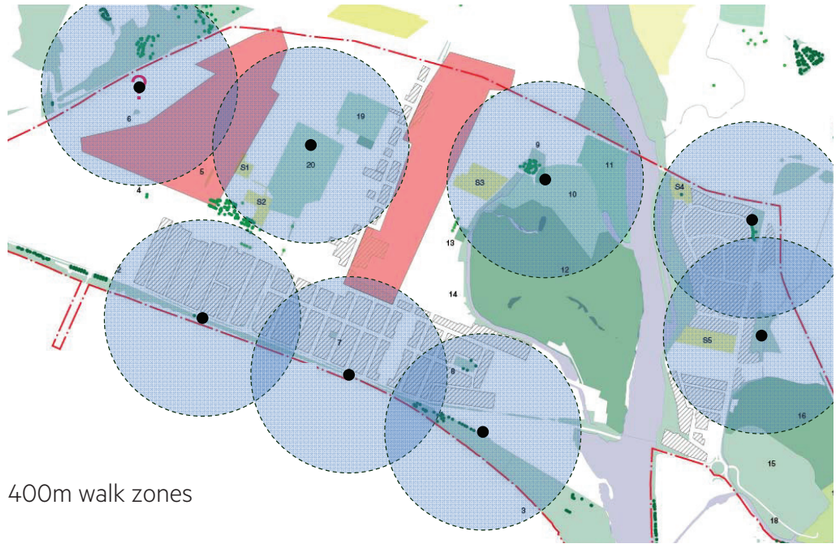


Figure 2.2.1: Urban Form and Legibility



Figure 2.2.2: Figure Ground Analysis

2.3 Public Open Space



400m walk zones

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 2.3.1.

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.



1 Honiana Te Puni Reserve
2 Petone Foreshore
3 Hikoikoi Reserve
4 Corner Jackson and Fitzherbert Streets
5 Scholes Lane
6 Elizabeth Johnson Reserve
7 Roy Nelson Reserve
8 Scholefield Street Reserve
9 Garden of Remembrance
10 Memorial Park
11 Sladden Park
12 Shandon Golf Club (Gear Island)
13 Petone Central Croquet Club and Tennyson St Conection to Golf Course
14 Heretaunga Street Reserve
15 Hutt Park Sports Ground
16 Hutt Valley Golf Course
17 Wellington Top 10 Holiday Park
18 Hutt Park Berm
19 North Park and McKenzie Baths
20 Petone Recreation Ground

S1 Sacred Heart School
S2 Petone Central School
S3 Wilford School
S4 Moera Kindergarten
S5 Randwick School

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.

5 Best
4
3 Med
2
1 Worst


1 Worst


2


3 Med


4


5 Best

Figure 2.4.1: Visual Quality Assessment

3 Character and Identity

3.1 Overview

This section provides and 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 anlaysis) 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.

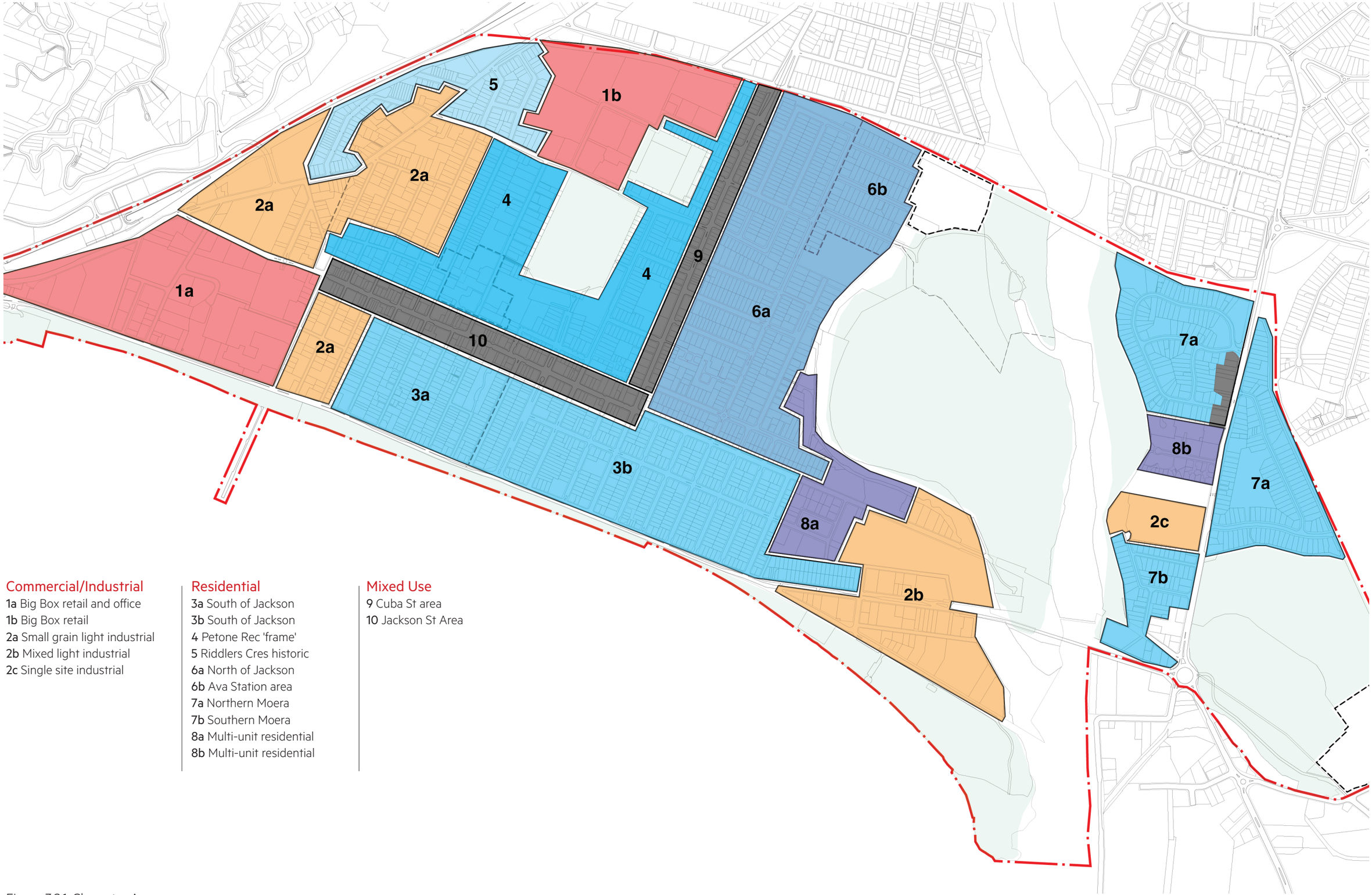
3.2 Character Areas

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.



Commercial/Industrial
1a Big Box retail and office
1b Big Box retail
2a Small grain light industrial
2b Mixed light industrial
2c Single site industrial

Residential
3a South of Jackson
3b South of Jackson
4 Petone Rec 'frame'
5 Riddlers Cres historic
6a North of Jackson
6b Ava Station area
7a Northern Moera
7b Southern Moera
8a Multi-unit residential
8b Multi-unit residential

Mixed Use
9 Cuba St area
10 Jackson St Area

Figure 3.2.1: 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

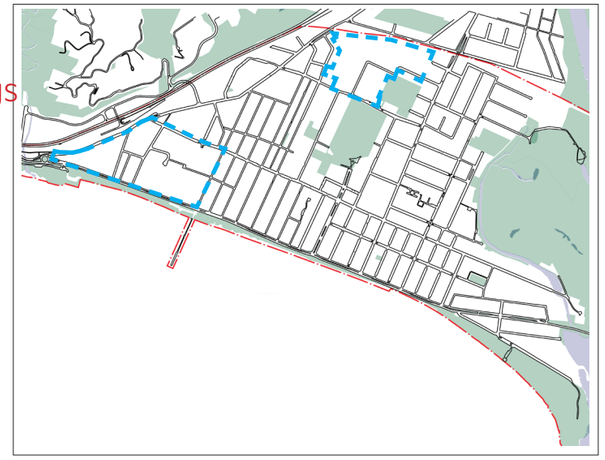
- Vehicle dominated environments with only vestigial pedestrian spaces
- Very poor connectivity resulting from incomplete or eroded street grids
- Area 1a fails to make a satisfying connection with Petone Railway Station
- Area 1b has an awkward interface with neighbouring residential areas

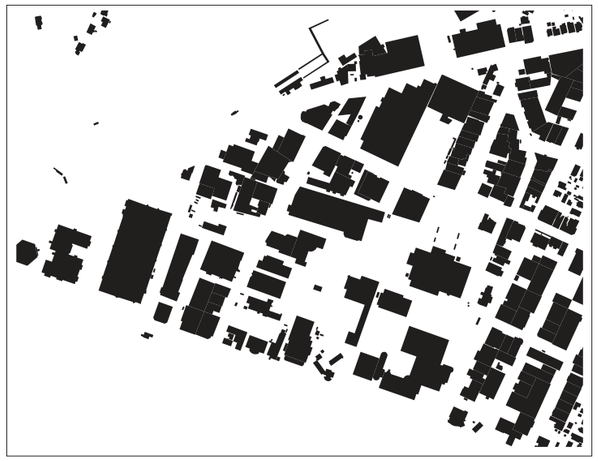
Opportunities

- 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

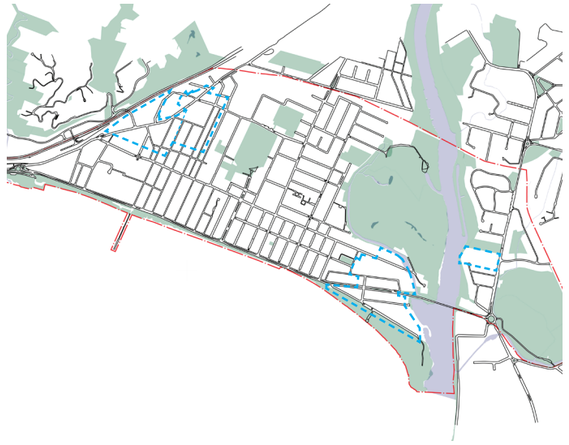
- During week days, some conflict exists between vehicles & pedestrians
- Building materials & designs are generally of poor quality
- Area 2b has little north-south connectivity & therefore relates poorly to the foreshore
- Area 2c separates Moera's residential area into two parts

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

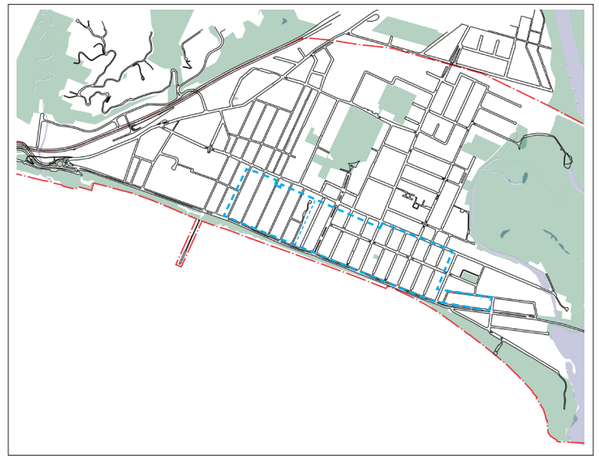
- Some car parking to front gardens including car ports/ garages.
- Some tall front fences block visibility of houses.
- Some loss of consistency with poor quality newer buildings and infill.
- Lack of street tree structure results in 'hard' settings.

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 ares 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

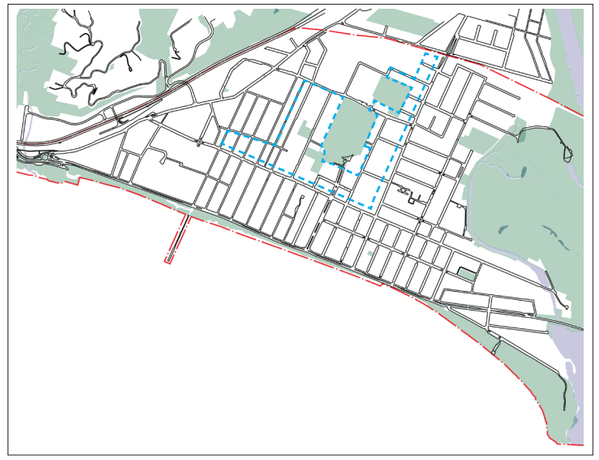
- Surface car parking lots erodes built character.
- Loss of street edge definition to parts of streets.
- Car parking to front gardens including car ports/ garages.
- Inconsistent housing quality and unsympathetic alterations.
- Lack of street tree structure results in 'hard' urban settings reliant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

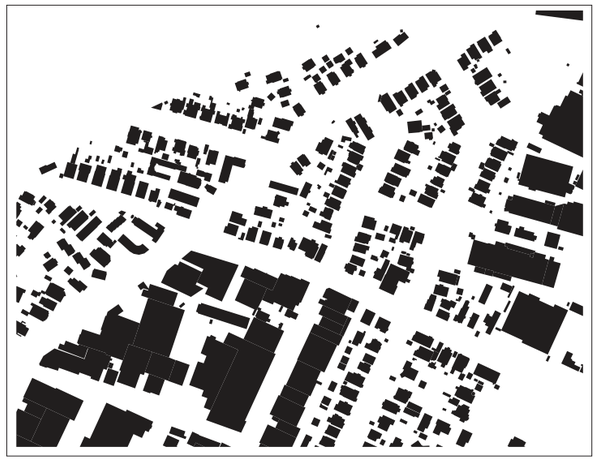
Opportunities

- 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.



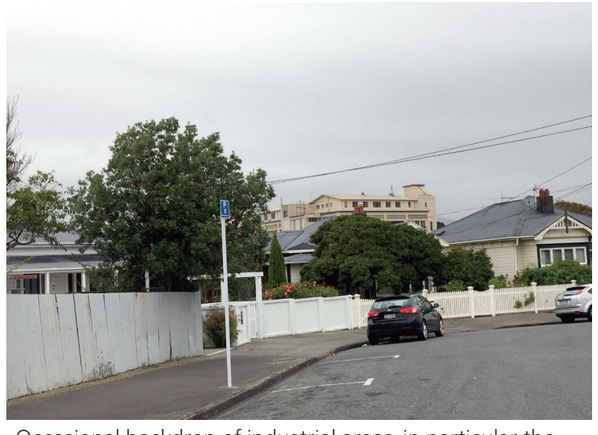
John Street: General lack of street tree structure and some loss of frontage visibility through high boundary fencing.



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). Rymans 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

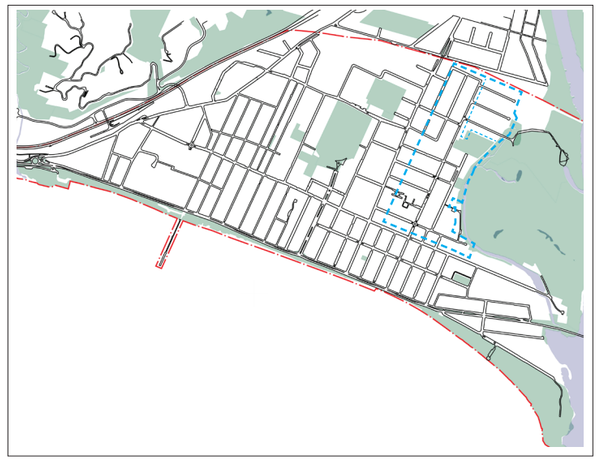
- Poor quality eastern interface with Te Mome Stream.
- Tall front fences block visibility
- Some loss of consistency with poor quality newer buildings and infill
- Unsympathetic alterations
- Lack of street tree structure results in 'hard' urban settings

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 wit h 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

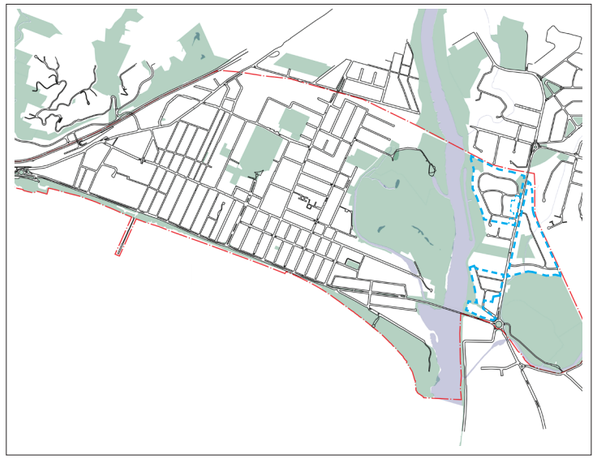
- Maintenance and quality of some York St areas.
- Car parking to front gardens.
- Tall front fences block visibility.
- Some loss of consistency with poor quality newer buildings and multi-unit infill.
- Unsympathetic alterations.
- Lack of street tree structure to York St area.

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.

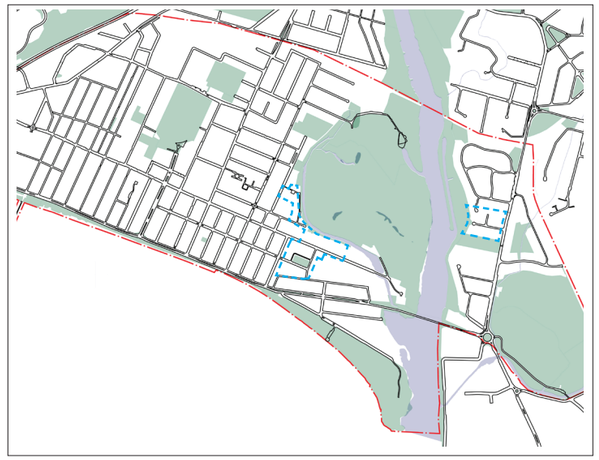
Architectural style and detail
- 20th century development, minimal detailing.
- Some art-deco (unsuccessful).
- Mix of sloped (mono-pitch), flat or hip roofs.
- Communal entrances, often poor visibility.
- Various cladding systems. Use of monolithic cladding/render to flat blocks.

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

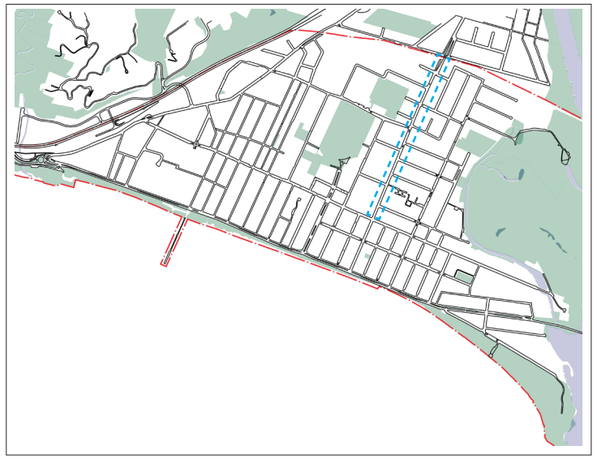
- Viability of retailing appears to be low, especially on east side of Cuba
- Large volume of through-traffic reduces residential amenity
- Poor visual/physical connections to Alicetown & Petone Rec.
- Poor maintenance of some buildings & gardens

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 it's 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.



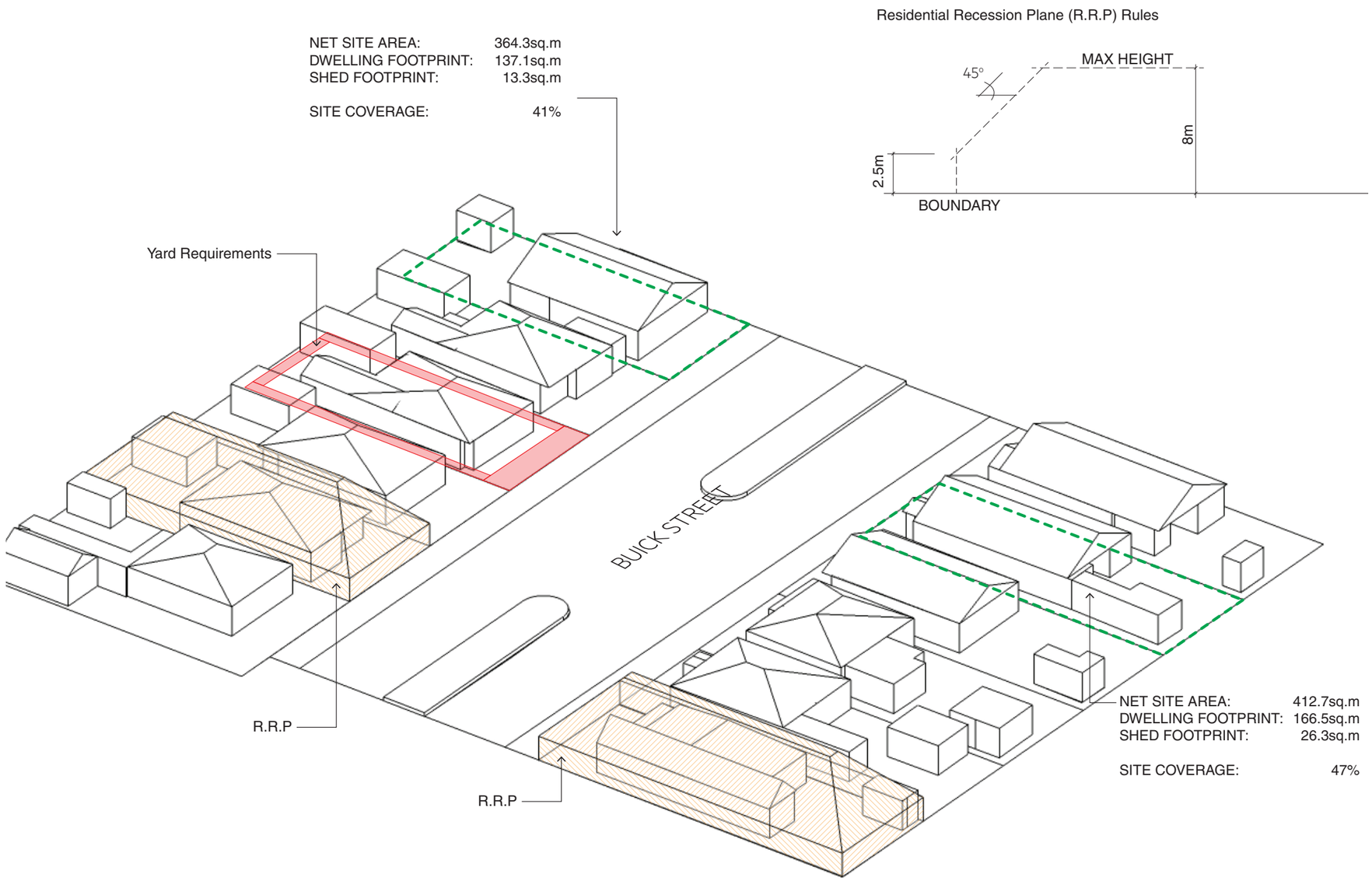
Figure 3.3.1: Location Key Diagram

BUICK STREET

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.



Residential Recession Plane (R.R.P) Rules

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%.

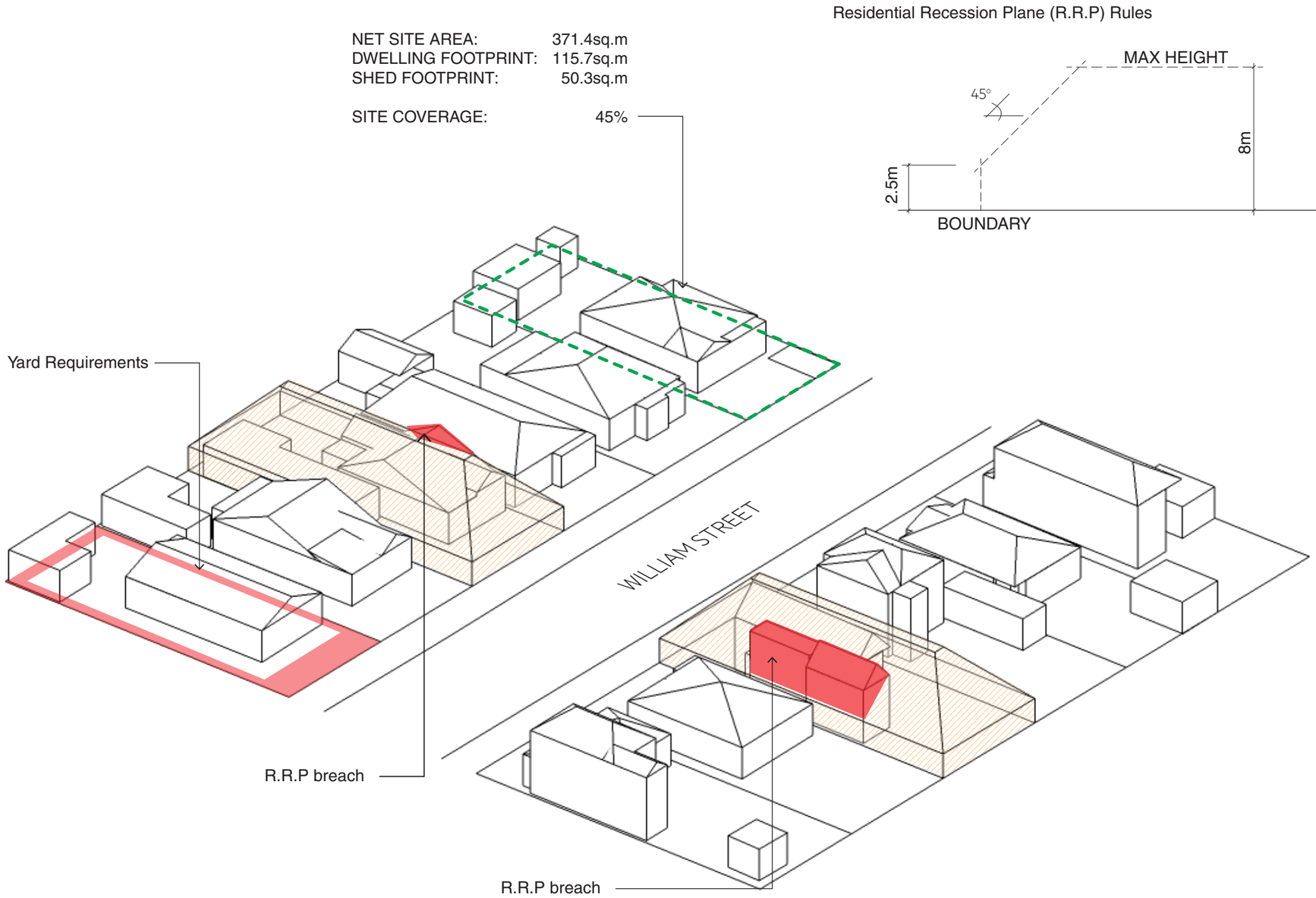


Figure 3.3.3: William St Typology

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.

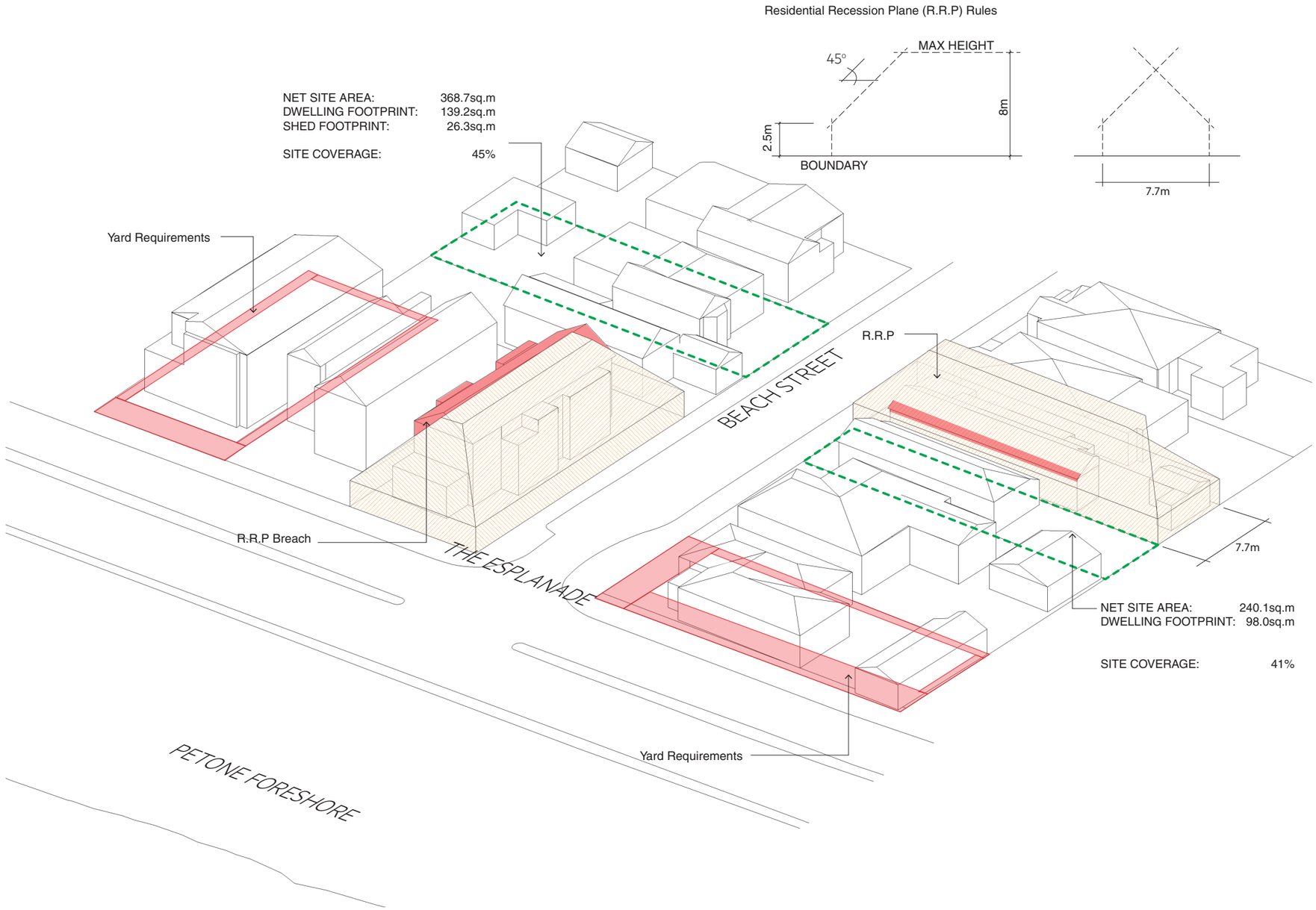


Figure 3.3.4: The Esplanade Typology

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.

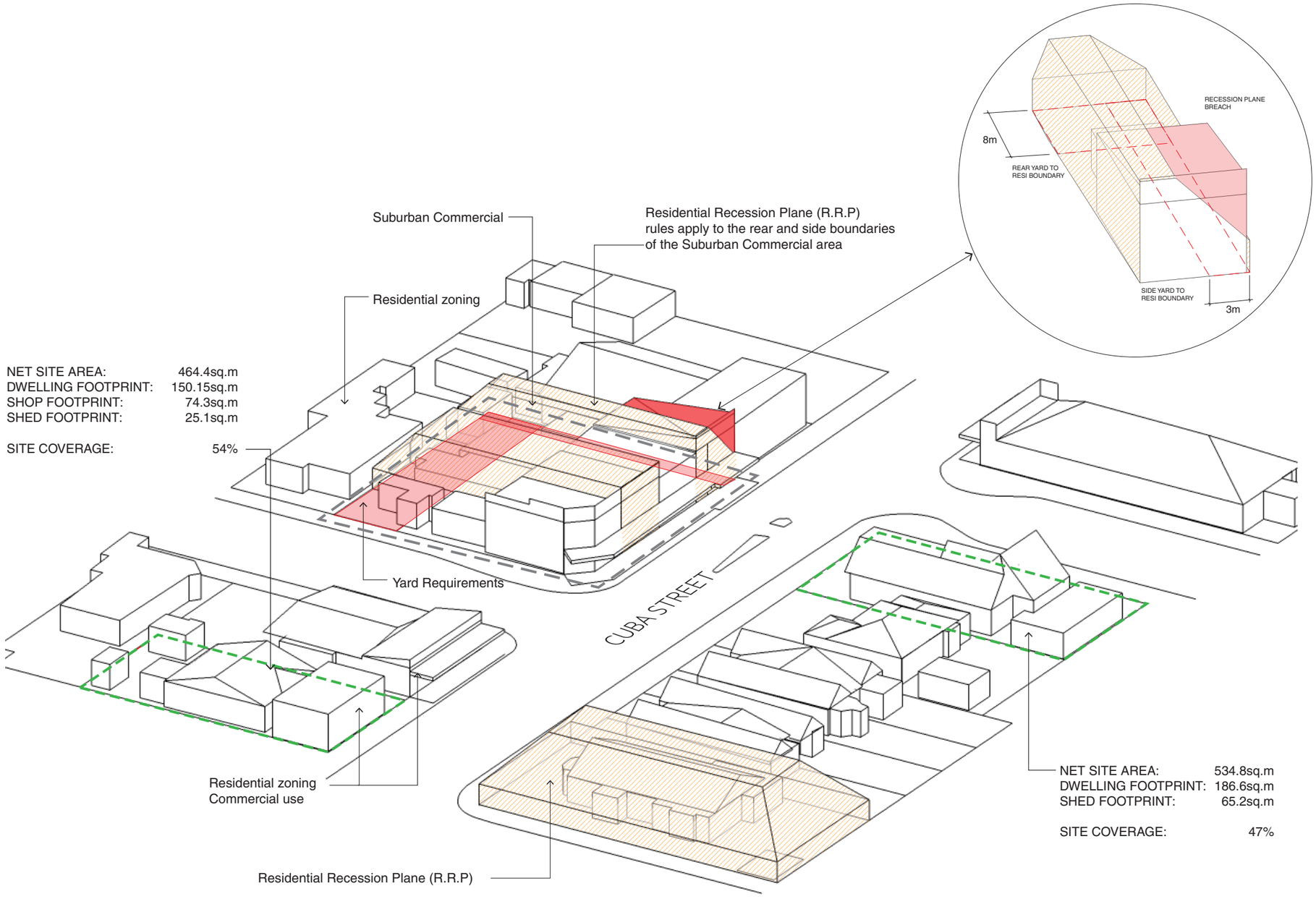


Figure 3.3.5: Cuba St Typology

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.

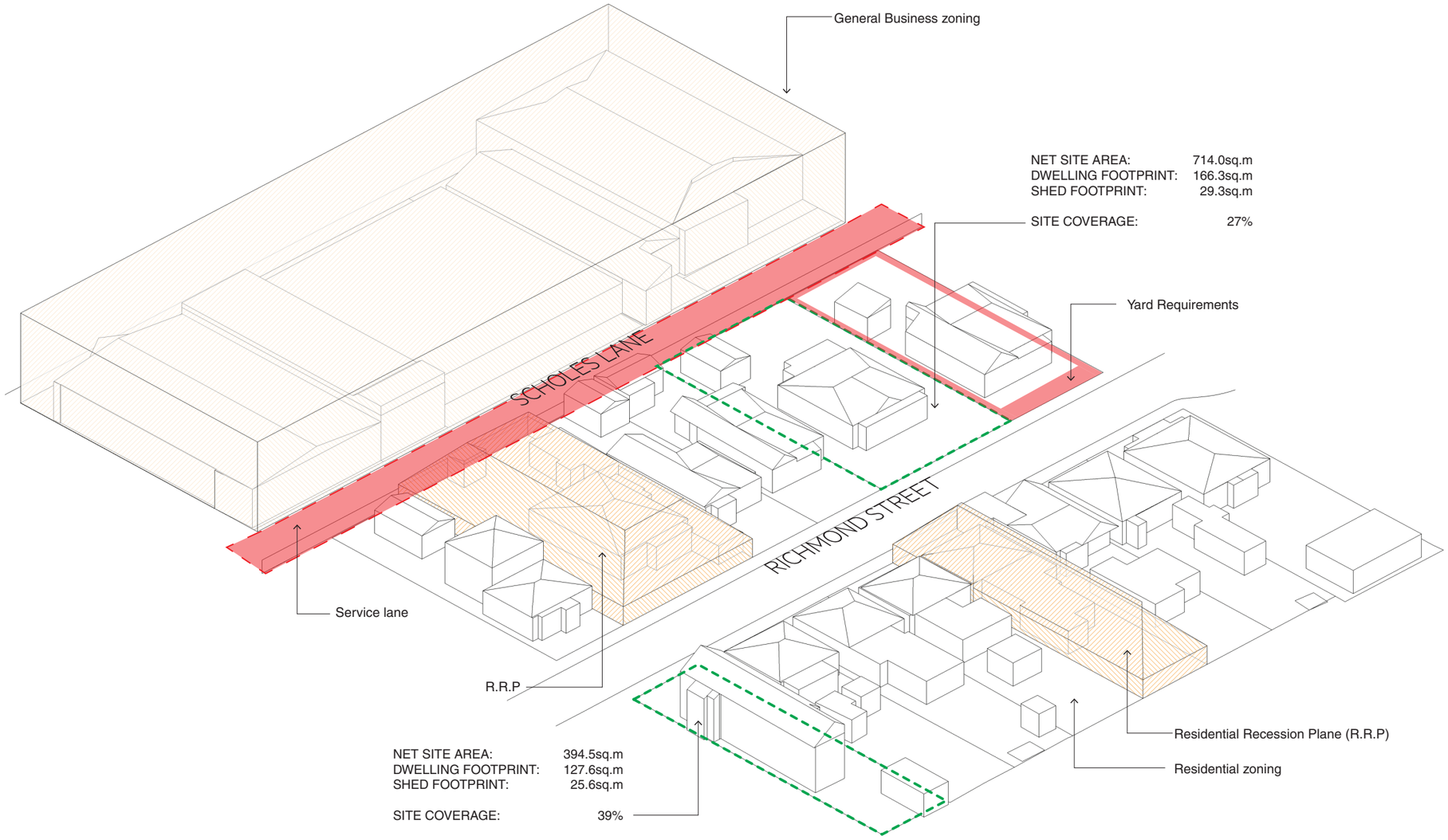


Figure 3.3.6: Scholes Ln Typology

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 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.



Figure 4.1.3: Amenity Provision

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.

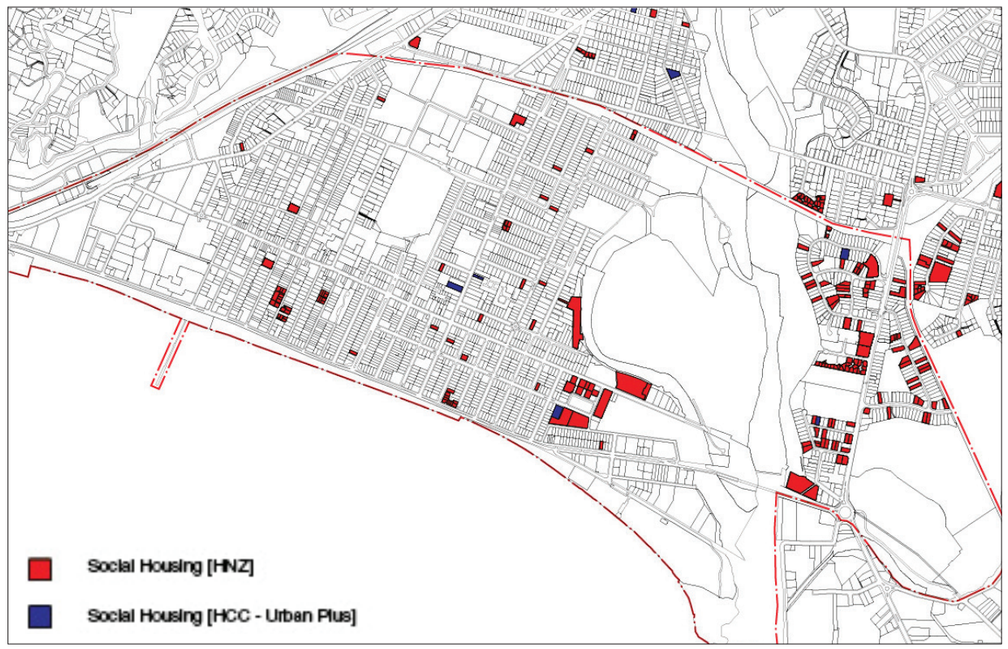


Figure 4.1.2: Social Housing

Figure 4.1.1: 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

5.2 Planned Infrastructure

Planned and potential changes to the road network are identified in the diagram at Figure 5.2.1 . These include the NZTA highway linking Petone to Tawa/Porirua at Granada (P2G), and the Cross Valley Link connecting SH2 east to Petone, Seaview/Gracefield, parts of Lower Hutt, Eastern Bays and Wainuiomata.

The P2G link is in advanced stages of feasibility testing and a preferred route has been confirmed. It is intended to "significantly alleviate congestion on the busiest part of the Wellington Northern Corridor between Grenada and Wellington. It will play an important role in optimising the rest of the Wellington Northern Corridor by helping the benefits of the other sections to be fully realised" (NZTA). The link will be an 80km/hr four lane road (two lanes each way) with crawler lane, median barrier and potential provision for cyclists (unconfirmed). The principal implication for the Petone study area is greatly enhanced accessibility of the Petone west gateway (Area 2). This will reinforce the viability of this location for regional destination retail and offer improved commuter opportunities supporting Petone's residential areas.

The Cross Valley Link (CVL) has no designation in the District Plan and is in very early stages of consideration with investigations due to begin in 2017. The location of this link has not been considered and the diagram simply expresses the consultants' view of how the CVL might form a connection east to west. The CVL would enable maximum benefit from the P2G link and improve accessibility for industrial/logistics areas at Seaview/Gracefield. The CVL would most likely have a net positive impact on The Esplanade through the removal of heavy traffic (trucks) and enable significant streetscape improvements, pedestrian crossings and carriageway redefinition to take place. Other implications might include increased traffic along Randwick Road should this connect CVL with Seaview/Gracefield. Alternatively, a new road might be built to service this traffic movement.



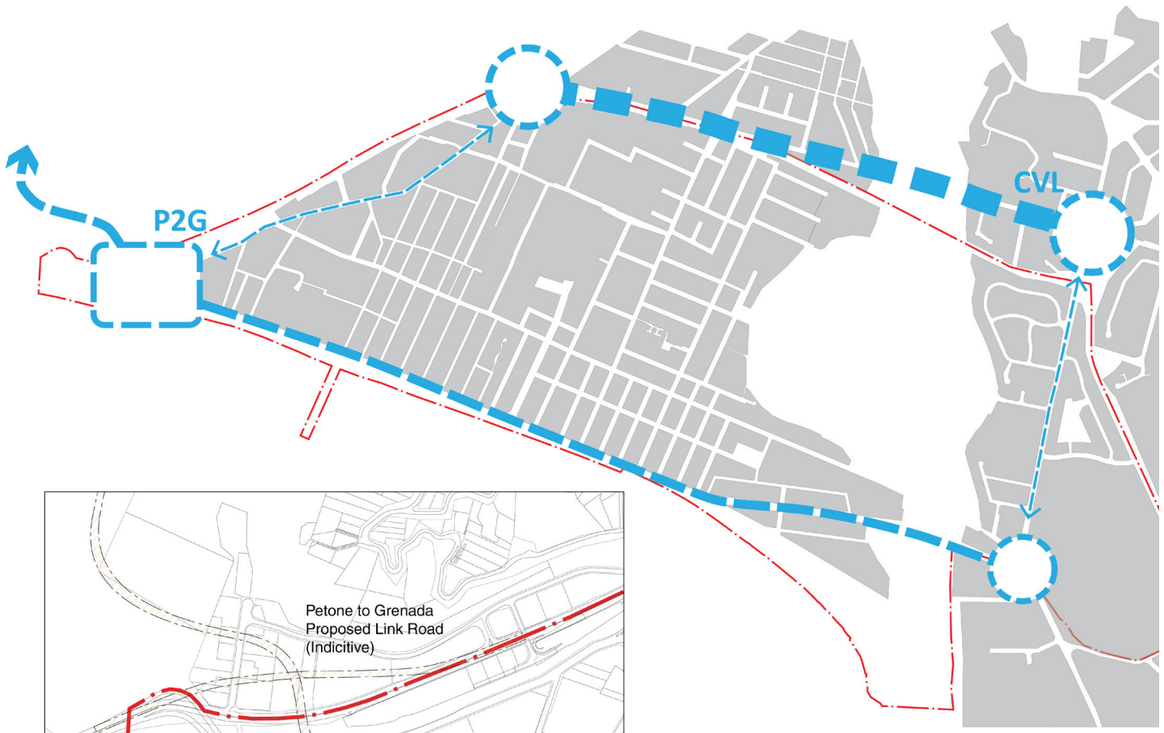


Figure 5.2.1: Planned Infrastructure

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

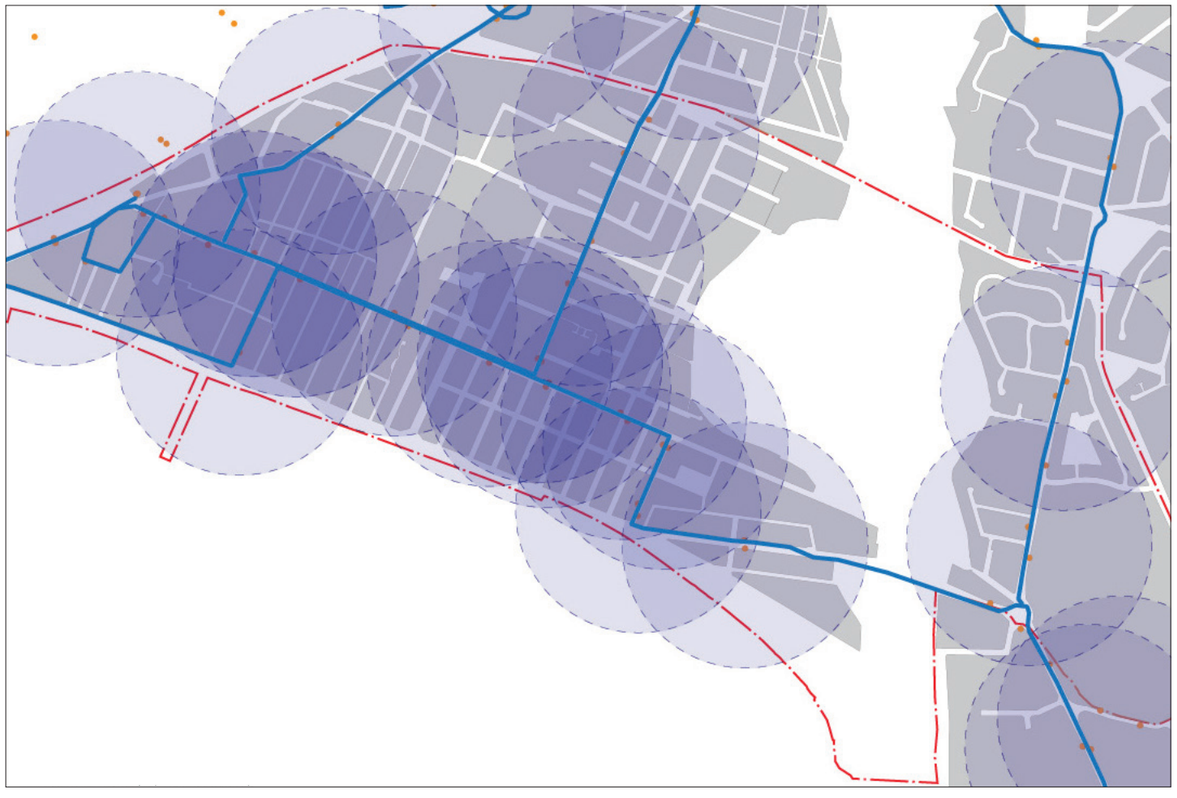


Figure 5.3.2: Bus Stops and 5minute (400m) walk distance

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

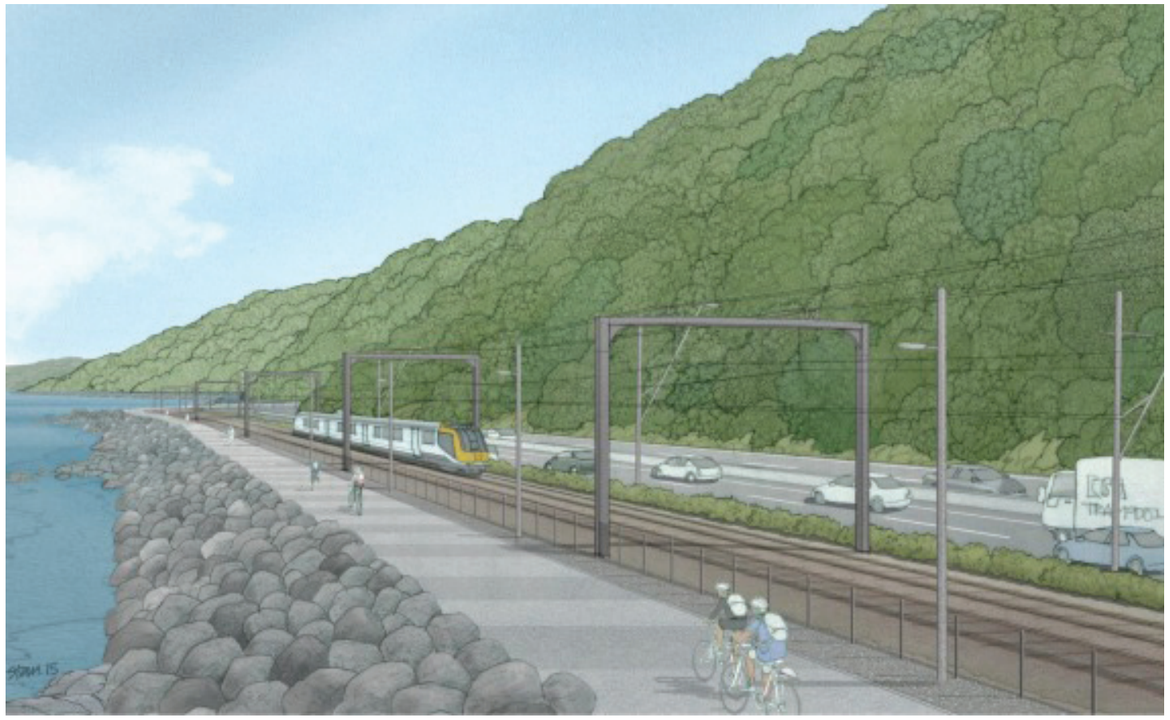


Figure 5.4.2: Ngauranga Gorge to Petone shared cycle and pedestrian walkway

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

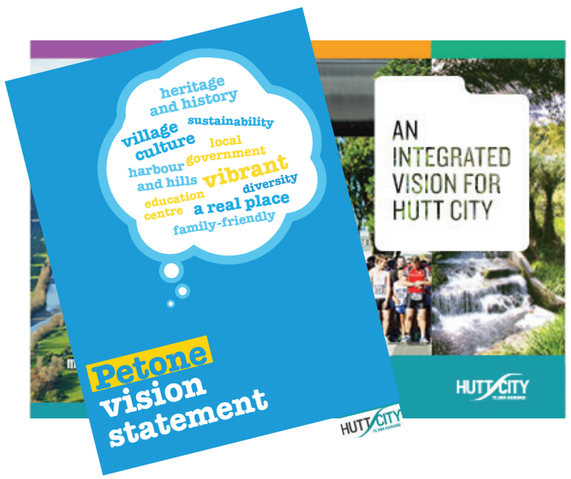
Another set of analytical categories is place-based. It includes streets, districts and other spatial entities that locate important planning issues and development initiatives:

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
Heritage & Character Investment is welcomed Safeguards ensure sympathetic change Reinforce existing character and scale	**Heritage & Character** Heritage makes Petone unique Preserve heritage & character	**Heritage & Character** Memorable business/retail centres		
Managed Change 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	**Managed Change** Mixes apartments with village setting	**Managed Change** Low-rise apartments Sympathetic to look and feel Higher density subject to design guides	**Managed Change** "Catastrophic subsidence" possible 440-year flood could be 50-year event Risk increases with further investment Region needs more water by 2035	**Managed Change** Community assists planning & design
Real Place Diversity is encouraged	**Real Place** Petone is eclectic and diverse	**Real Place** Improve housing affordability		**Real Place** Community facilities build community
Vibrant Village Culture Attractive to families Retain small businesses Retain less well-off Retain working-class roots Create a Cultural Heart Promote walking, cycling & PT More attention to design quality and fit	**Vibrant Village Culture** Petone is a "Boutique Destination" Promote Petone as "vibrant village" Small to medium sized enterprises High-end shopping & bargains Develop "third space" for community Connect Jackson St & Esplanade Accessible by public transport	**Vibrant Village Culture** Anchor sense of place Commercial and retail hub		**Vibrant Village Culture** Community facilities add value to city Libraries provide valued civic spaces Libraries sit at the community's heart

SPATIAL PLAN ISSUES

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?

COMMUNITY FACILITIES PLAN	VALLEY FLOOR RESERVES REVIEW	VISION SEAVIEW GRACEFIELD	HUTT CITY DISTRICT PLAN	JACKSON STREET STUDY
			Heritage & Character Distinctive form, style and character Alterations are restricted discretionary Design performance standards apply Protect Historic Retail Precinct	**Heritage & Character** 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
Managed Change Hubs sited to avoid negative impacts			**Managed Change** 10m height limit Retail activities less than 1000m2 Small scale commercial activities Residential above ground level Hazards versus risk of lost investment	**Managed Change** Clearer expectations for new buildings
Real Place Establishing hub builds community	**Real Place** Jackson St has no community reserves			
Vibrant Village Culture Community hubs rejuvenate the city Hubs compensate for declining retail Hubs are clustered with other assets Hubs linked to retail centres & parks Hubs are served by public transport Hubs contribute to place making Hubs often based on library or school	**Vibrant Village Culture** Sportsville model for Petone Rec Petone reserves flexible open spaces Broader range of uses on Petone Rec		**Vibrant Village Culture** Enhance gateway experience Areas 1 and 2 are complementary Residential activities provide vitality Protect local residential amenity	

SPATIAL PLAN ISSUES

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 ACTIVITY AREA (AREA 2)

PETONE VISION	HUTT CITY INTEGRATED VISION	HUTT CITY GROWTH STRATEGY	INFRASTRUCTURE STRATEGY	LEISURE AND WELLBEING
Heritage & Character Iwi re-establish links to important sites Maori history is a defining element Collaborate with Te Ati Awa and Tenths	**Heritage & Character** Tangata whenua involvement	**Heritage & Character** Memorable business/retail centres		
Managed Change 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	**Managed Change** Establish gateway to Petone Office development not industrial	**Managed Change** Higher density subject to design guides Review SH2/Korokoro entrance Good urban design for SH2 interchange Enhanced amenity at gateway	**Managed Change** “Catastrophic subsidence” possible 440-year flood could be 50-year event Risk increases with further investment New strategies for storm water required	
Real Place Diversity is encouraged Investment in urban design		**Real Place** Multi-storey apartments permitted		
Vibrant Village Culture Retain small businesses Engage harbour Promote walking, cycling & PT More attention to design quality and fit Housing part of mixed-use development	**Vibrant Village Culture** Petone is a “Destination” Mixed use including apartments Connect Jackson St & Esplanade Foreshore makes Petone unique Beautification of The Esplanade	**Vibrant Village Culture** Mixture of activities encouraged Commercial and retail hub Regional aquatic recreation hub “Urban upgrade” Public space improvements Attractive environment for residents		**Vibrant Village Culture** Recreation facilities add value to city Facilities attract families, home buyers Facilities attract developers Petone West possible regional hub

SPATIAL PLAN ISSUES

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.

COMMUNITY FACILITIES PLAN	VALLEY FLOOR RESERVES REVIEW	VISION SEAVIEW GRACEFIELD	HUTT CITY DISTRICT PLAN	JACKSON STREET STUDY
Heritage & Character Water sports hub planned at Korokoro Collaboration with Mana Whenua Cultural activities accommodated			**Heritage & Character** Consistent with context and locality Protect urupa	**Heritage & Character** Lack of overall vision for Jackson Street More consistent streetscape & sections
		Managed Change Complementary activities needed	**Managed Change** 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 & mitigate risk Hazards versus risk of lost investment	
Real Place Family activities at water sports hub				
Vibrant Village Culture Hubs are clustered with other assets Hubs linked to retail centres & parks Hubs are served by public transport Opportunity for multi-use facility	**Vibrant Village Culture** Area 1 has no green public space Needs public & 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		**Vibrant Village Culture** Multi-storey construction Complementarity between Areas 1 & 2 Flexibility creates vibrant area Residential activities provide vitality Protect local residential amenity	**Vibrant Village Culture** West end Jackson Street less vibrant Enhance visual links to foreshore

SPATIAL PLAN ISSUES

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 ACTIVITY AREA

PETONE VISION	HUTT CITY INTEGRATED VISION	HUTT CITY GROWTH STRATEGY	INFRASTRUCTURE STRATEGY	LEISURE AND WELLBEING
Heritage & Character Investment is welcomed Safeguards ensure sympathetic change Reinforce existing character and scale	**Heritage & Character** Heritage makes Petone unique Preserve heritage & character Heritage/character homes a strength	**Heritage & Character** Reinforce heritage look & feel		
Managed Change 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	**Managed Change** Mixes apartments with village setting	**Managed Change** Targeted infill & intensification Multi-unit development is permitted Higher density subject to design guides Proximity to transport & other amenities Reduce concentration of State housing	**Managed Change** “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	**Managed Change** Community assists planning & design Need for open space rises with density Reserves change to meet new needs
Real Place Diversity is encouraged Long-term residents remain in place Sense of community is maintained	**Real Place** Petone is eclectic & diverse Supportive community is distinctive	**Real Place** Improve housing affordability		**Real Place** Facilities prioritised in deprivation areas Areas of deprivation need open space Services & facilities build human capital Community facilities build community
Vibrant Village Culture Attractive to families Place for the less well-off Working-class roots are retained Promote walking, cycling & PT More attention to design quality and fit Engage harbour and river	**Vibrant Village Culture** Promote Petone as “vibrant village” Petone is a “Residential Village” Range of schools is distinctive	**Vibrant Village Culture** Home of choice for families Public space improvements More street trees More retirement villages		**Vibrant Village Culture** Facilities attract families, home buyers Neighbourhood reserves often poor Facilities create opportunities to gather

SPATIAL PLAN ISSUES

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.

COMMUNITY FACILITIES PLAN	VALLEY FLOOR RESERVES REVIEW	VISION SEAVIEW GRACEFIELD	HUTT CITY DISTRICT PLAN	JACKSON STREET STUDY
			Heritage & Character Maintain & enhance character New buildings appropriate to context Retain vegetation	
Managed Change Hubs must have good fit with context Hubs sited to avoid negative impacts		**Managed Change** Housing competes for scarce flat land Avoid reverse sensitivity issues Retain natural/open space buffers	**Managed Change** Smaller lots, greater coverage Multi-unit development permitted Control height, scale, intensity, location Med Density Housing Design Guide	
Real Place Hubs prioritised in areas of deprivation Establishing a hub builds community Hubs provide facilities for families	**Real Place** Petone reserves often cater to niches			
Vibrant Village Culture 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	**Vibrant Village Culture** Outdoor spaces within developments Neighbourhood uses within reserves Improved public space; street trees Improve access to Petone Rec New & upgraded recreational pathways More attractive Te Mome Stream More attractive river banks	**Vibrant Village Culture** Hutt Park “great outdoor green space” Hutt Park good outdoor events venue Hutt Park could be high-quality space		**Vibrant Village Culture** Good north-south connectivity Poor east-west connectivity Enhanced links Jackson St to foreshore

SPATIAL PLAN ISSUES

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

PETONE VISION	HUTT CITY INTEGRATED VISION	HUTT CITY GROWTH STRATEGY	INFRASTRUCTURE STRATEGY	LEISURE AND WELLBEING
Heritage & Character Safeguards ensure sympathetic change Reinforce existing character and scale	**Heritage & Character** Safeguards ensure sympathetic change Reinforce existing character and scale	**Heritage & Character** Memorable business/retail centres	**Heritage & Character** Awamutu Stream widened & deepened	
Managed Change 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		**Managed Change** Trend to smaller households Targeted infill & intensification Higher density subject to design guides Sympathetic to look and feel Proximity to transport & other amenities State housing often low land utilisation Reduce concentration of State housing Work with NZTA on Cross Valley Link	**Managed Change** “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	**Managed Change** Community assists planning & design Need for open space rises with density Reserves change to meet new needs
Real Place Diversity is encouraged Long-term residents remain in place Sense of community is maintained	**Real Place** Affordable living; community spirit Kindergarten & primary school Local churches Moera marae	**Real Place** Increasing housing affordability issue Growing number of retired people		**Real Place** Facilities prioritised in deprivation areas Areas of deprivation need open space Services & facilities build human capital Community facilities build community
Vibrant Village Culture Attractive to families Place for the less well-off Working-class roots are retained Small scale commercial & retail Promote walking, cycling & PT Better connections with river	**Vibrant Village Culture** “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	**Vibrant Village Culture** 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	**Vibrant Village Culture** Upgrade to stop banks underway	**Vibrant Village Culture** 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

SPATIAL PLAN ISSUES

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.

COMMUNITY FACILITIES PLAN	VALLEY FLOOR RESERVES REVIEW	VISION SEAVIEW GRACEFIELD	HUTT CITY DISTRICT PLAN	JACKSON STREET STUDY
		Heritage & Character Identify potential wetlands on streams	Heritage & Character Maintain & enhance character New buildings appropriate to context	
		Managed Change 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	Managed Change 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	
Real Place Hubs prioritised in areas of deprivation Establishing a hub builds community	Real Place Deprivation areas have reserves nearby Petone reserves often cater to niches Neighbourhood uses within reserves			
Vibrant Village Culture Moera below 5,000 threshold for hub Hubs should be well distributed	Vibrant Village Culture Sports fields can be used informally Improved public space; street trees Public reserves better connected Loop paths of various lengths New & upgraded recreational pathways More attractive river banks; river access Opportunities for "linear recreation"	Vibrant Village Culture Improve & 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		

SPATIAL PLAN ISSUES

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

PETONE VISION	HUTT CITY INTEGRATED VISION	HUTT CITY GROWTH STRATEGY	INFRASTRUCTURE STRATEGY	LEISURE AND WELLBEING
Heritage & Character 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	**Heritage & Character** Preserve heritage & character Wharf maintenance Establish gateway to Petone Foreshore helps make Petone unique		**Heritage & Character** Climate change damages wharf	**Heritage & Character** Petone Settlers Museum Nationally significant site
Managed Change 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 & PT more attractive Roading changes improve local amenity Esplanade improvements	**Managed Change** Need to beautify Esplanade Foreshore improvements rely on CVL Resolve traffic congestion	**Managed Change** 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	**Managed Change** “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	
Real Place Long-term residents remain in place Sense of community is maintained Investment in urban design		**Real Place** Multi-storey apartments in Petone West		
Vibrant Village Culture Promote walking, cycling & PT More attention to design quality and fit Petone engages with harbour Esplanade upgrade gives harbour link Links between foreshore & Jackson St	**Vibrant Village Culture** Connect Jackson St & Esplanade Foreshore makes Petone unique Beautification of The Esplanade	**Vibrant Village Culture** Public space improvements Comprehensive cycling network Regional aquatic recreation hub “Urban upgrade” at Petone West Public space improvements		**Vibrant Village Culture** Petone West possible regional hub Encourage more people walk & cycle

SPATIAL PLAN ISSUES

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.

COMMUNITY FACILITIES PLAN	VALLEY FLOOR RESERVES REVIEW	VISION SEAVIEW GRACEFIELD	HUTT CITY DISTRICT PLAN	JACKSON STREET STUDY
Heritage & Character Water sports hub planned at Korokoro Collaboration with Mana Whenua Cultural activities accommodated	**Heritage & Character** Three separate reserves Te Puni / Petone Foreshore / Hikoikoi Beach & dune restoration on foreshore Korokoro Stream compromised Narrow foreshore dominated by parking		**Heritage & Character** Maintain & enhance character Need to avoid monotonous buildings Built edge contrasts with panorama Setback from urupa	
Managed Change Need more analysis of water sports hub	**Managed Change** Esplanade blocks access to foreshore Frequent pedestrian crossings needed Shift emphasis from car to pedestrian Foreshore is amenity for higher density	**Managed Change** Traffic congestion reduces efficiency Potential for alternative transport modes Seaview rail line could be revived	**Managed Change** 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)	
	Real Place Diverse cultures need variety of spaces Neighbourhood uses within reserves			
Vibrant Village Culture Hubs are clustered with other assets Hubs linked to retail centres & parks Hubs are served by public transport Hubs contribute to place making	**Vibrant Village Culture** 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	**Vibrant Village Culture** Junction Great Harbour Way/River Trail	**Vibrant Village Culture** Doors and windows address Esplanade Flexibility creates vibrant area Residential activities provide vitality Protect local residential amenity	**Vibrant Village Culture** Enhanced links Jackson St to foreshore

SPATIAL PLAN ISSUES

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.

C OPPORTUNITIES AND CONSTRAINTS

7 Key Opportunities and Constraints

7 Key Opportunities and Constraints

7.1 Natural Hazards

The data referred to in this section including the diagrams at Figures 7.1.1 to 7.1.6 have been informed by published information prepared by GWRC's Flood Protection Group, Parliamentary Commissioner for the Environment, GNS Science, and HCC. These sources indicate a range of natural hazards and associated risks exist across the Petone study area and include:

- Flood
- Tsunami
- Seismic event
- Liquefaction
- Climate Change - Sea level rise, storm event

At the time of writing this report, updates to various hazard data were being prepared including a Regional Hazard Strategy (GWRC) addressing a range of issues including ground water and flood (previous 2001 flood modelling data is being revised). HCC have recently commissioned GNS Science to provide a comprehensive review of hazard information in order to inform HCC District Plan policy.

Flood

Three water courses affect the flood hazard for the Petone Spatial plan area and as identified in Figures 7.1.1 and 7.1.2. These include:

- Hutt River
- Koro Koro Stream
- Waiwhetu Stream

The 2001 Hutt River Flood Management Plan is a 40yr programme to reduce the effects of flooding from the Hutt River. Discussions with GWRC highlighted the following:

- Current stop banks above Ava are designed to a 2800 cumec design standard / 1 in 440yr return event.
- The Estuary Bridge-to-Ava (east bank) area is designed for 2100 cumecs / 1 in 100 yr return event and the West bank for a 1 in 100 yr return event.
- Port Road is only designed for 1,600 cumecs, less than a 1 in 100yr rtn event.
- The lower estuary has a 1 in 100 yr return standard.
- Waiwhetu Stream - previous work undertaken to widen/deepen the stream to improve capacity. However, protection is only up to a 40yr event.
- Koro Koro Stream – main issue includes the water path under built up areas and roading.

Tsunmai

The report by GNS Science identifies Tsunami hazards based on 2013 studies. Figure 7.1.3 describes the tsunami evacuation zones produced by Leonard et. al. 2008 for Wellington Region Emergency Management Office 2013 and reproduced by GNS Science. The red zones represent the highest risk and is "the first place people should evacuate from in any sort of tsunami warning". The orange zone is an area to evacuate in "most if not all warnings". Near source tsunamis can be evacuated to vertical structures but as yet there are "no certified tsunami evacuation buildings located in Petone West".

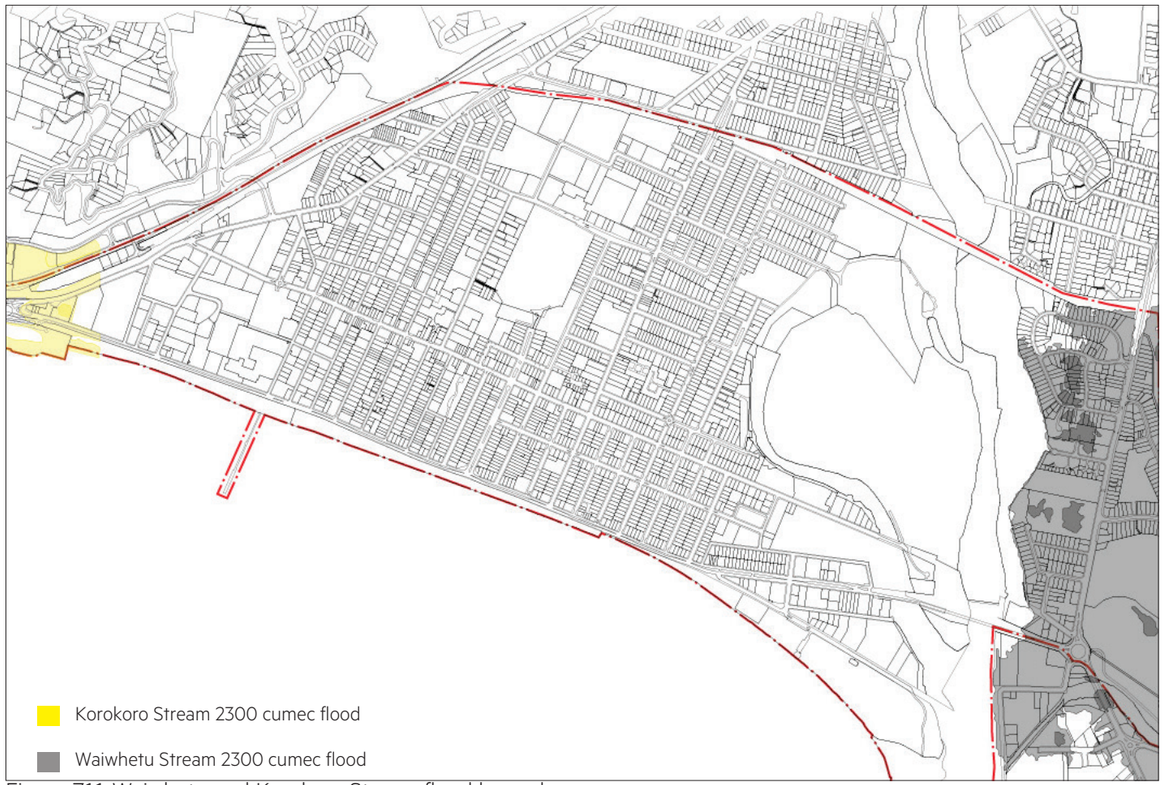


Figure 7.1.1: Waiwhetu and Korokoro Stream flood hazard

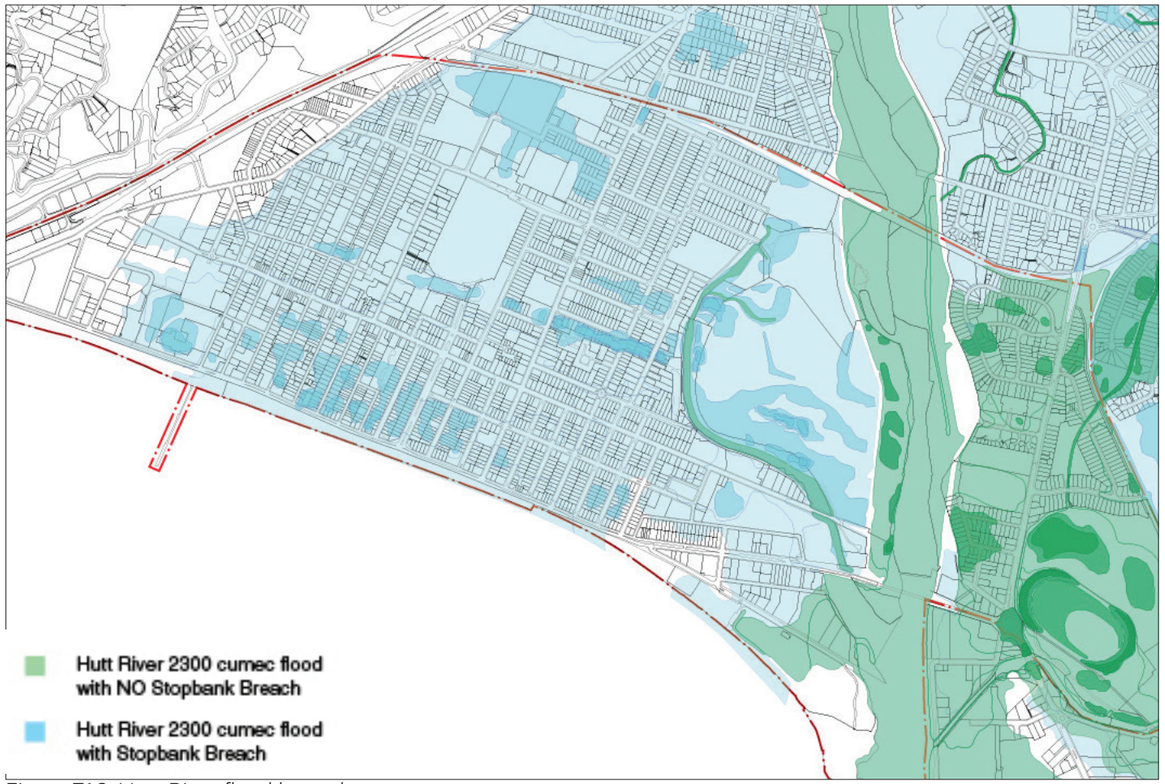


Figure 7.1.2: Hutt River flood hazard

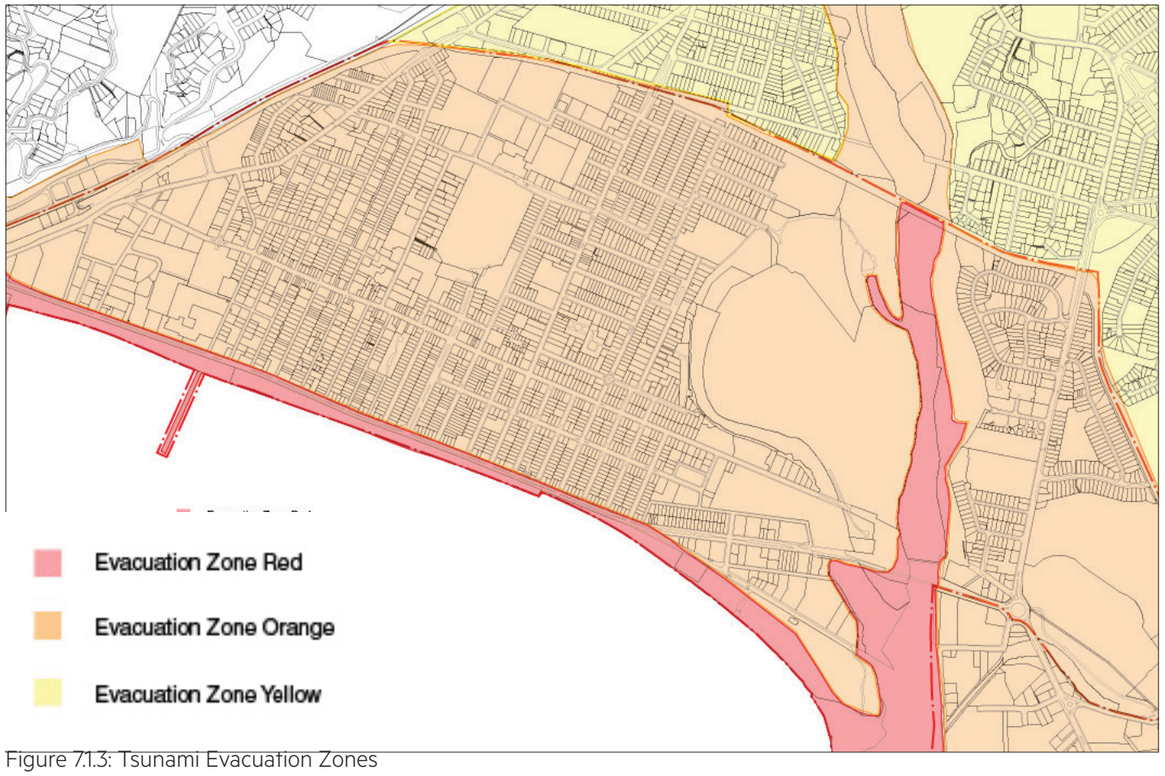


Figure 7.1.3: Tsunami Evacuation Zones

Seismic Event

As identified in the GNS report the Wellington region includes the fault line between the Pacific and Australian plates and in particular the subduction interface between those plates (see Figure 7.1.4). It is stated that the likelihood of a Wellington Fault earthquake (7.5 magnitude) occurring within the next 100yrs is approximately 10-15% (Rhoades, 2011). In a Wellington Fault event the Hutt City could experience subsidence of up to 1.2m at Petone West. The District Plan designates a Wellington Faultline Special Study Area running through the western part of the study area that describes a 150m wide band (75m either side of the inferred position of the faultline). In this area all new buildings require a Resource Consent as a Discretionary Activity (Restricted) and must be more than 20m from the faultline. There are no Rules limiting activities within this zone.

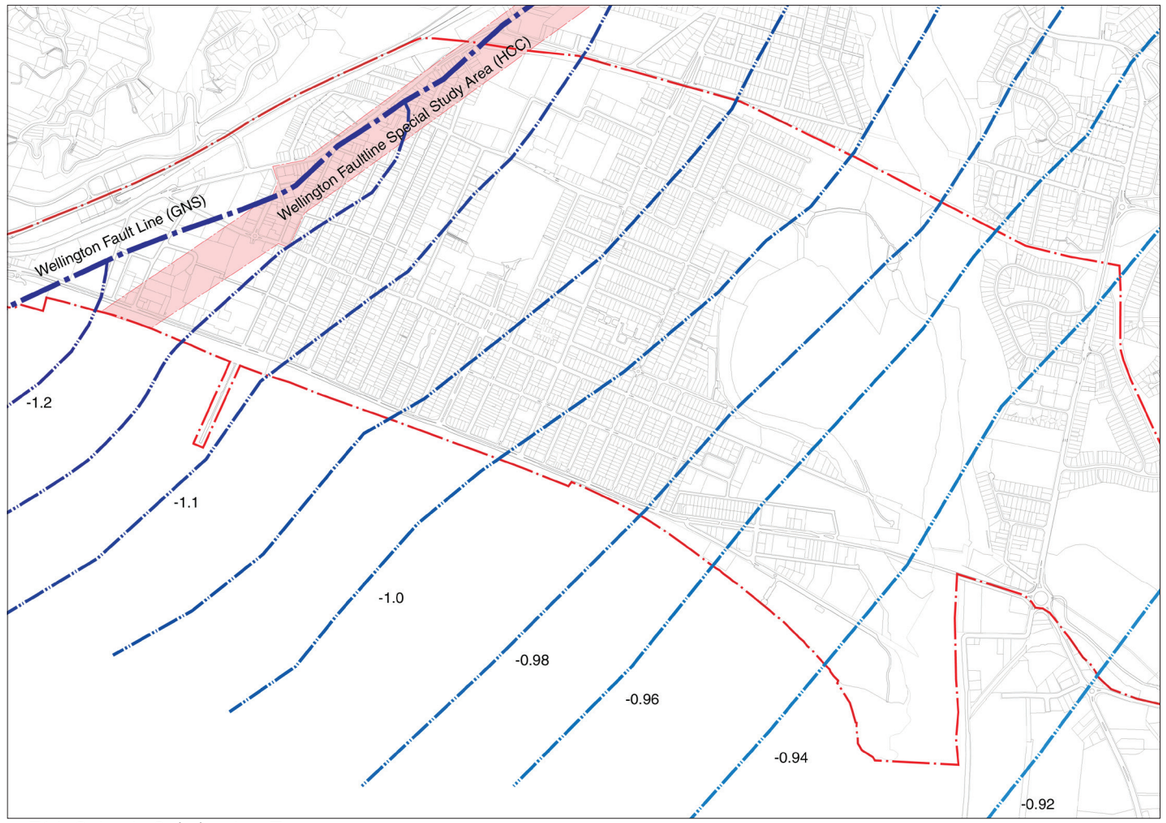


Figure 7.1.4: Seismic Subduction Zones

Liquefaction

Ground classifications for the Hutt Valley influence ground shaking which has implications for liquefaction potential. GNS identify the liquefaction potential based on a study by Beetham et. al., 2012 as shown in Figure 7.1.5. Technical Category (TC) areas have been assigned to describe how land is expected to perform in future earthquakes along with corresponding foundation systems that would be required. No areas of 'very high' exist across the Petone study area but a 'high' classification is identified.

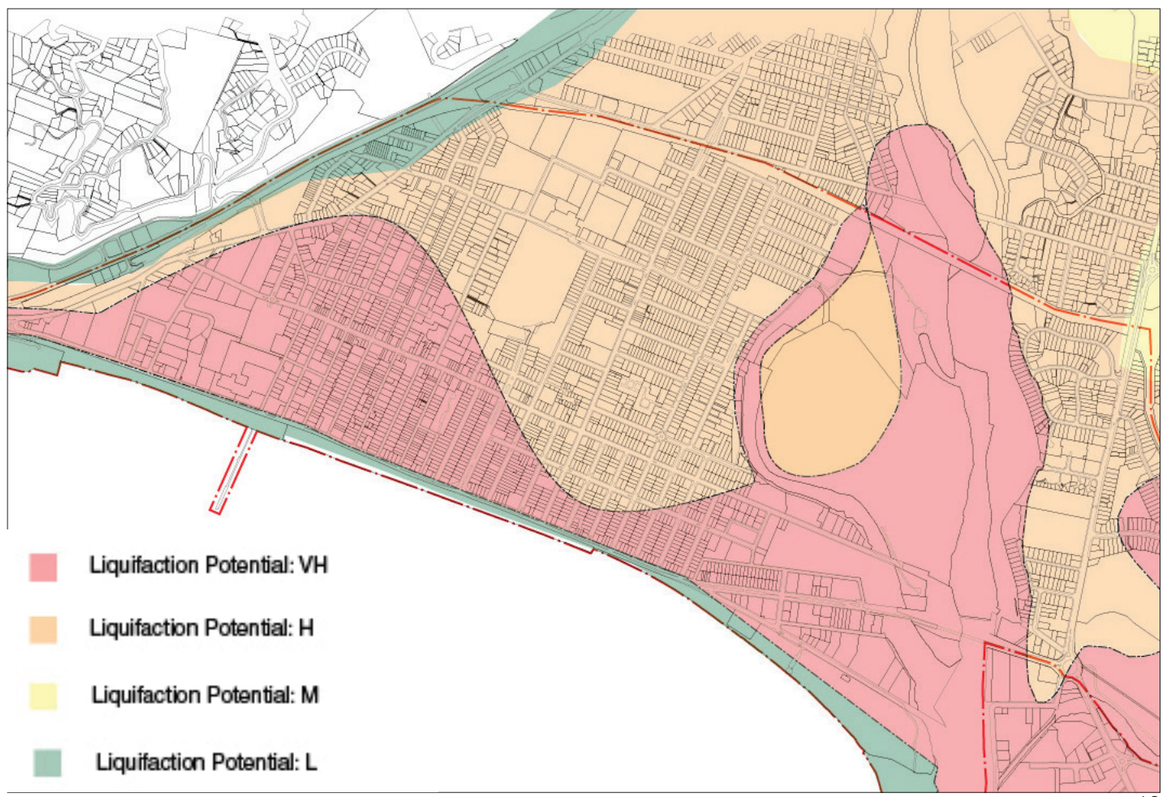


Figure 7.1.5: Liquefaction Potential

Climate Change

Sea level rise is "one of the main outcomes of climate change on Petone" (GNS Science). Sea level rise in Wellington is estimated at 2.03mm/yr., higher than other parts of the country (1.7mm/yr.). GNS state that all low lying areas are vulnerable to coastal / storm-tide flooding with implications for salt water intrusion into the Petone aquafer. Sea level rise amplifies this risk especially at locations around the mouth of the Hutt River, Petone West and other low-lying parts of Petone

Hazard Mapping Overlay

The diagram at Figure 7.1.6 overlays the various identified hazards and their rating scales to produce a composite picture for Petone. This notionally establishes three zones of combined risk (High, Medium and Low). Interestingly the area around North Park, Petone Rec, Cuba Street and east to William Street including that part of Jackson Street falls within a 'Low' risk zone and could be more appropriate for higher density, mixed use activities including residential intensification. It should be noted that this diagram is purely notional and also only reflects the 'no stop bank breach' flood condition.

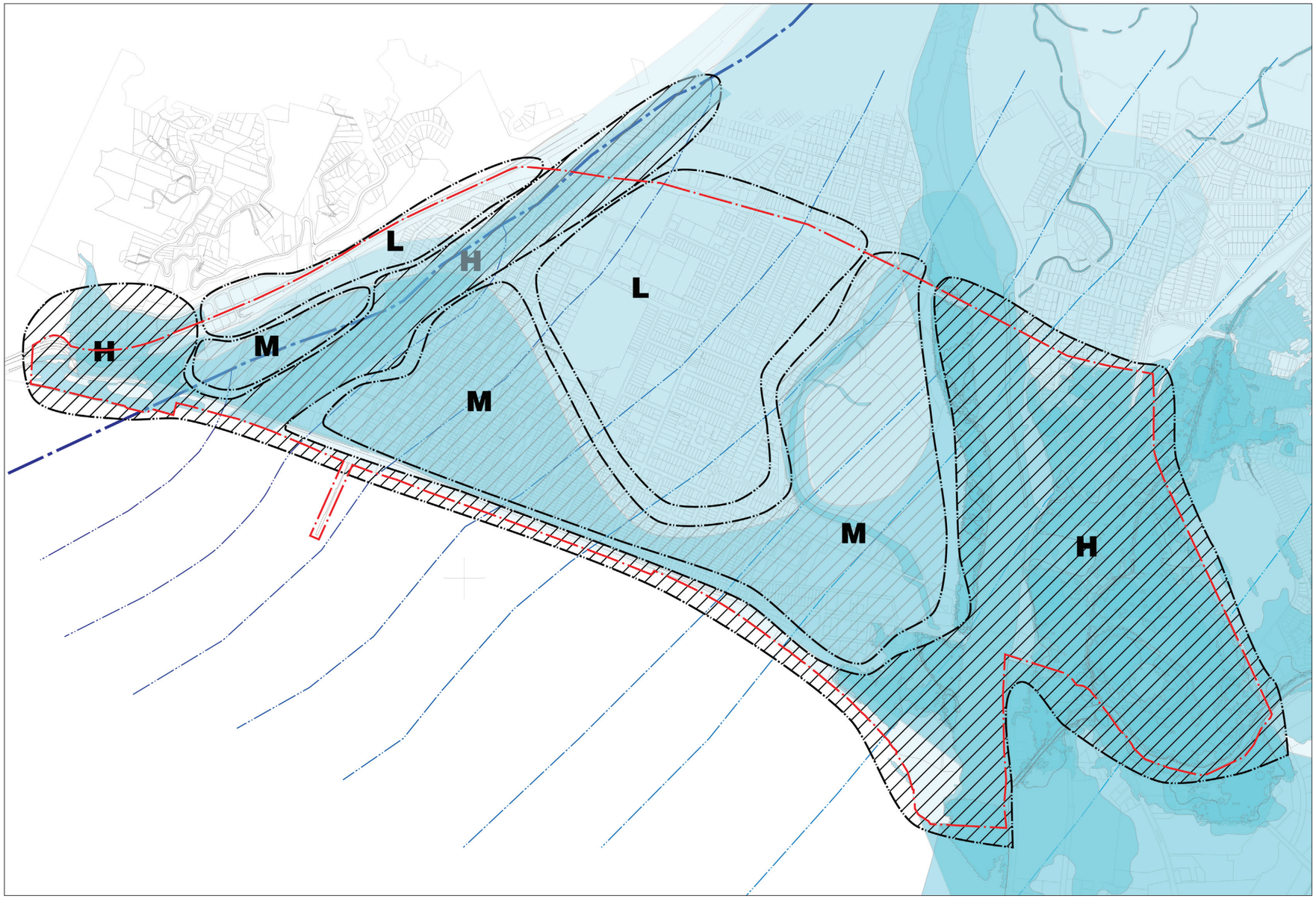


Figure 7.1.6: Hazard Mapping Overlay

7.2 Character sensitivity and Change

The previous character area evaluations (Section 3.2), townscape analysis (Section 2.2) and historical mapping (Section 2.1) have provided a comprehensive picture of the character and identity of Petone and have drawn out those aspects that give the area its own special identity. Drawing on this analytical material, a Townscape Sensitivity drawing has been produced at Figure 7.2.1. This seeks to identify, in general terms, the disposition of the areas of different townscape quality around Petone. Rather than do this in terms of High, Medium and Lower quality, it does so in terms of the value of each area in relation to change. Three categories have been used: Critical, Constant and Tradable, the definitions of which are as follows:

Critical: Those urban areas that are irreplaceable, particularly in terms of their quality and character, and which should therefore remain unchanged or virtually unchanged. (Typically those areas that contain features or qualities which hold historic significance and local distinctiveness, and which play an important role in defining distinctive local identity and in creating a high quality urban environment).

Constant: Those areas that contain elements or features that are important for their individual value and/or for their contribution to the wider whole, but where some changes may be acceptable if the overall character is maintained. (Typically those areas that contain features or qualities that are of lesser historic significance, but that nonetheless play a valuable role in defining local identity and in creating a good quality urban environment).

Tradable: Those areas that, in their current form, could potentially be sacrificed in return for other benefits. (Typically those areas of more commonplace character and with limited local identity and historic association).

In broad terms, it has been found that areas of earlier development tend to be the areas of higher townscape quality (Critical or Constant). This is because they tend to contain more interesting and consistent buildings and spatial patterns, a strong sense of identity, quality architectural detailing and cohesiveness. They are often of individual design and have a greater sense of history. It has also been found that townscape quality has, in general, diminished in more recent development and that some of the least valuable and distinctive urban environments were created in the latter part of the 20th century with some poor very recent examples.

The study has found that Critical areas in Petone are generally limited to Jackson Street, Riddlers Crescent, Patrick Street, Bay Street and North, Graham and Bracken Streets as well as Petone Rec.

Reference to the Townscape Sensitivity drawing shows that Constant areas are widespread and generally cover the majority of the older traditional housing stock between The Esplanade and Jackson Street and the area east of Cuba Street north to Ava Station.

The extent of Tradable areas is similarly well defined, covering a broad swathe of intermediate land including Area 2, The Esplanade, North Park and environs at Bouverie Street, the area around Waione Street and parts of Moera. This generally equates with extensive areas of mid to late 20th century development.

The drawing at Figure 7.2.2 overlays the District Plan designated MDRA areas which shows a clear conflict between the areas proposed for intensification and the areas of Critical or Constant Townscape Sensitivity. This matter is addressed further at Section 7.5 and Section 8.

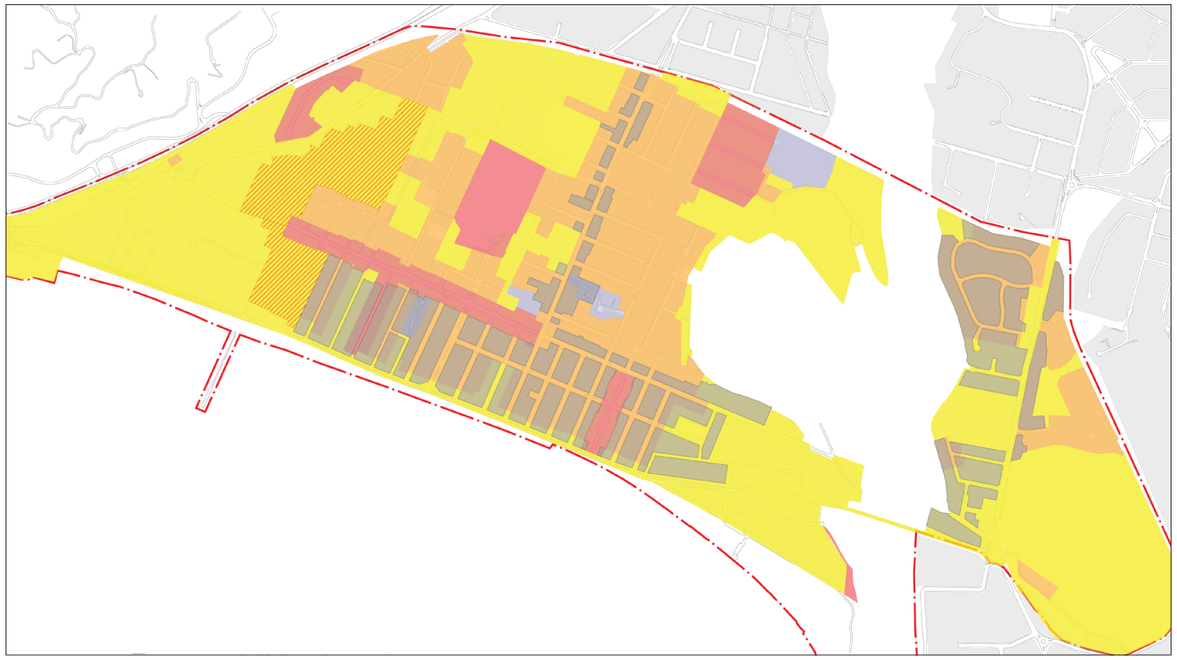


Figure 7.2.2: Townscape sensitivity with MDRA overlay

	Critical:	Elements of the urban environment that are irreplaceable, but vulnerable to damage or loss and should therefore remain largely unchanged.
	Constant:	Elements which are important for their individual value or for their contribution to a wider whole – some change may be acceptable and sustainable if the overall character is maintained.
	Tradeable:	Those elements which could potentially be sacrificed in return for other benefits.
	Set Piece:	Vulnerable to changes in character however level of quality is unremarkable
	Tradeable + :	Small Business Habitat, sensitive activity and grain for character of area

Figure 7.2.1: Townscape Sensitivity analysis

The diagram at Figure 7.3.1 presents the Strategic Opportunities recommended in Part 1 of this study. These have emerged through consultation with local stakeholders and the various analyses described throughout this report.

These opportunities are supported by proposals for the preservation and enhancement of character areas as identified in the Townscape Sensitivity drawing at Section 7.2 (above). Character areas are also addressed in the Residential Intensification proposals and Emerging Principles at Sections 7.5 and 8.0.

A clear and simple spatial structure is proposed. This includes three high quality, mixed use Gateways that celebrate arrival into Petone and identify commercial hubs. The Gateways are reinforced by a pair of cross-axes formed by Jackson Street and Cuba Street. Intensified and enhanced, the two axes help to articulate the street grid and provide a legible 'backbone' to Petone's central area. An enhanced Randwick Road serves a similar function in Moera.

Another component of spatial structure is the Amenity Corridor. This follows Buick Street and connects The Esplanade with Petone Rec. It continues into North Park with improved physical and visual connections across Udy Street. Compared with Cuba Street, the Amenity Corridor provides a more informal north-south pathway. It has a strong pedestrian orientation and diversifies the offer Petone makes to residents and visitors.

The Strategic Opportunities recognize the importance of high-quality open space and improved recreational access. A circuit of upgraded walking/cycling trails connects the Hutt River corridor with the Hikoikoi Reserve. This circuit is an integral part of the Eastern Gateway.

Throughout Petone the intrinsic value of the older, cohesive housing stock has been identified. This residential fabric is important because it contributes to the unique qualities that underpin Petone's identity. The opportunity exists to protect and enhance these areas of traditional housing and streetscape.

Strategic Opportunities

1 Intensification corridors
2 Western Gateway & Area 2 new spatial plan
3 Enhance Jackson St heritage and streetscape
4 Create attractive river destination
5 Eastern Gateway & new spatial plan
6 High quality recreational circuit
7 High quality pedestrian amenity corridor
8 The Esplanade and foreshore design study
9 Hutt Road improvement study
10 North Park Gateway & new spatial plan
11 Better links to Hutt River
12 High quality housing opportunity
13 Honiana Reserve and water sports hub
14 Hikoikoi Reserve & mixed use context
15 Possible Relocation of train station
16 Future recreational role for promontory
17 C.V.L & new east west boulevard

Enhance the character of traditional housing areas

Figure 7.3.1: Strategic Opportunities

PART 2

D THE SPATIAL PLAN

8 A New Spatial Plan
9 Project Initiatives

8 A New Spatial Plan

8.1 Overview

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

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

The PSP is developed and presented at two levels. Firstly an overall spatial framework is described across a series of layered strategies addressing key matters such as character, land use, movement, open space and so on. These articulate how the plan 'works' to create an integrated and coherent place, reflecting areas where growth may be best accommodated and how identity might be preserved and enhanced. The plan is supported by movement networks and other strategic infrastructure. These capture the current state of regional transport programmes.
Secondly, a range of project initiatives are identified that indicate how growth and change might be delivered on the ground, or conversely how certain areas might best be configured to preserve and enhance local character. Each of the initiatives is documented and described.

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

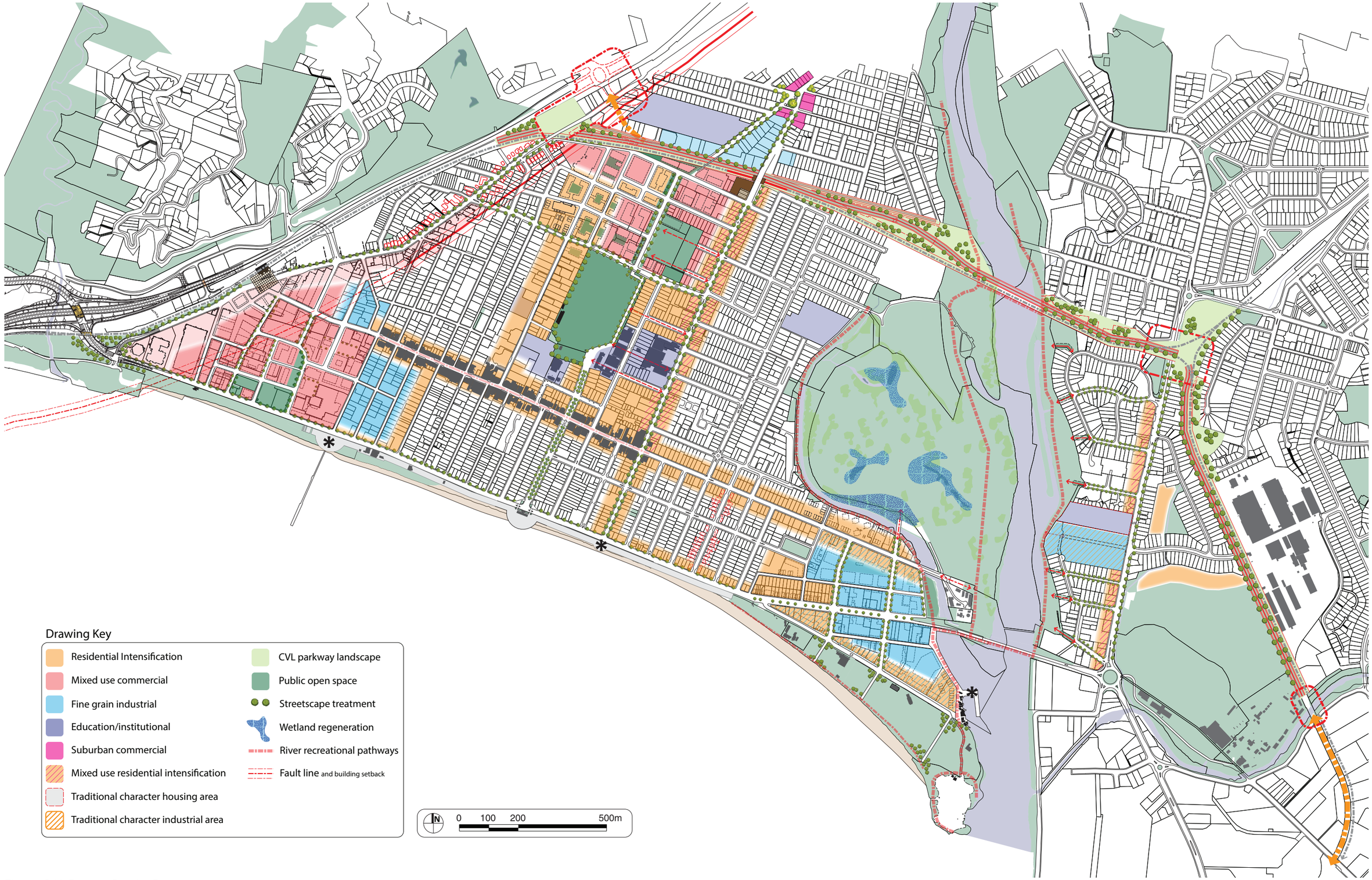


Figure 8.1.1: Petone Spatial Plan

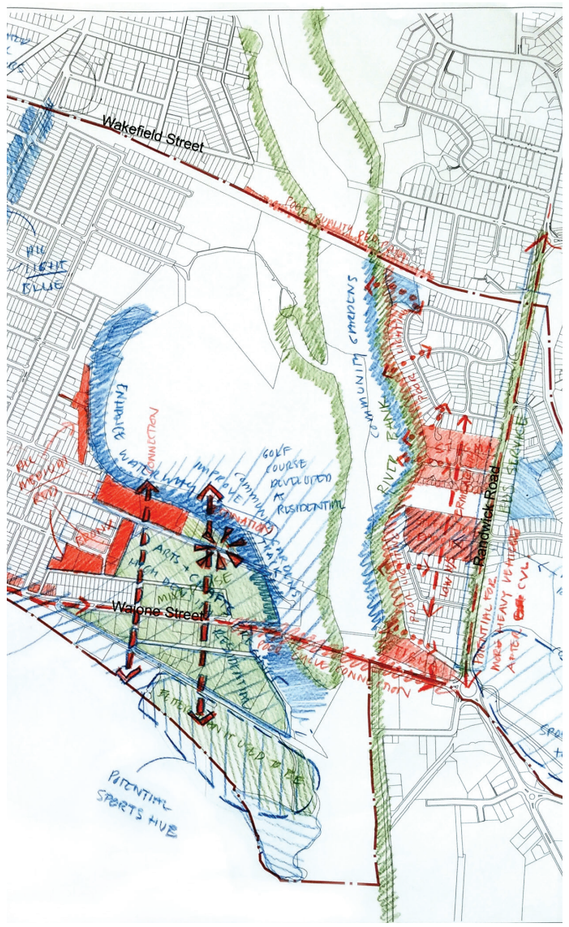
8.2 Community Aspirations

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

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

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

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



Capturing stakeholder workshop findings

Insights and Aspirations

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

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

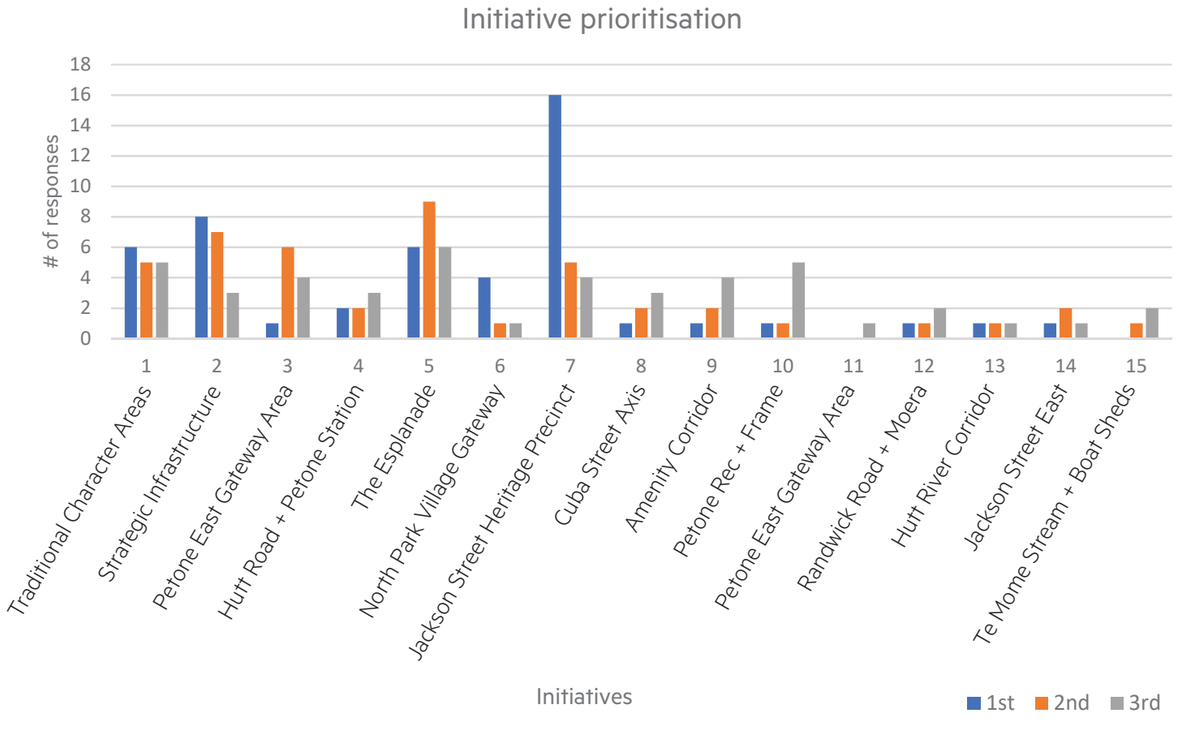
Prioritisation

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

Feedback and Ideas

This section focused on feedback for the proposed initiatives and invited any further ideas. Many of the responses dealt with additional details and specific areas of focus for the previously identified initiatives. Some of these included:

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





Stakeholder workshop 7th Dec 2016



Public Consultation 28th Jan 2017



Public Consultation 28th Jan 2017



Public Consultation 28th Jan 2017

8.3 Spatial Planning Principles

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

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

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



1 Reinforce Jackson Street as Heart of Petone



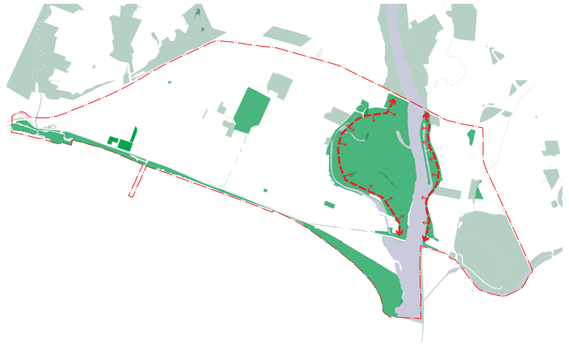
2 Establish Three Attractive Town Gateways



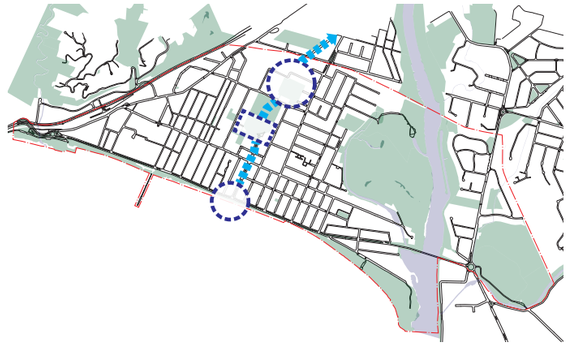
3 Intensify Key Corridors



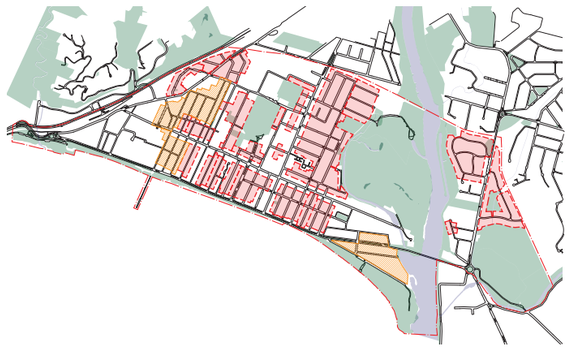
4 Revitalise The Esplanade and Foreshore



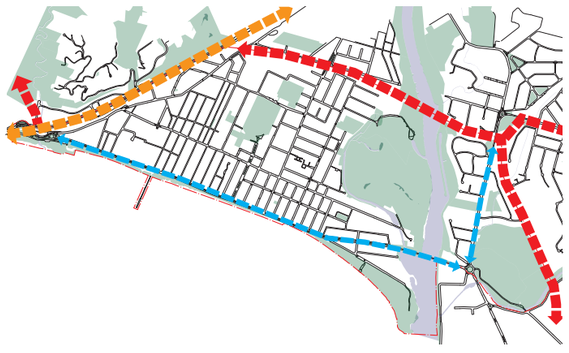
5 Enhance and Augment Petone's Green Open Spaces



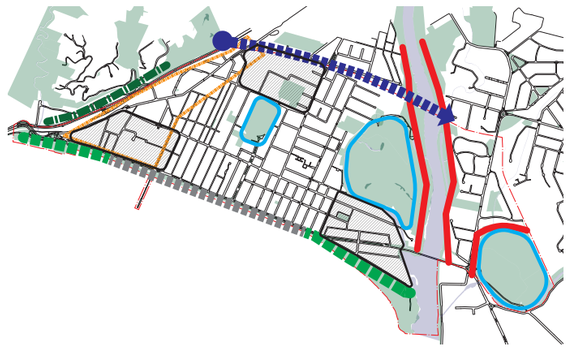
6 Create an Amenity Spine connecting The Esplanade to North Park Village



7 Enhance the Character of Traditional Housing and Employment Areas



8 Plan for and Leverage Improvement from Major Infrastructure Projects



9 Plan for Resilience and Expectant Design

Principle 1: Reinforce Jackson Street as Heart of Petone

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

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

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



1 Reinforce Jackson Street as Heart of Petone



2 Establish Three Attractive Town Gateways

Principle 2: Establish Three Attractive Town Gateways

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

Petone West Gateway

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

Petone East Gateway

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

Petone North Park Village Gateway

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

Principle 3: Intensify Key Corridors

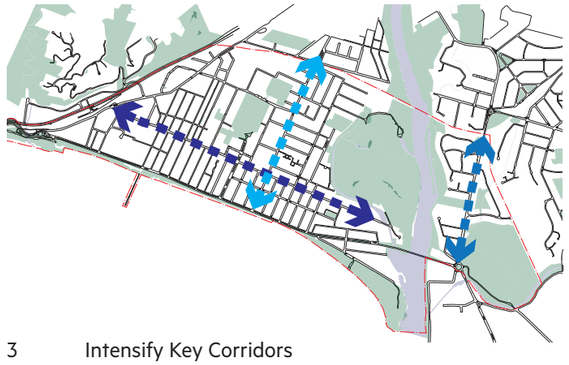
Three movement corridors are identified as key axes that provide structure, organisation and legibility to Petone. These corridors contain a mix of uses to varying degrees; provide a high order of movement and connectivity; and function as integrating spines for neighbourhood areas on either side. The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

Jackson Street

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

Cuba Street

- A Minor Distributor function as identified in the DP Roading Hierarchy.
- This route connects The Esplanade to Jackson Street and Alicetown. It is a principal N-S spine through central Petone.
- Development character is varied with a range of building styles and types though consistency exists across a range of characteristics.
- The high level of accessibility along this route, the presence of commercial activities and increasing multi-unit development suggest that Cuba Street could accommodate further intensification.



3 Intensify Key Corridors

Randwick Road

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

Principle 4: Revitalise the Foreshore and The Esplanade

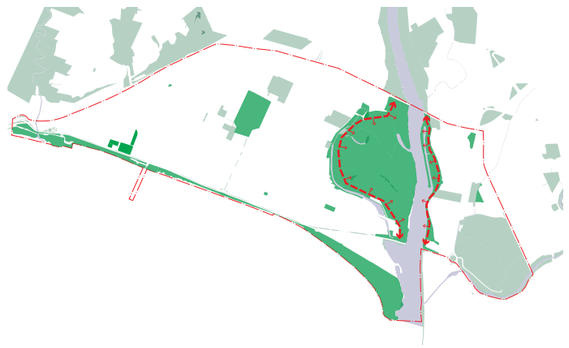
The foreshore is an extremely important component of Petone's identity and also offers a regional destination owing to its expansive views of Wellington Harbour. However, The Esplanade presents a barrier to foreshore access due to carriageway widths, streetscape design, limited crossings and traffic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

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

Principle 3 therefore establishes the revitalisation and enhancement of this part of Petone:
(i) the foreshore as a recreational space,
(ii) The Esplanade as an attractive city boulevard and
(iii) adjoining development as a high quality and active setting for the beach.



4 Revitalise the Foreshore and The Esplanade



5 Enhance and Augment Petone's Green Open Spaces

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

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

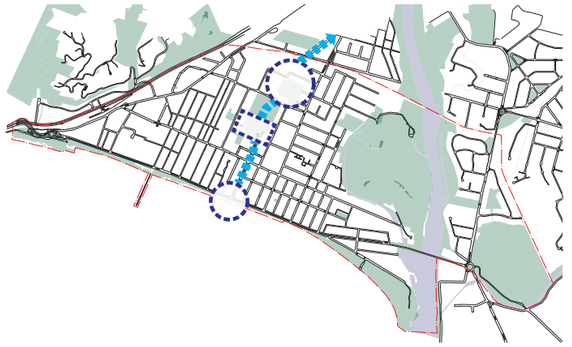
In general, access to and use of the principal spaces could be improved. Being located towards the edges of settlement reduces their accessibility to Petone residents. Some spaces have constricted access points of variable quality (e.g. connections from Moera to the river are weak). Petone Rec has significant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

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

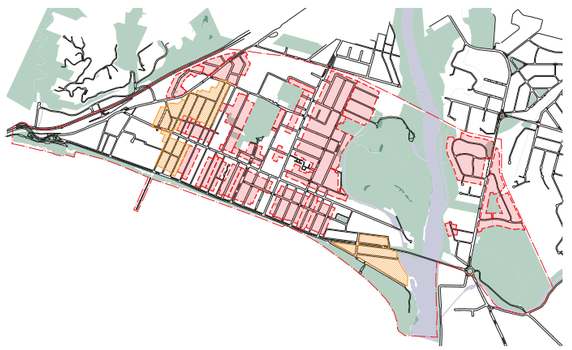
Petone's principal spatial pattern is that of an orthogonal street grid with notable exceptions (Area 2, North Park, Moera, river corridor). This street-based experience tends to limit the type of 'offer' that Petone makes to its residents and visitors. Most notably the dominant commercial / shopping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

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

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



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



7 Enhance the Character of Traditional Areas

Principle 7: Enhance the Character of Traditional Areas

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

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

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

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

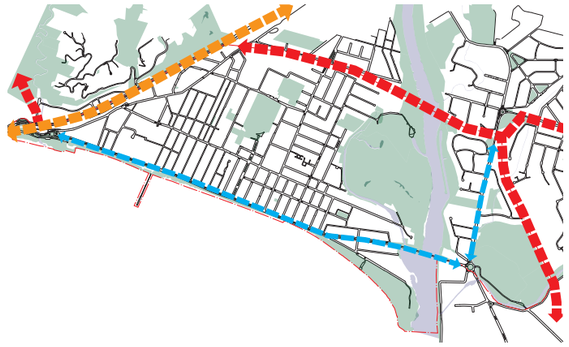
Two significant roading infrastructure projects are being considered that will impact on Petone/Moera to varying degrees. These include the NZTA Petone to Granada link (P2G) and the HCC Cross Valley Link (CVL).

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

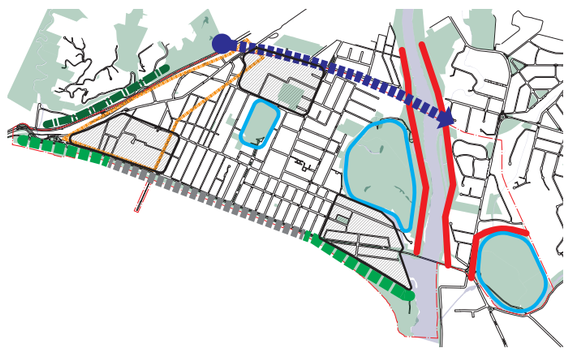
Principle 8 states that the PSP should identify how the local areas including their street networks, amenity provision, open spaces and development opportunities should capture or leverage improvements from these major infrastructure initiatives.

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

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



8 Plan for and leverage improvement from major infrastructure projects



9 Resilience and Expectant Design

Principle 9: Plan for Resilience and Expectant Design

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

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

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

Key components of an expectant design strategy include:

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

8.4 Urban Form and Structure

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

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

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

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

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



Figure 8.4.1: Existing Urban Structure (Figure Ground)



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

8.5 Character and Identity

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

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

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

Character areas have been developed according to 5 categories:

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

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

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

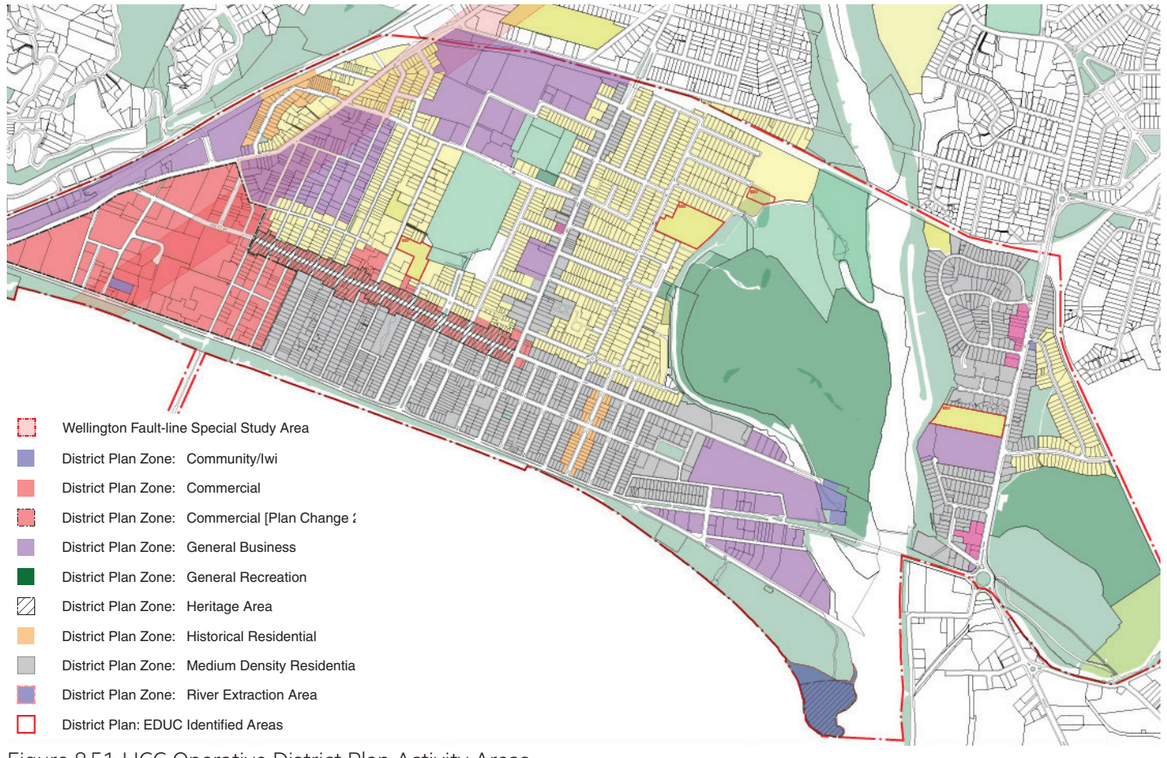
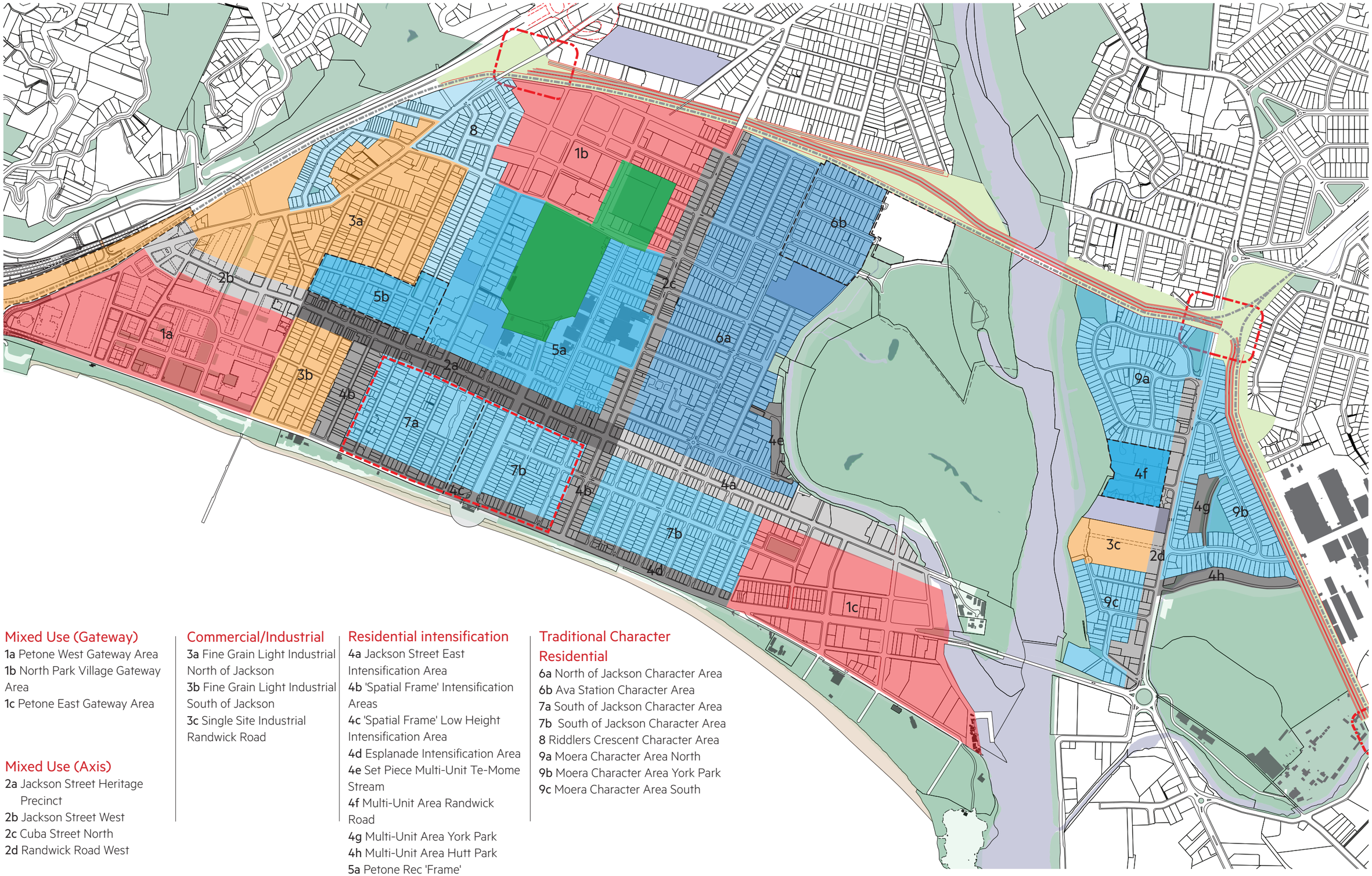


Figure 8.5.1: HCC Operative District Plan Activity Areas



Mixed Use (Gateway)

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

Mixed Use (Axis)

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

Commercial/Industrial

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

Residential intensification

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

Traditional Character Residential

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

Figure 8.5.2: Proposed Character Areas

8.6 Land Use

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

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

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

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

Petone East: Retain an industrial function, focusing on 'high end' production, incubator business space, provision of a range of commercial space to accommodate the life cycle of businesses (start-up to 'own front door' to multi-let to HQ). Provides a residential mix onto Hikoikoi Reserve, along the NE edge at Te Mome Stream and fine grain housing at the boatsheds area.

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

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

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

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

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

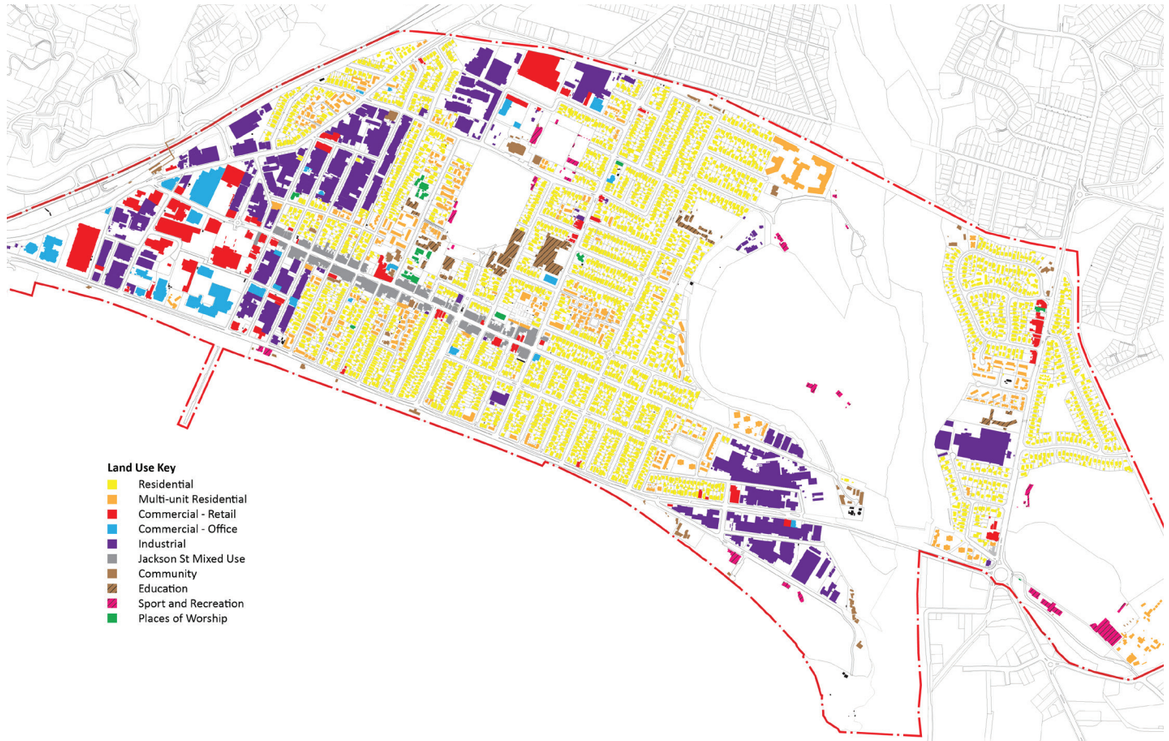


Figure 8.6.1: Existing Land Use Patterns

Existing Land Use Key

- Residential
- Commercial - Retail
- Commercial - Office
- Industrial
- Jackson St Mixed Use
- Community
- Education
- Sport and Recreation
- Places of Worship

New masterplanning areas

- Mixed Use
- Residential mixed use
- Higher Density Residential
- Commercial - Office
- Commercial - Retail

Figure 8.6.2: Proposed Land Use Patterns

8.7 Open Space - Play and Recreation

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

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

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

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

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

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

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

Figures 8.7.2 and 8.7.3 opposite describe how this might be achieved across Petone/Moera.

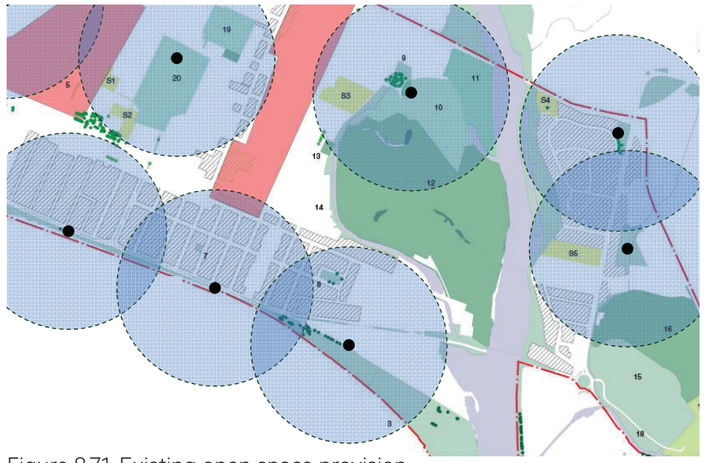


Figure 8.7.1: Existing open space provision

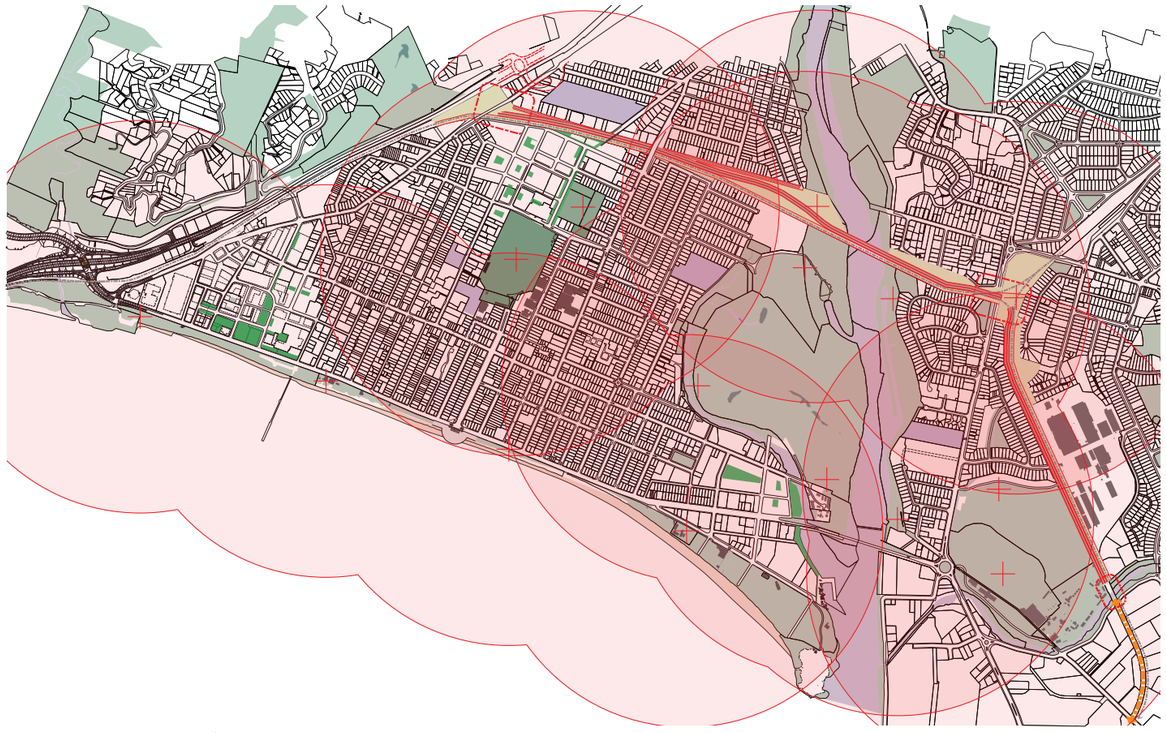


Figure 8.7.2: Proposed strategic open space provision

Open Space and Recreation Drawing Key

Strategic city-wide spaces: a place of city-wide significance such as natural reserves or large scale sporting facilities. **800m**

Existing Proposed **Youth spaces:** a place where young people aged 12 and above can meet and take part in informal sport-based activities (including 'extreme sports' such as skateboarding) and other informal recreation. **800m**

Existing Proposed **Neighbourhood playable spaces:** a more extensive place where children aged up to 11 can play, and where there are some facilities for young people over 11; **800m**

Existing Proposed **Local playable spaces:** a place where children aged up to 11 can play; **400m**

Doorstep playable spaces: a place where children under 5 can play; **100m**

A Structured play space with access through Sladden Park. Play space is further than 400m from nearest residential properties. Access route 590m from residential street access (Bracken St).

B Play space consists of swing set and open space for unstructured play.

C Play space located at school grounds, may be accessable after hours

Figure 8.7.3: Proposed open space including play spaces

8.8 Vehicle Movement Network

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

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

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

The following is described and proposed:

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



Figure 8.8.1: Existing movement network

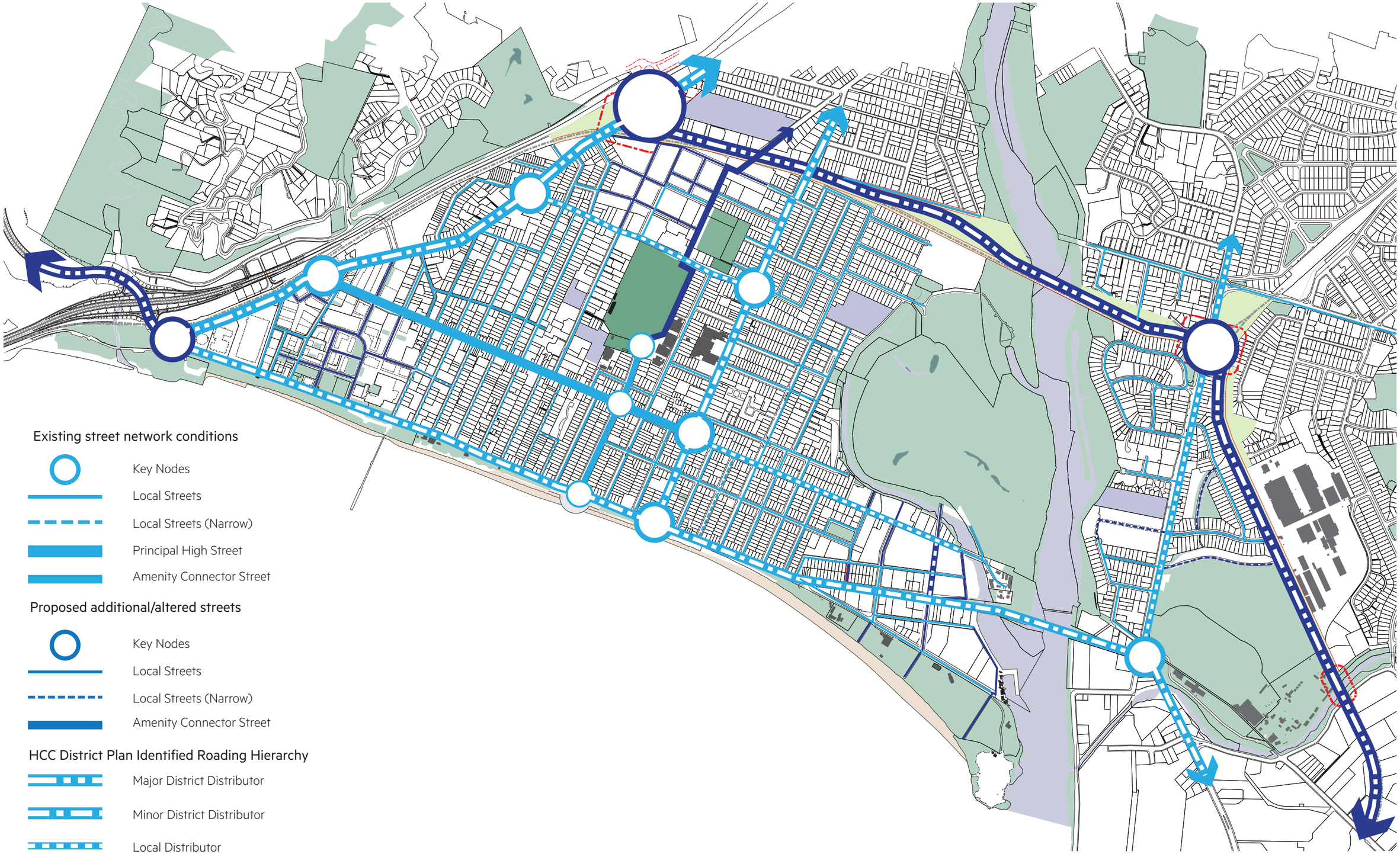


Figure 8.8.2: Proposed movement network

8.9 Public Transport

Rail services

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

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

Ava Station - a local station with a lower level of peak flows per avg week day at peak (528). The quality of Ava Station itself is poor and pedestrian overbridges have seismic issues. Consequently this facility does not provide an attractive station setting. To the south the station serves a purely residential low density catchment that does not optimise the station's potential. The PSP proposes a new station at North Park Village that would serve the existing Ava station catchment and also the new North Park Village precinct. A new bus stop is proposed at North Park Village station on the Cuba Street bridge to integrate with rail services. Further bus services might be implemented as part of CVL. GWRC focuses on Transport Oriented Development (TOD) where a mix of uses, higher density housing and integration with other PT services is achieved.

Bus services

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

The PSP however recommends the following:

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

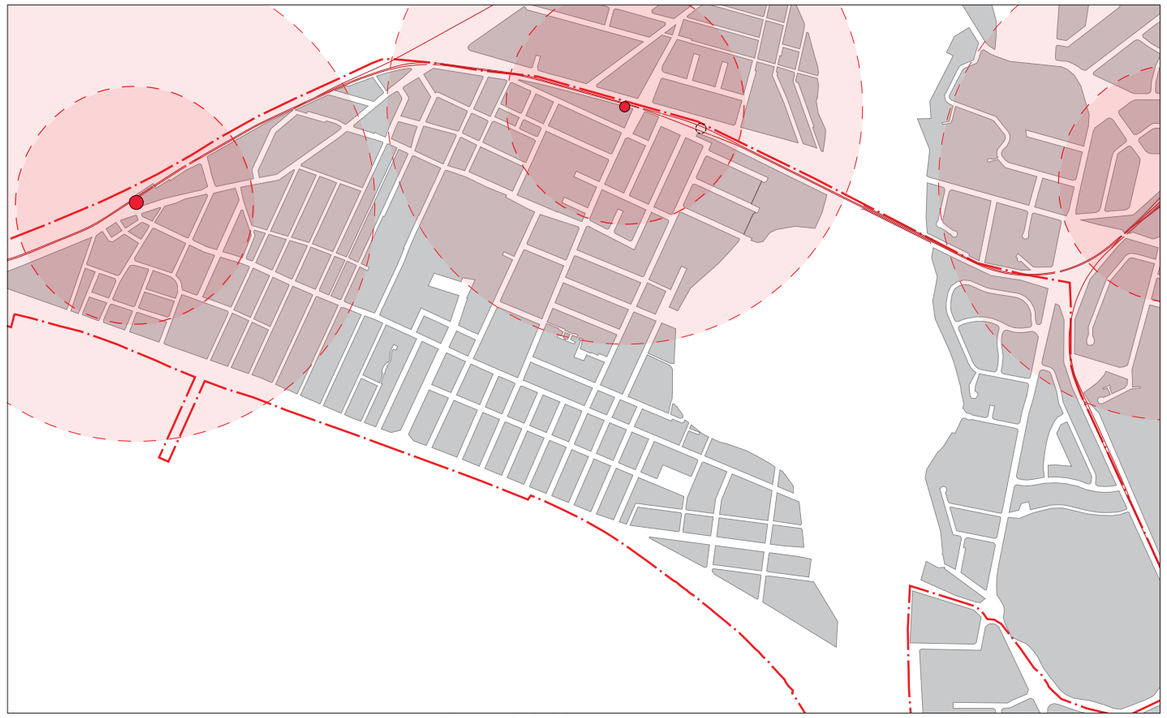


Figure 8.9.1: Proposed rail network - rail stations and 400m/800 walk zones

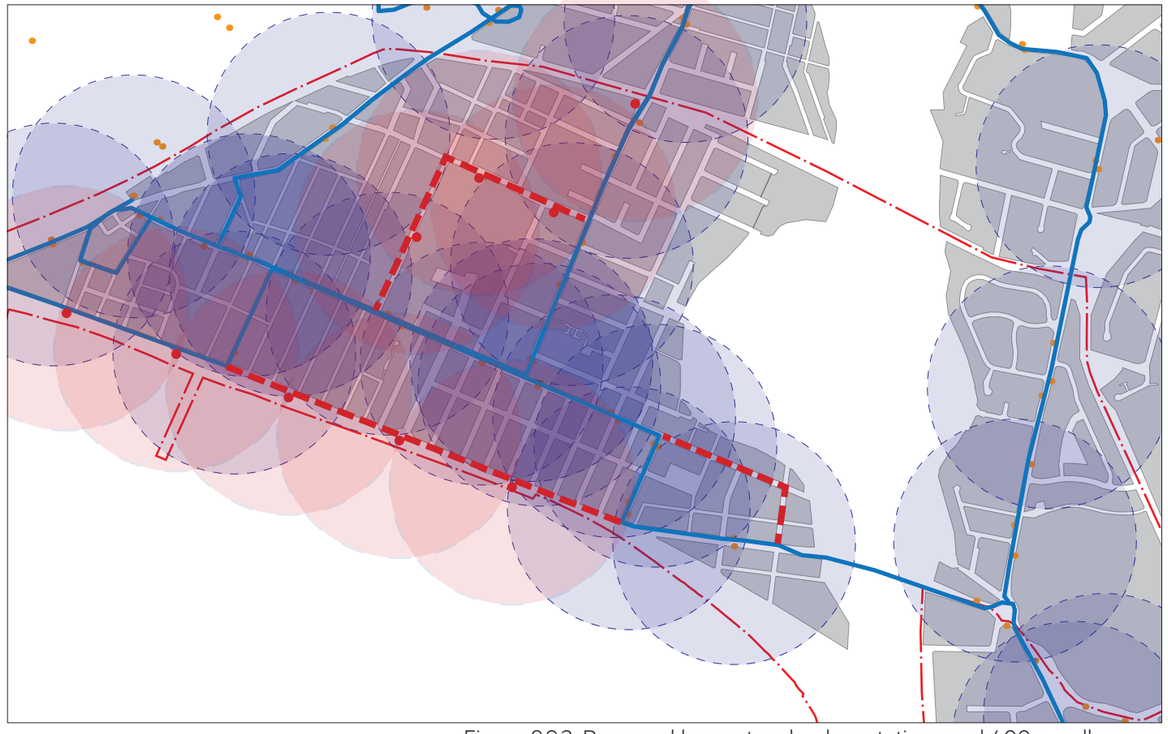


Figure 8.9.2: Proposed bus network - bus stations and 400m walk zones

8.10 Walking and Cycling

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

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

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

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

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

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

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

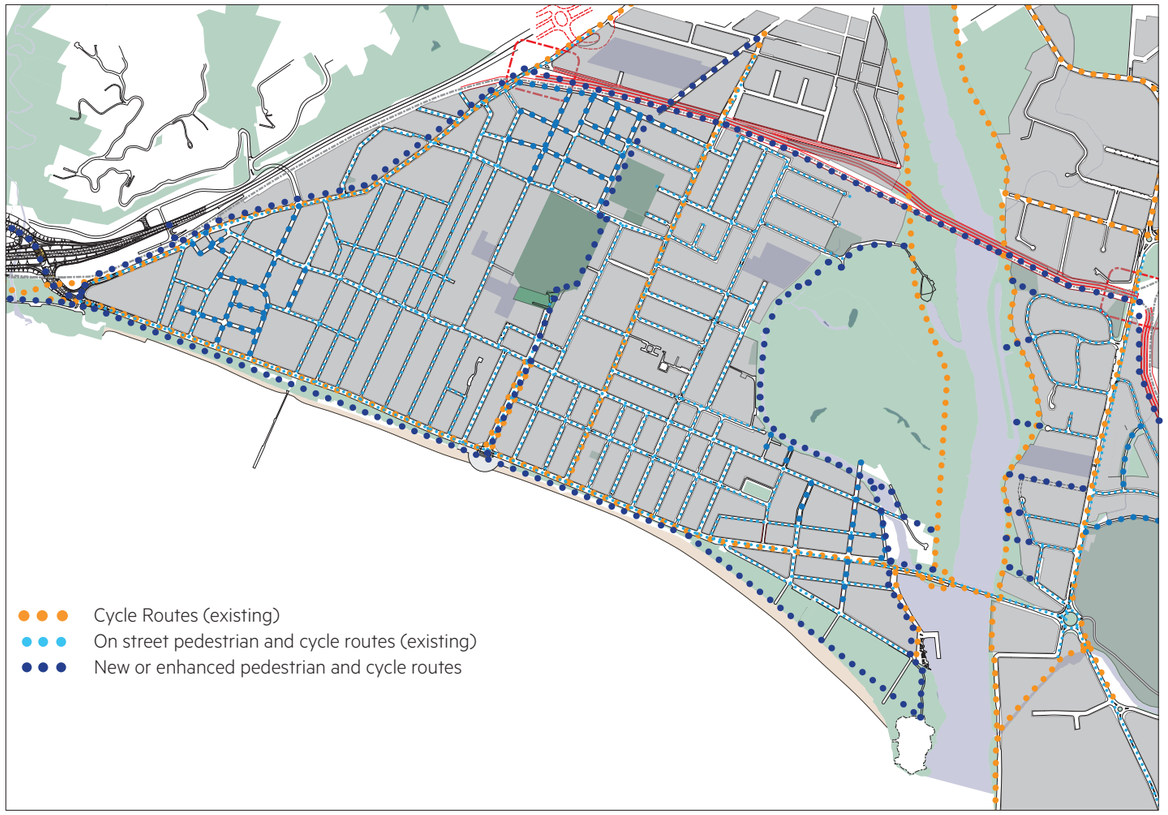
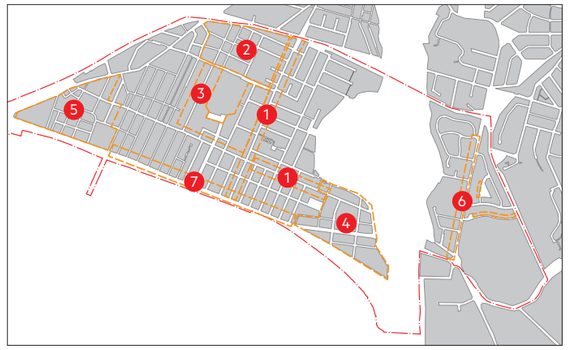


Figure 8.10.1: Proposed pedestrian and cycle routes



8.11 Residential Intensification

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

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

Assumptions of residential development types and densities relative to sites have been made to determine the potential for intensification. In general a multi-unit (medium density) outcome is envisaged that comprises either apartment or town house typologies. Apartments have been assumed to be 75sq.m (GFA) each to allow for 2 bedroom units while town houses (in terraced or semi-detached configurations) provide circa 145sq.m dwellings (3 bed) over 2 storeys with generous 6.5mx11m footprints. In reality a more nuanced outcome would result with a greater mix, however for the purposes of this study, and the scale of the study area, the approach is simplified.

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

1 JACKSON/CUBA AXES

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

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

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

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

Jackson Street and Cuba Street are receptive to managed change:

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

Some negative impacts need to be avoided or mitigated:

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

Development Quantum

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

2 NORTH PARK VILLAGE

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

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

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

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

North Park Village is receptive to comprehensive change:

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

Some negative impacts need to be avoided or mitigated:

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

Development Quantum

- Residential (net growth): 1230 new dwellings
- Commercial: 131,200m^2

3 PETONE REC "FRAME"

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

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

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

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

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

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

Some negative impacts need to be avoided or mitigated:

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

Development Quantum

- Residential (net growth): 420 new dwellings

RESIDENTIAL INTENSIFICATION

4 PETONE EAST GATEWAY AREA

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

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

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

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

Petone East is receptive to comprehensive change:

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

Some negative impacts need to be avoided or mitigated:

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

Development Quantum

- Residential (net growth): 850 new dwellings
- Commercial: 128,000m^2

5 PETONE WEST GATEWAY AREA

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

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

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

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

Petone West is receptive to managed change:

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

Some negative impacts need to be avoided or mitigated:

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

Development Quantum

- Residential (net growth): 610 new dwellings
- Commercial: 215,850m^2

6 RANDWICK RD CORRIDOR

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

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

Randwick Road is an attractive location for medium density housing:

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

Randwick Road is receptive to managed change:

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

Some negative impacts need to be avoided or mitigated:

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

Development Quantum

- York & Hutt Park Residential: 60 new dwellings

7 THE ESPLANADE

The Esplanade and foreshore are emblematic of Petone:

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

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

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

The Esplanade is receptive to comprehensive change:

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

Some negative impacts need to be avoided or mitigated:

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

Development Quantum

- Detailed studies required to determine potential

9 Project Initiatives

9.1 Introduction and Overview

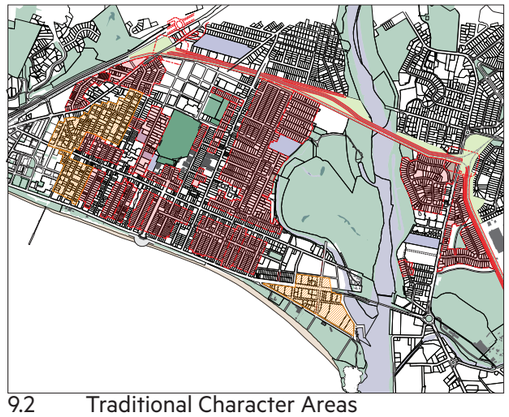
The Spatial Plan describes a coherent overall vision for Petone and Moera looking forward to 2040 that is comprised of a series of individual yet related projects.

This section describes the projects and initiatives that, if implemented over time in full or part will contribute to the liveability, functionality, success and attractiveness of these places. While these initiatives are described on a plan, they are not a 'grand plan' demanding complete, full and immediate implementation. Advances can be made as change happens incrementally over time. Positive change will maximise the amenity and benefits of the outcome and this is assisted by understanding of larger intentions and awareness of other related opportunities.

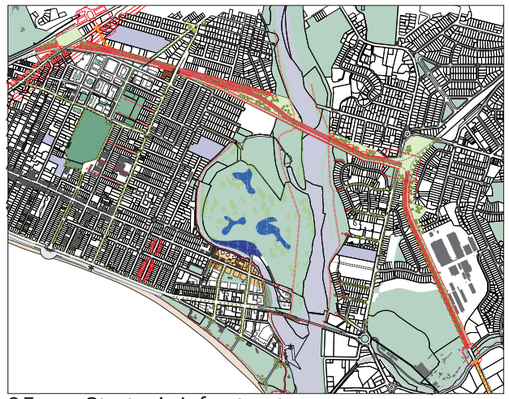
The intentions of the Spatial Plan and its component initiatives are to:

1. **Provide useful local intelligence** on community intentions to future project and funding decision-makers;
2. **Coordinate incremental development** over extended time frames so that continuity and coherence is achieved along any street, and so that valued qualities are retained;
3. **Influence infrastructure providers** and funders to consider local needs and expectations with their projects, and provide the information and direction to support that;
4. **Inform the briefing for future works** including street, public space and infrastructure design and maintenance;
5. **Identify what is important for the success of an area,** and provide the rationale for any intervention;
6. **Assist with locating new public facilities and infrastructure** to maximise the benefits of these; and
7. **Describe private development opportunities** for land use, access, connections and public realm that land owners might consider in maximising the opportunities of their site in collaboration with neighbours.

Across the following pages each initiative is outlined and presents an overall description of the area and initiative; the existing conditions on the ground; the opportunities inherent in the areas; and a description of the proposed changes. Each initiative is shown with an indicative land use drawing to provide one illustration of how the project or initiative may be taken forward.



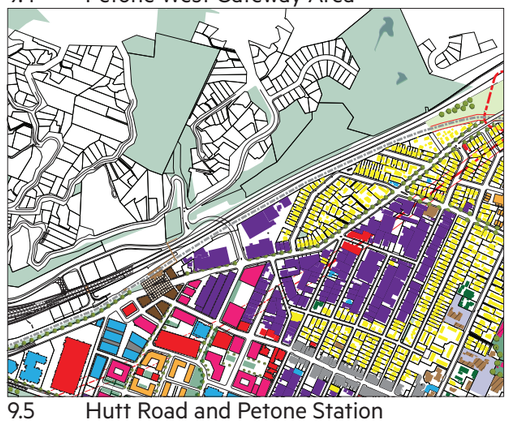
9.2 Traditional Character Areas



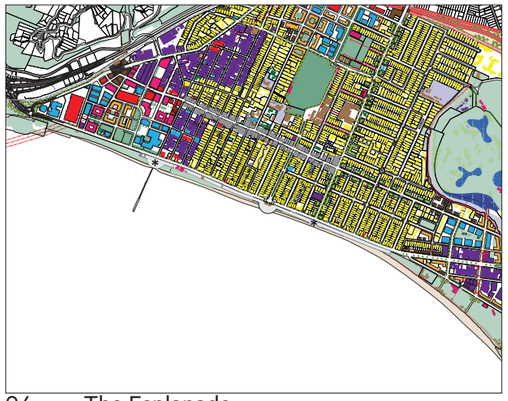
9.3 Strategic Infrastructure



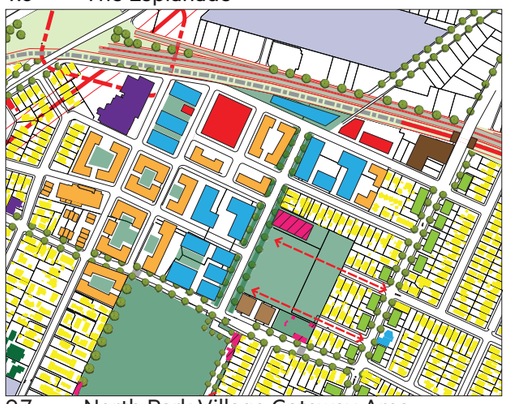
9.4 Petone West Gateway Area



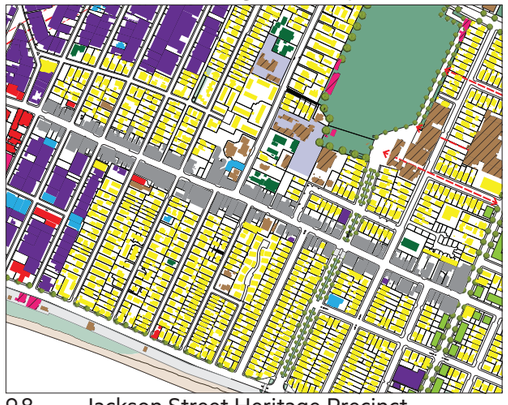
9.5 Hutt Road and Petone Station



9.6 The Esplanade



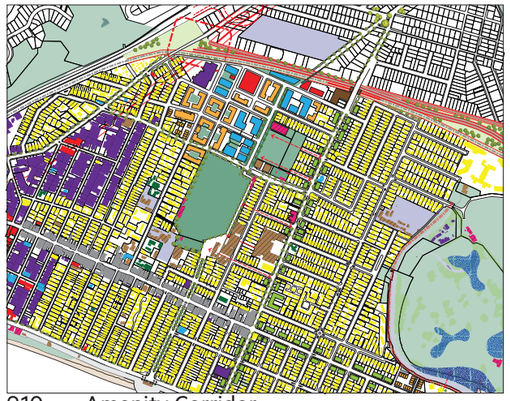
9.7 North Park Village Gateway Area



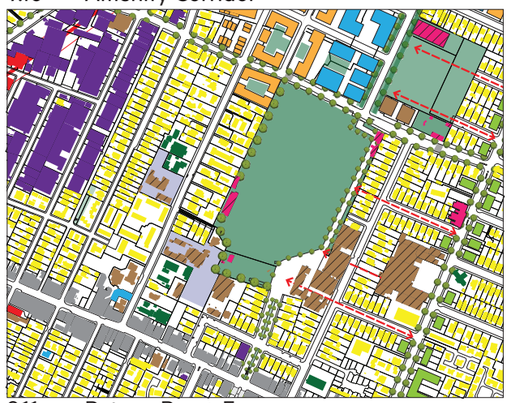
9.8 Jackson Street Heritage Precinct



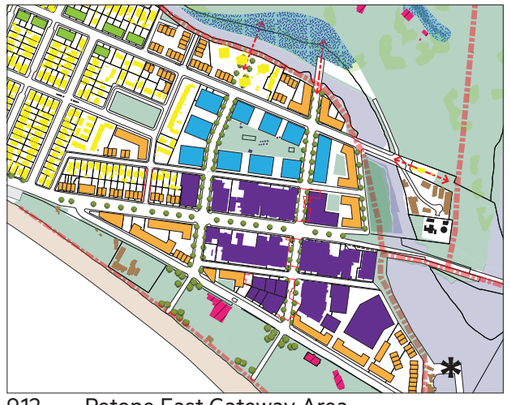
9.9 Cuba Street Axis



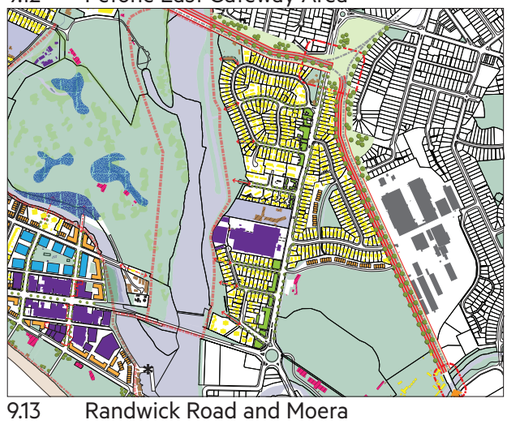
9.10 Amenity Corridor



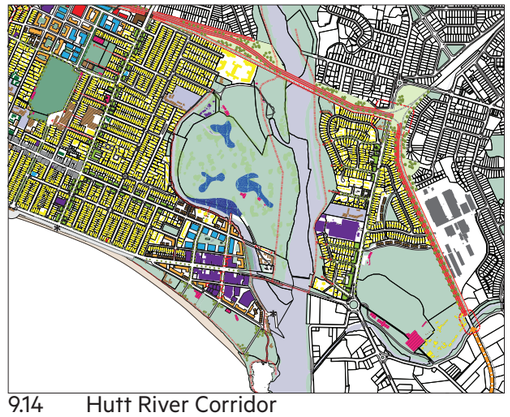
9.11 Petone Rec + Frame



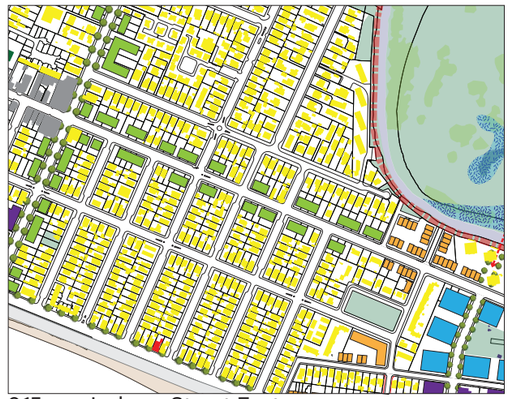
9.12 Petone East Gateway Area



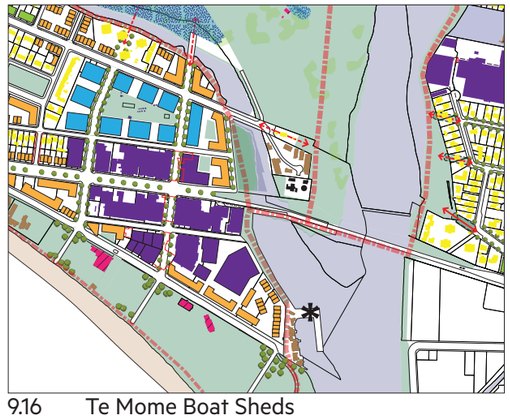
9.13 Randwick Road and Moera



9.14 Hutt River Corridor



9.15 Jackson Street East



9.16 Te Mome Boat Sheds



9.2 Traditional Character Areas

Introduction

Founded in 1840, Petone was Wellington's first European settlement, formalised by the New Zealand Company. Subsequent development saw the suburb of Moera emerge in the 1920s largely as a Railways' community for residents who worked in the railways workshops. Some 600 prefabricated 'kitset' houses were built and sold to employees. These weatherboard bungalows were completed by 1927 and established the blueprint for the Government's future state housing programme.

Over the years Petone has experienced significant change from the collapse of its manufacturing industries (that had sustained it since the 1900s) to various and incremental intervention in its housing stock. Change along The Esplanade has seen a general erosion of quality while the points of 'arrival' into Petone at the western boundary and eastern river crossing are unattractive. Fortunately, much of the historic pattern elsewhere remains intact, and retention and enhancement of this character has been identified by local residents and stakeholders as of primary importance to the PSP. As a result, the definition of traditional character, both residential and commercial, extending across Petone and Moera underpins the identity of this part of Hutt City and informs an approach to future growth and change.

Existing Conditions

- Petone and Moera contain significant areas of coherent, consistent historic development
- Character is defined by street and block pattern as well as building type
- Only limited areas of traditional character are identified in the District Plan
- Eroding of traditional housing has occurred but many areas remain intact
- Fine grain light industrial is an important part of traditional character

Opportunities

- Large areas of intact traditional housing can be protected and future intervention controlled
- Intensification of specific areas of mixed of poorer quality allows the protection of those with more consistent traditional character
- Intensification of the Cuba and Jackson St axes enhances the legibility of traditional areas
- Expanding the areas defined as heritage or historic character can occur through plan change
- New commercial and retail development can be confined to new gateway areas thereby protecting traditional industrial employment



Traditional Character Housing (Moera)



Traditional Character Industrial



Narrow lots, street frontage



Close Relationship to street edge

TRADITIONAL CHARACTER AREAS



Petone Historic Police Station


Gear meat works

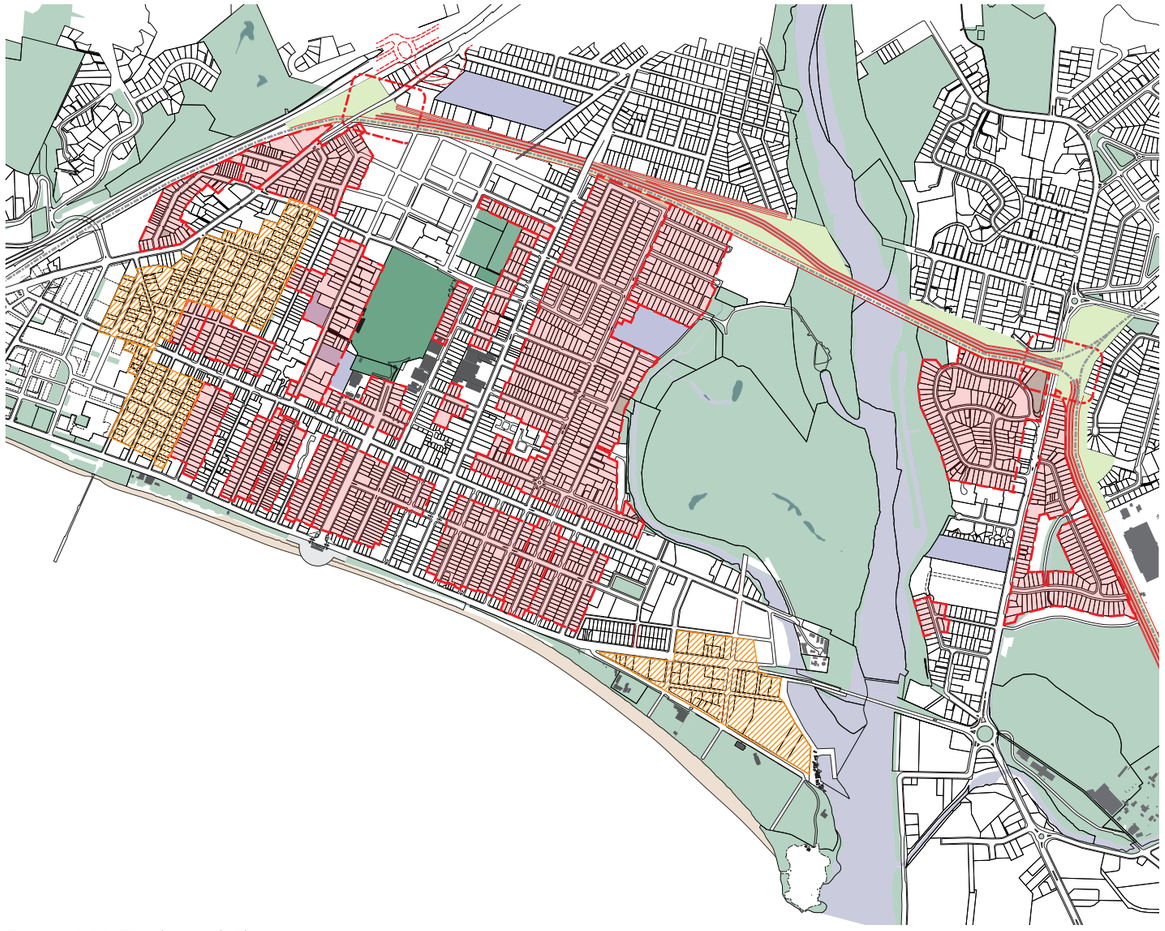


Figure 9.2.1: Traditional Character Areas

Proposal

Overall Description

The Spatial Plan identifies precisely defined areas of both traditional housing and traditional industry. These have emerged through character analysis and 'townscape sensitivity' assessment where the most valued, consistent and sensitive built environment areas that would be most vulnerable to insensitive intervention are recommended for special consideration.

Traditional housing areas are comprised of a number of different character types that include early colonial cottages from the 1850s found between Jackson Street and The Esplanade including Patrick Street and Riddlers Crescent to the north west, to the 1920s railway workers kitset housing to the larger swathes of bungalows and villas built north of Jackson and east of Cuba Streets. These areas display highly consistent street and block grid patterns, with some narrower streets (e.g. Nelson Street) and some wider (e.g. Queen Street, Buick Street). Plots are generally narrow containing single storey detached dwellings with relatively high site coverage, often exceeding the District Plan standards. Shallow front yards create a strong street edge though on-site car parking tends to erode character. Design control (triggering resource consent) is recommended for street-facing elevations, demolition and specific guidance would be needed for the redevelopment of 2 or more plots, while rear extensions would be a permitted activity.

Traditional employment areas are less extensive than housing and are recognised in the PSP for different qualities and contributions to Petone. Primarily the fine-grained plot width provides for a higher employment density and greater mix of businesses that is found elsewhere while the relatively low quality built fabric and service nature of the streetscape meets a need for commercial space in this market sector. It is noticeable that these fine-grained areas sit adjacent to housing and within similar block patterns by virtue of their limited plot sizes, contained functions and lower parking requirements (compared to large scale commercial activity and/or retail warehousing).

Traditional Housing

- Boundaries defined as a new overlay in the District Plan through plan change
- Sensitive approach to housing intervention / alternations required
- Frontage design/modification triggers a Discretionary Restricted activity status
- Rear extensions not visible from public streets can be a Permitted Activity
- Multi-unit development or development of adjacent plots requires specific design guidance to ensure compatibility with the character context

Traditional Employment

- Boundaries defined as a new overlay in the District Plan through plan change
- Retained fine grain plot pattern with yard controls, setback, bulk and mass
- No aesthetic/style controls recognising the generally low build specification and primary focus on employment function and grain
- Discourage redevelopment to large format retail activities as has occurred elsewhere
- Over-the-boundary/back to back controls that respect adjacent character housing



9.3 Strategic Infrastructure

Introduction

Petone has reasonable strategic accessibility with direct links to SH2 while two train stations on the Upper Hutt line (Petone and Ava) provide good public transport access. Petone also provides east-west connections for those wishing to access the Eastern Bays, Moera and Wainuiomata. However, this requires vehicles to utilise The Esplanade/Waione Street, a low capacity route that serves both local as well as through traffic and is highly congested at morning and afternoon peaks. Two strategic infrastructure proposals have been identified – the Petone-to-Granada link (P2G) and the Cross Valley Link (CVL). The PSP also proposes to relocate Ava Station westwards to a new position within North Park Village and at the intersection with the CVL and Cuba Street. The P2G link is a NZTA-led project that will establish a new connection from Petone to Granada thereby relieving pressure on the Ngauranga interchange. The implications of P2G for Petone and specifically Petone West are significant with enhanced accessibility likely to drive changes in land use patterns. The CVL is a Council-led project that aims to create a high-capacity east-west link between SH2, Petone, Moera, eastern Hutt City and Wainuiomata and to provide heavy traffic connections into Seaview/Gracefield. The precise alignment of the CVL has not been identified but it will need to connect into SH2, perhaps at the Dowse interchange, and into the northern end of Randwick Road. Further links into Seaview/Gracefield are required and the PSP recommends an alignment along the railway line adjacent to the railway yards rather than utilising Randwick Road. The PSP proposes a 'parkway' concept for the CVL that creates a high amenity east-west street system that also provides local connectivity, open space, stormwater and ecological benefits.

Existing Conditions

- High levels of congestion exist along The Esplanade with poor east-west links
- Heavy traffic is required to utilise The Esplanade reducing its amenity and increasing severance
- Randwick Road carries a large volume of through-traffic including heavy vehicles
- CVL could increase congestion on Randwick Road if it continues to act as a major distributor
- Wainuiomata and Eastern Bays suffer from peak congestion that creates severance for those communities
- Wakefield Street runs parallel to the railway and offers poor north-south connections. It has a poor quality streetscape with mixed light industrial / residential patterns

Opportunities

- The CVL can create a high amenity east-west boulevard type connector street
- Local CVL benefits include better accessibility along with open space, ecology, stormwater
- The CVL/Cuba St interconnection can interface with a relocated Ava Station and bus services
- New bridge along the Wakefield St alignment for the CVL can also provide recreational pedestrian/cycle access
- New road along the rail corridor (west of Moera) diverts through-traffic from Randwick Road
- P2G creates greater regional accessibility for Petone/Moera and would change land use conditions for Petone West

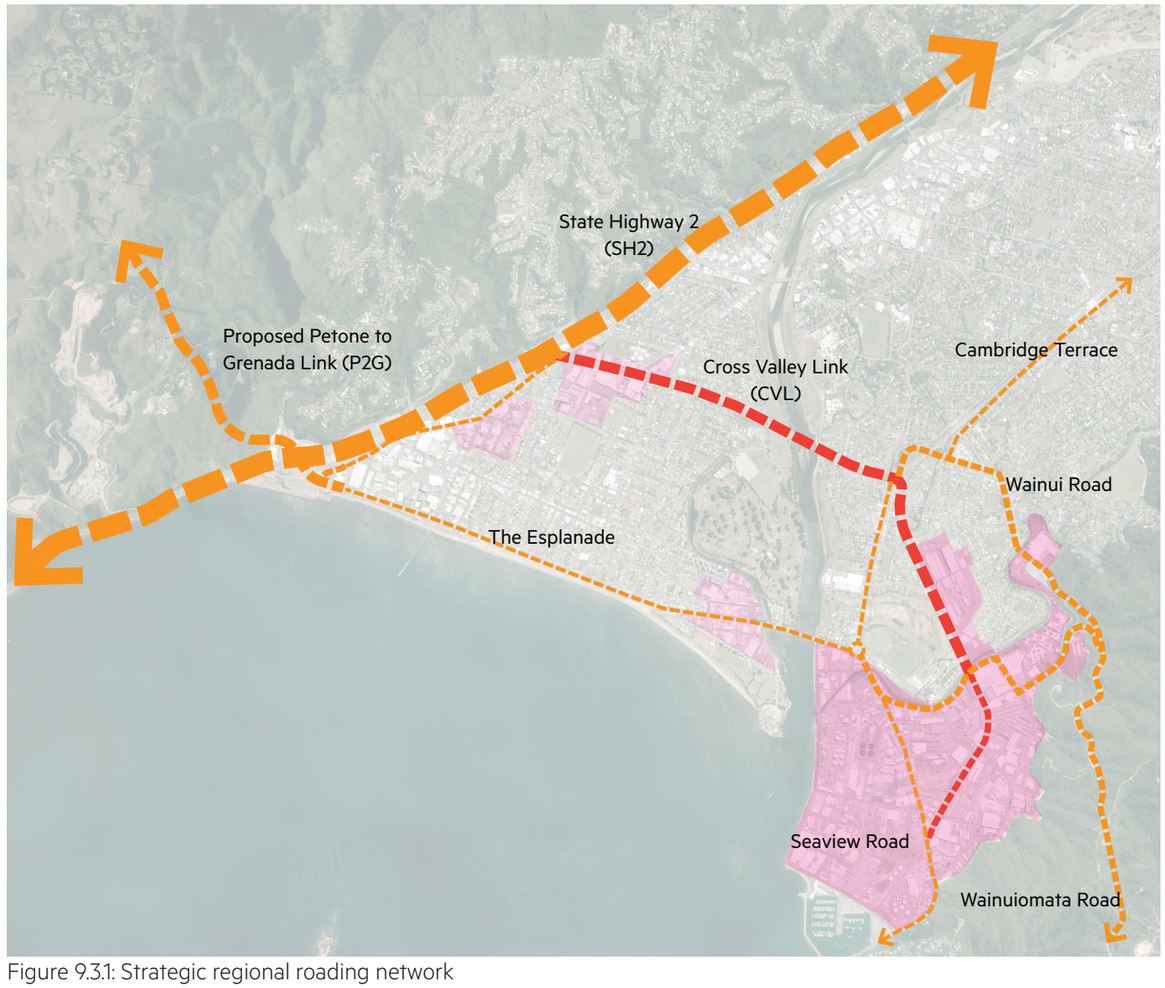


Figure 9.3.1: Strategic regional roading network

STRATEGIC INFRASTRUCTURE



Jackie Robinson Parkway (1940)



Herb Gray Parkway, Canada



Melbourne Boulevard

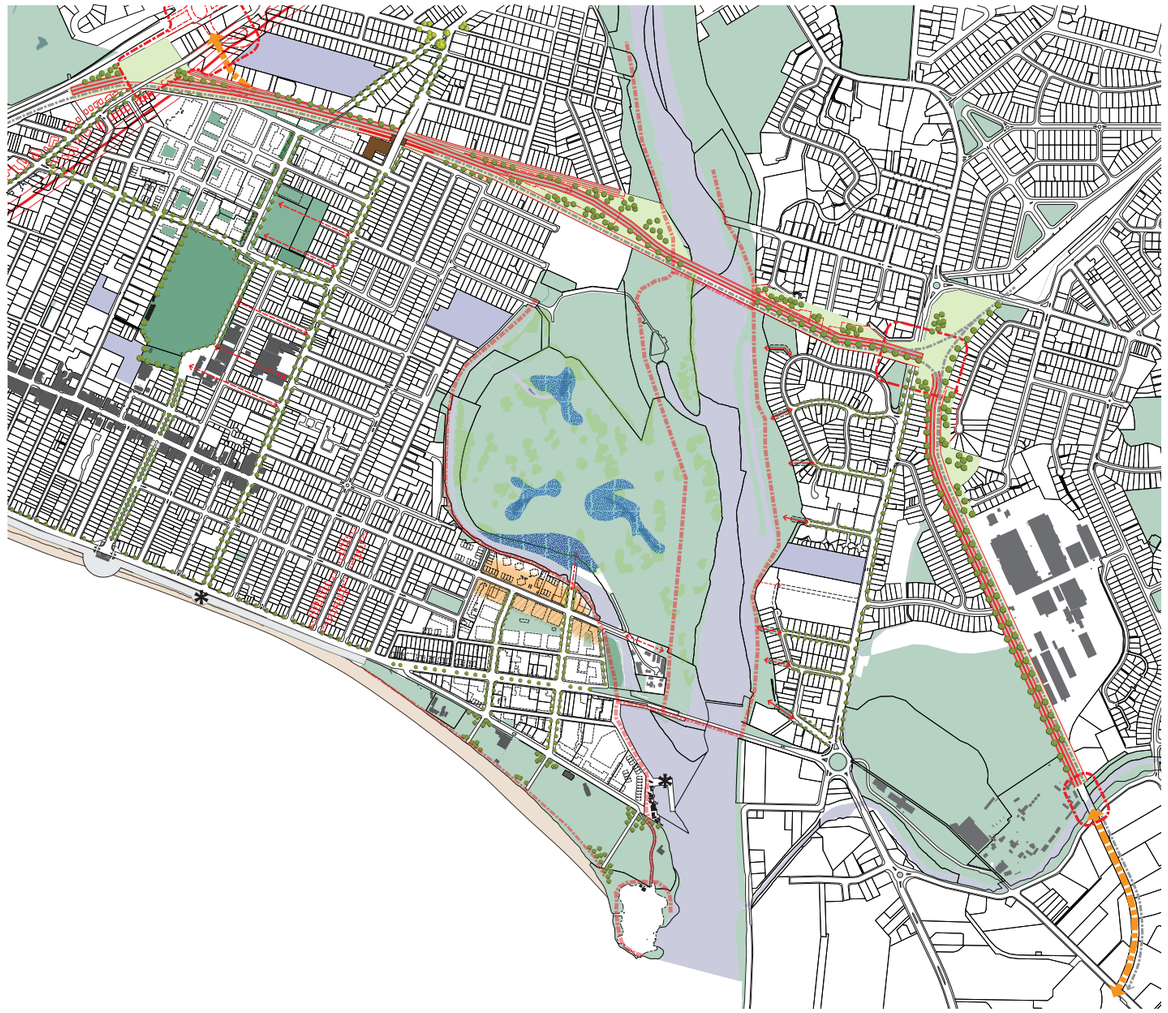


Figure 9.3.2: CVL Parkway (Strategic Infrastructure)

Proposal

Overall Description

Enhanced strategic accessibility of Petone/Moera created by P2G and CVL is likely to initiate changes in land use patterns and encourage greater intensity of development. The Esplanade will benefit from reduced/removed heavy traffic that is relocated onto the CVL. The form and alignment of the CVL will be key to delivering positive outcomes for local communities beyond purely vehicle capacity/movement. The PSP proposes to align the CVL along Wakefield Street between the Dowse interchange and the northern end of Randwick Road, crossing the river with a new multi-modal bridge. This new route is to be part of a new east-west parkway system that includes recreational and ecological open space with stormwater transfer, filtration and retention capabilities. The street design itself will include a street tree structure to create an attractive boulevard character and will provide local connections to avoid severance. At the eastern end, the CVL is proposed to feed into a new bypass along the Gracefield/Seaview rail corridor to avoid heavy traffic impacts on Randwick Road. The P2G is outside of the scope of influence of the PSP but is quoted in order to provide a more complete picture of future changes affecting the area. The P2G should provide for pedestrian and cycle connections at the interchange point with SH2/ Hutt Road and also linking into Honiana Te Puni reserve. The PSP recognises both the P2G and CVL will have impacts on Hutt Road and therefore the plan suggests that carriageway design/capacity is likely to change that could provide an enhanced/planted western street edge and facilitate better pedestrian connections to Petone Station. Ava Station relocation is discussed under the public transport proposals earlier in this section and the PSP proposes a new station to be developed where North Park Village connects and fronts onto Cuba Street.

CVL west of Hutt River

- Carriageway alignment utilises Wakefield Street, requiring the acquisition of properties in specific areas
- A parkway is created as part of the CVL project that incorporates ecological benefits, open spaces, pedestrian/cycle paths and stormwater management
- Local street connections are provided as well as integration with the new North Park Village station

CVL east of Hutt River

- New bridge connection on the Whites Line Alignment
- Pedestrians and cyclists can use the new bridge linking into the river trail
- New constructed link along the Gracefield/Seaview rail corridor to avoid heavy traffic along Randwick Road

The Esplanade

- Heavy traffic redirected onto the CVL
- New carriageway design with enhanced streetscape including appropriate street tree species
- Reduced severance and increased connectivity north-south between communities and the foreshore
- Highway design to anticipate sea level rise/storm event protection



9.4 Petone West Gateway Area

Introduction

Te Tatua o te Po and Pito One villages witnessed some of the region's earliest exchanges between Maori and Pakeha. Both groups were drawn to the sheltered anchorage and fresh water available in this corner of the harbour. The pre-European settlements survived as a cluster of "Native Reserves" laid out by the New Zealand Company in the 1840s. Half a century later, these reserves were occupied by the Gear Meat Company's sprawling complex of stockyards, abattoirs and refrigeration plant. Fast forward another 100 years, and the persistently large parcels of land account for the presence of today's big-box retailers. So, Petone West's unique history is allied to an equally distinctive urban form. In other words, the area was never subdivided into the tight grid of streets and house lots found elsewhere in Petone. The other driver of Petone West's development is transport. For today's travellers, arriving from the south on SH2, the area provides an introduction the Hutt Valley. This "gateway" function will become more pronounced when P2G is complete. In many respects, the area makes a poor first impression. Carparks dominate the scene at ground level. Shed-like structures are recognised by their over-sized advertising and trademark colour schemes rather than their distinctive architecture. In combination, buildings and open spaces seem to have little overall structure. In response, the City Council altered its District Plan to encourage greater variety, density and amenity here. However, recent developments have failed to deliver the vibrant mixed-use precinct anticipated in "Plan Change 29".

Existing Conditions

- Large blocks and a coarse street pattern hamper pedestrian movement
- Haphazard building orientation produces a confusing relationship between fronts and backs
- Blank walls with few entrances offer little visible activity
- "Public" open space is of poor quality and occurs in isolated fragments
- Large expanses of car parking dominate the precinct
- Poor north-south connections make it difficult to travel from Jackson Street to The Esplanade
- Small-scale businesses survive in two pockets of traditional industrial buildings
- Natural hazards present a high risk, especially seismic activity (subduction, liquefaction, tsunami)

Opportunities

- P2G introduces a strategic connection to SH2
- Increasing land value cause sites to be developed more intensively
- Large sites with light shed-like buildings make excellent land banks
- New high-quality public spaces change perceptions of the area
- Te Puni Street urupa benefits from greater visibility and more attractive surroundings
- New streets reduce the apparent distance between Jackson Street and The Esplanade
- Petone West has stronger links to the foreshore (incl. Honiana Te Puni Reserve, Korokoro Stream)



Low quality street edge, parking to frontage



Large areas of parking, and duplication



Duplication of access ways

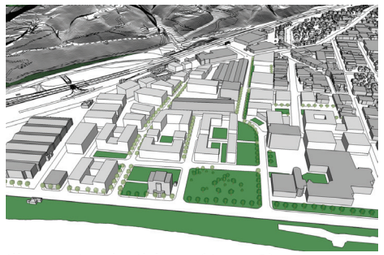


Car oriented street environment

PETONE WEST GATEWAY AREA



Illustrative buildout (Area 2)



Illustrative buildout (Area 2)



Illustrative buildout (Area 2)



Figure 9.4.1: Petone West Gateway Area

Proposal

Overall Description

Most of Petone West is privately owned. So, incremental redevelopment is more likely than wholesale change. The first stage is a "Better Mega-Centre" that retains large format retailers but rationalises vehicle access and improves the pedestrian experience. Early efforts to enhance the public domain might focus on a new east-west connection and an attractive pathway between Jackson Street and The Esplanade. When land values escalate, more on-site circulation routes can be formalised as streets. The additional thoroughfares and smaller city blocks will benefit property owners by improving access and extending frontages. These changes will also support greater density and diversity, including the residential apartments that the City Council seeks to attract. More than any other development, the advent of high-quality public space will signal a turnaround in Petone West's fortunes. So, parks and reserves play a critical role in the area's transformation. A strategically placed open space gives the precinct a heart and helps to create a high-amenity route from Jackson Street to the foreshore. Close to the sites of Pito one and Te Tatau o te Po, the new landscape embraces the local urupa and draws attention to Petone West's unique past.

New Street Pattern

- Change occurs incrementally
- Smaller blocks are receptive to higher density development
- New routes produce better north-south and east-west connectivity
- More legible street hierarchy assists wayfinding
- Existing pathways assume a genuinely public character

Central Open Space

- Foreshore amenity is brought deep into the precinct
- New park space increases the extent of valuable frontage
- Honiana Te Puni urupa reconnects with the foreshore
- Open space helps to organise the surrounding street pattern

Buildings

- Multi-storey mixed-use developments prevail
- High-quality frontages address streets and other public spaces
- Residential apartments line The Esplanade and the central open space

Improved Pedestrian Environment on Jackson Street

- High-quality frontages offer visual interest, particularly at street level
- Activity is visible within the buildings
- Ground floors accommodate smaller-scale retail premises

Character Protection for Traditional Industry

- Fine grain of older industrial/commercial precincts is retained
- Commercial premises provide a transitional scale adjacent to housing
- Small businesses are intrinsic to Petone's character

9.4.1 Illustrative re-structuring of space

CREATING A MIXED USE PRECINCT IN PETONE WEST

Area 2 contains expansive sites that suit "big box" retail stores and other large-footprint commercial buildings. This form of accommodation is scarce in Wellington, so it is not surprising that West Petone has been rebuilt during the last few decades. Development pressures are likely to intensify as the Petone-Grenada Link becomes a reality. When the new road is in place, the Petone Commercial Activity Area will become one of the region's most strategically located business districts.

Plan Change 29 attempted to shape this growth. In November 2014, Hutt City's District Plan was amended to create a Commercial Activity Area specific to West Petone. Known as "Area 2", it was conceived as a "Mixed Use" zone containing residential apartments as well as large retail stores and office blocks. Plan Change 29 also envisaged upgraded streets and open spaces within a walkable, high-amenity precinct.

The West Petone "vision" seems unlikely to be realised. In recent times the area has become more confusing for motorists and increasingly hostile to pedestrians. A survey of buildings and on-site circulation reveals a bewildering lack of order (see fig 9.4.1.1).

The older commercial fabric is coherent enough. On streets like Gear and Fitzherbert, vehicles and signs predominate and the scene sometimes appears untidy. However, buildings consistently front onto the public right-of-way and, during business hours, the streetscape is dense with detail and activity.

The picture changes in the vicinity of recent large-format developments where "backs" outnumber "fronts" and there is no observable pattern to building orientation. Very large stores like Pak-n-Save and The Warehouse have a single public entry. Often, this faces the car park rather than the neighbours or the nearest street. So, foot traffic never reaches "critical mass" as it does on a traditional shopping strip like Jackson Street. If pedestrian landscapes exist at all, they are small, isolated and seldom used. Most built edges are blank walls, and the great majority of open space is given over to car parking. Parking areas may appear "full" in the sense that stalls are occupied by vehicles, but there is little meaningful activity on display.

On its own, Plan Change 29 is unlikely to be effective. This is because the poor environment is caused by a deficient spatial structure, not just insensitive building developments. Big sites are usually associated with coarse street networks, and Area 2 is no exception. A single city block accounts for more than a third of the "Mixed Use" zone. Bounded by Jackson Street, Victoria Street, The Esplanade and Te Puni Street, this "superblock" measures approximately 400m on each side. Further east, a similar area of land would contain five or six "typical" residential or commercial blocks. So, by Petone standards, there are at least four streets "missing" from within the superblock's perimeter.

It is neither realistic nor desirable to simply fill in the "missing" streets. This would imprint Area 2 with a nineteenth-century street grid, whereas large parcels of land exist here precisely because the area was never fully subdivided. As the site of the Gear Meat Company and, before that, Te Tatau o te Po and Pito-One villages, the superblock was unaffected by the processes of urbanisation that shaped the rest of Petone. From an historical perspective, it makes sense to retain the distinction. This approach also serves practical purposes, because large-format retail outlets demand a different spatial structure from housing and other more intensive commercial activities.

However, some reconfiguration is necessary if Area 2 is to realise its economic potential. Figure 9.4.1.2 illustrates how the superblock might be subdivided into as many as eight smaller city blocks. Change could occur incrementally over a period of decades. Following the surgical removal a few key buildings, the first stage might simply be a better "big box" hub where vehicle circulation is rationalised, wayfinding is improved and the urban landscape takes on a new quality.

In subsequent phases, the new streets can support more intensive development as the likes of Pak-n-Save and the "Red Shed" give way to multi-storey office and apartment complexes. Car parks turn into building sites, as surface parking becomes uneconomic or the demand for private vehicles diminishes. With higher density and a greater daytime population in the locality, continuous street frontages appear and become popular walking routes between Jackson Street and The Esplanade.

An ambitious redevelopment plan would allow one strategically placed parking lot to remain as an open space. Transformed into a new public reserve, this could increase amenity at the centre of the site, e.g. by providing surrounding properties with views to the harbour. At a minimum, the new spatial structure should provide more appropriate context for the historic Te Puni Street urupa.

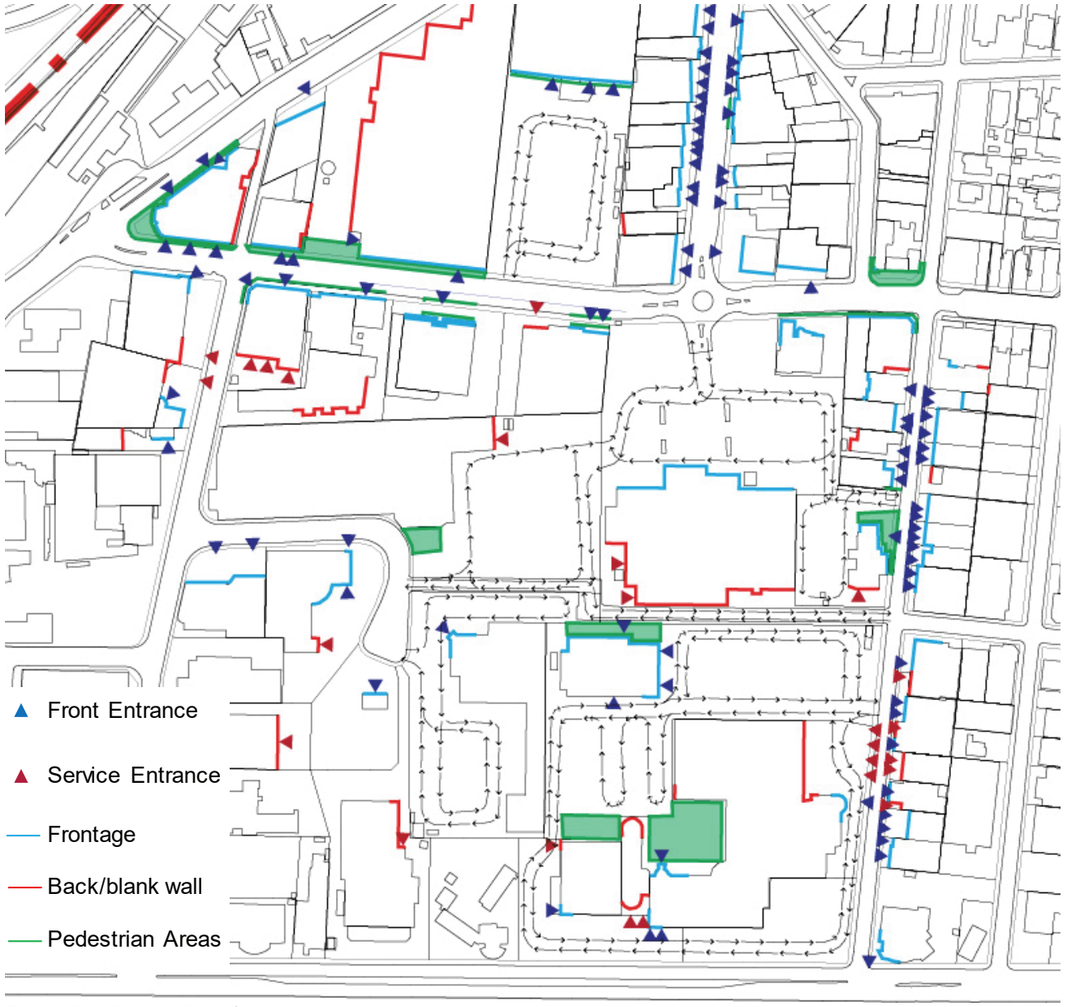


Figure 9.4.1.1: Area 2 analysis

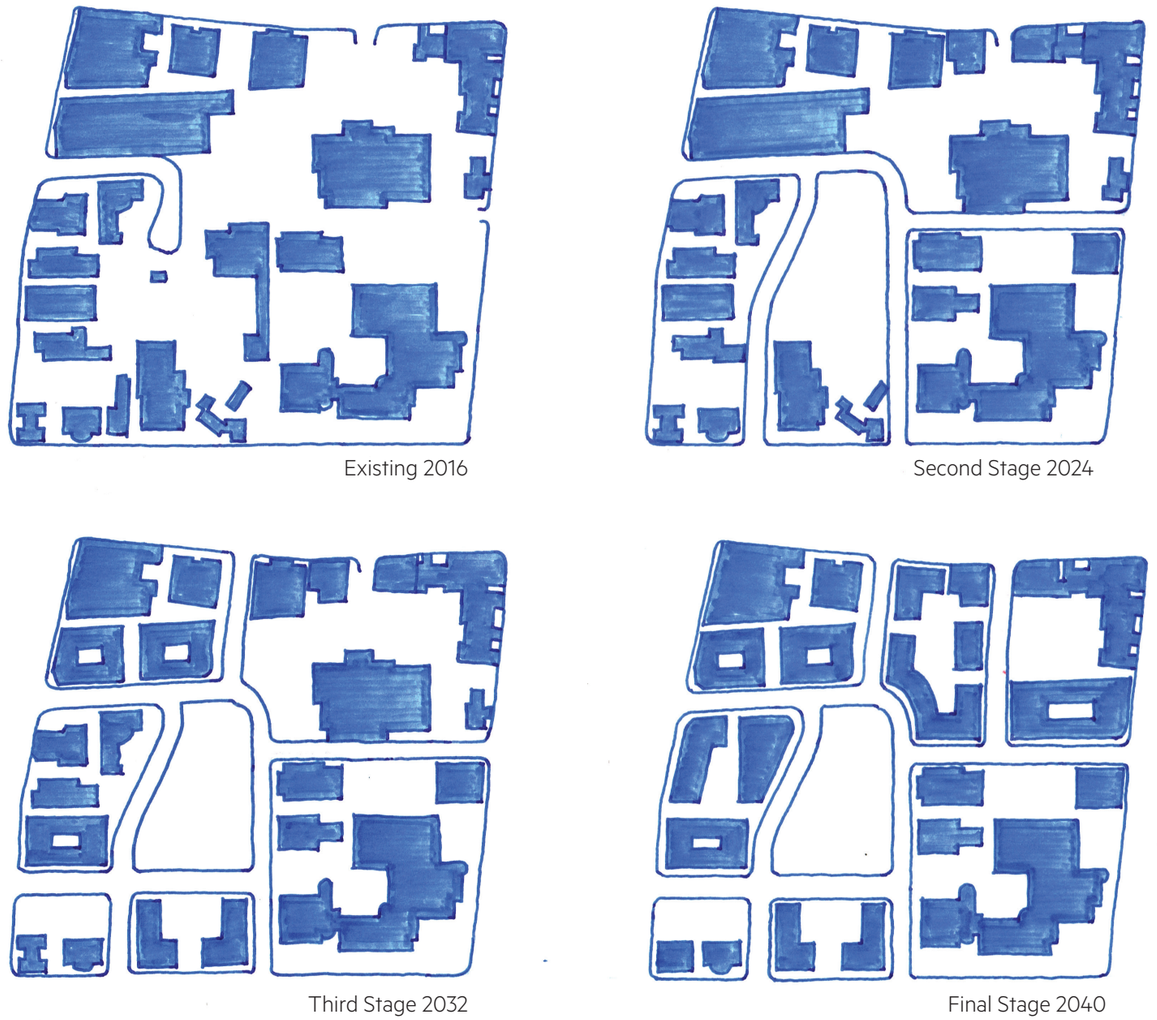


Figure 9.4.1.2: Area 2 restructuring to include additional streets



9.5 Hutt Road and Petone Station

Introduction

Petone's street grid meets the Hutt Road at an angle, producing a ragged frontage along the eastern side of the street. This is less pronounced at the southern end of the Hutt Road, where sites are large and buildings tend to be seen as stand-alone entities. North of Petone Avenue, commercial premises are noticeably smaller. The "saw-tooth" edge continues, but the finer grain allows buildings to form a more continuous street wall. The western side of the street has a very different pattern of development. South of Jackson Street, the Hutt Road is bounded by the rail corridor. Signs, light poles and other roadside furniture give way to the paraphernalia of rail transport. But a chain link fence provides the only spatial separation between the two types of infrastructure. Further north, the Hutt Road assumes a residential character: first on the west and later along both sides of the right-of-way. These variations mean that a "symmetrical" street section is found in only two locations. One is north of Udy, where a solidly residential character takes hold. The other is located between Te Puni Street and Petone Avenues, where industrial buildings encroach onto the eastern side of the Hutt Road. In combination, these factors produce an untidy streetscape with no clear identity. This lack of character is ill-suited to the Hutt Road's status as a 'gateway' and a major arterial. The conditions also deter pedestrians and cyclists, even around Petone Station where the poor quality of the public domain has helped to produce a suburban park-and-ride facility rather than a truly urban train station.

Existing Conditions

- Utilitarian character detracts from the "gateway" experience
- For much of its length, the Hutt Road possesses an asymmetrical cross section
- Ragged frontages and changing land use produce a confusing streetscape
- Low-quality public realm discourages pedestrians and cyclists from using Petone station
- South of Jackson Street, the courser grain results in a loss of spatial definition

Opportunities

- Streetscape improvements can be concentrated along the eastern frontage
- Broad painted medians have the potential to become more positive landscape features
- Public ownership of the rail corridor allows for comprehensive design
- Boulevard treatment enhances amenity for both motorist and pedestrians
- Western frontages can improve incrementally as privately owned sites are redeveloped



Asymmetric street quality



Petone Railway Station



Stepped, 'ragged' frontages to Hutt Road



Residential and commercial uses

HUTT ROAD & PETONE STATION


Shared surface, Station Square


Roadside landscape treatment


Landscape treatment; industrial

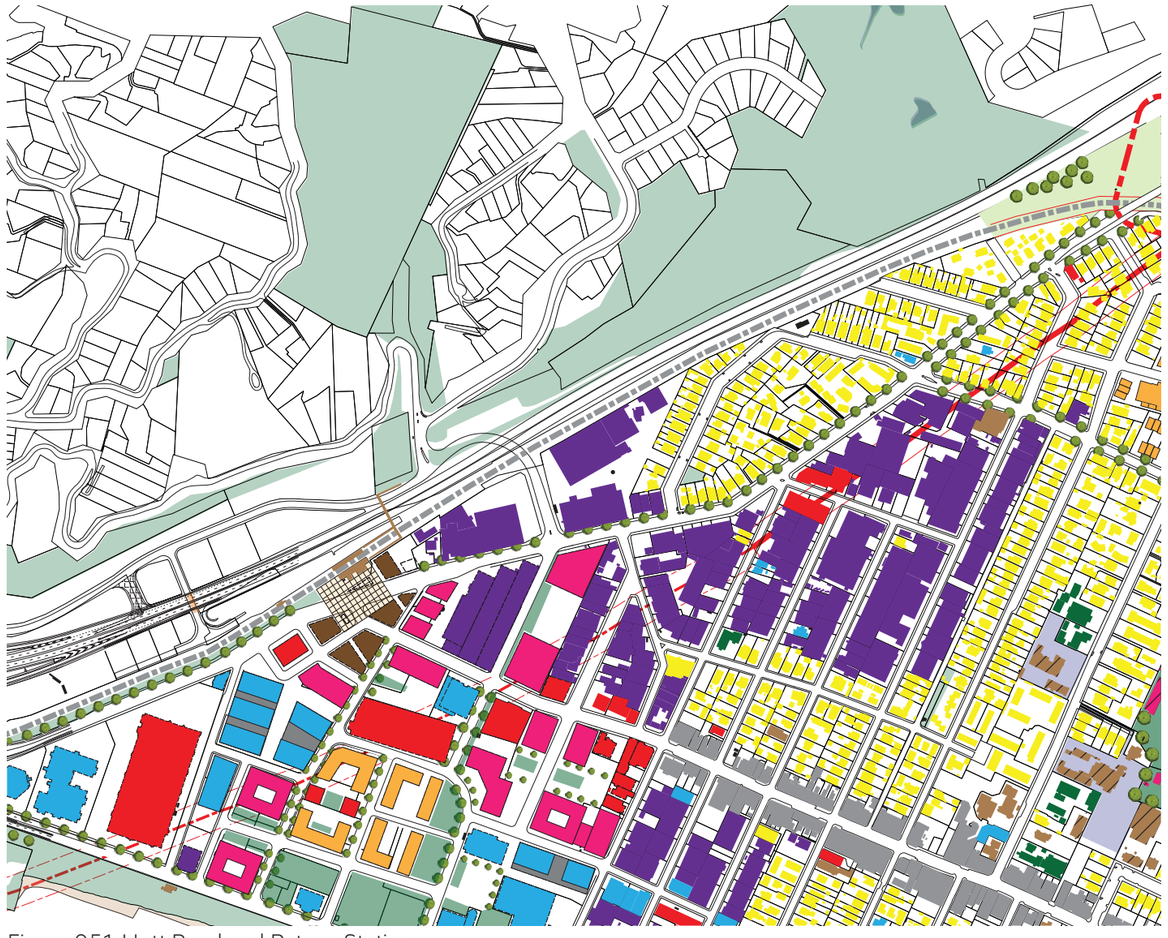


Figure 9.5.1: Hutt Road and Petone Station

Proposal

Overall Description

P2G and CVL could attract more vehicles to the Hutt Road. Any increase in capacity needs to be linked to a streetscape upgrade along with improved cycling and pedestrian routes. In this way, the impact of regional transport projects will be offset by local benefits, including a more attractive Petone "gateway" and a fully integrated public transport interchange. The Hutt Road's asymmetrical cross section can be used to advantage. A continuous landscape treatment is feasible along the western side of the street, where residential sites predominate or land is in public ownership. Along the eastern side of the street, commercial properties are less likely to exhibit a uniform appearance. Nevertheless, new district plan controls can produce a gradual improvement in architectural quality. Likewise, targeted incentives can be used to encourage landmark developments in a few conspicuous locations. The Hutt Road's principal focal point is "Station Square". This is a high-quality public space with safe at-grade pedestrian crossings and better links to surrounding streets. The square contains several of Petone's most recognisable buildings. These help to distinguish Jackson Street as Petone's principal commercial thoroughfare.

Gateway Boulevard

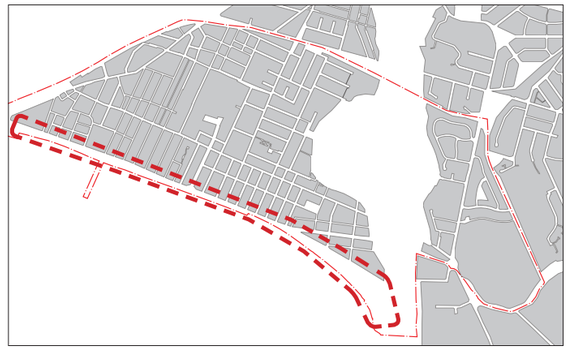
- New streetscape matches the Hutt Road's role as a gateway to Petone
- Public agencies produce a uniform landscape along the western side of the r.o.w.
- Property owners upgrade sites and buildings along the eastern frontage
- First priority is Korokoro to Jackson Street, where the "gateway" function operates
- Second priority is Riddlers Crescent to Mill Road, where residential amenity is at risk
- Improved at-grade pedestrian crossings occur at Jackson and Udy streets

Petone Station enhancements

- "Station Square" advertises an improved bus-rail interchange
- Pedestrians and cyclists enjoy more "green time" when crossing the Hutt Road
- Connections to Jackson Street are made more legible
- Buildings provide active, sheltering street frontages
- Paths and cycle ways are fully integrated with the development of Petone West

Architectural Quality

- New District Plan controls demand:
  - Improved on-site open spaces
  - Coherent architectural compositions
  - Minimum levels of visual interest
  - Active street edges
  - Signage compatible with the scale and character of local buildings
- Development incentives encourage landmark buildings in high-profile locations



9.6 The Esplanade

Introduction

The harbour is central to Petone's origin and identity. Yet, the suburb underplays its waterfront location. One explanation for this is The Esplanade's status as an arterial road. Access to the foreshore is blocked by high volumes of through-traffic. Amenity is compromised by noise, fumes and the constant visual distraction of passing vehicles. The Esplanade should be a pedestrian-friendly waterfront boulevard like Napier's Marine Parade. Instead, its streetscape is shaped by road safety criteria and the need to maximise capacity. Under these conditions, it is not surprising that The Esplanade's built edge has failed to acquire a coherent character or the prestige architecture associated with other urban waterfronts. Across the road, foreshore landscape is a mixed bag. Pockets of recreational open space alternate with large expanses of car parking. Tree planting is intermittent, and the sequence of pavilions and art installations seems to have no overall structure. Fortunately, a solution is available. The Cross Valley Link (CVL) would divert through-traffic away from the harbour, allowing The Esplanade to become a "destination" with a more consistent appearance and a high-quality pedestrian-friendly public domain.

Existing Conditions

- Petone underplays its status as a waterfront suburb
- High volumes of traffic reduce access to the foreshore
- Foreshore landscape varies in character and quality
- The Esplanade is bracketed by the Honiana Te Puni and Hikoikoi reserves
- The Esplanade is strategically located within a network of recreational pathways

Opportunities

- CVL promises to "depower" The Esplanade and remove heavy traffic
- Post CVL, streetscape can focus on pedestrian amenity rather than vehicle capacity
- High-quality boulevard landscape signals The Esplanade's new status as a "destination"
- New walking connections are made to the Petone West and Petone East gateways
- Multi-storey waterfront apartments are located west of Nelson and east of Cuba
- Low-rise built edge complements character housing between Nelson and Cuba
- Natural hazards present a high risk, especially storm surge and tsunami

Proposal

Overall Description

Combining high-quality streetscape with coastal landscapes, The Esplanade becomes a much-visited "marine parade" that orients Petone towards the harbour. Some streetscape elements continue unchanged from east to west, bringing an appropriate sense of scale and grandeur to the foreshore route. Other components vary to reflect changing inland conditions and assign a distinctive character to individual sections of the street. Through-traffic declines dramatically, but the demand for car parking increases as The Esplanade becomes a more popular destination. Regional recreational infrastructure augments local-serving amenities, as Petone exploits its nodal position on the Great Harbour Way and the Hutt River Trail. A detailed response to rising sea level requires more specialised study. Nevertheless, the Spatial Plan's vision for The Esplanade sets terms of reference for future decision making. A crisp edge with programmed spaces is more in-keeping with the central portion of The Esplanade. A sea wall or other "engineered" defences may be necessary to maintain this "urban" condition with its close context of character housing. To east and west, the foreshore thickens to form the Honiana Te Puni and Hikoikoi reserves. Here, the dune-scape can present a "soft" edge with sacrificial spaces that tolerate occasional inundation. Whatever the preferred scenario, sea-level change is likely to require a range of responses rather than a single solution from one end of The Esplanade to the other.



Petone Beach and foreshore
https://www.flickr.com/photos/aidanwojtas/1263240916



The Esplanade looking east towards Seaview/Gracefield

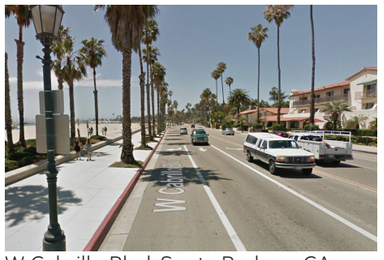
THE ESPLANADE



Esplanade, Petone



Marine Parade, Napier



W Cabrillo Blvd, Santa Barbara CA

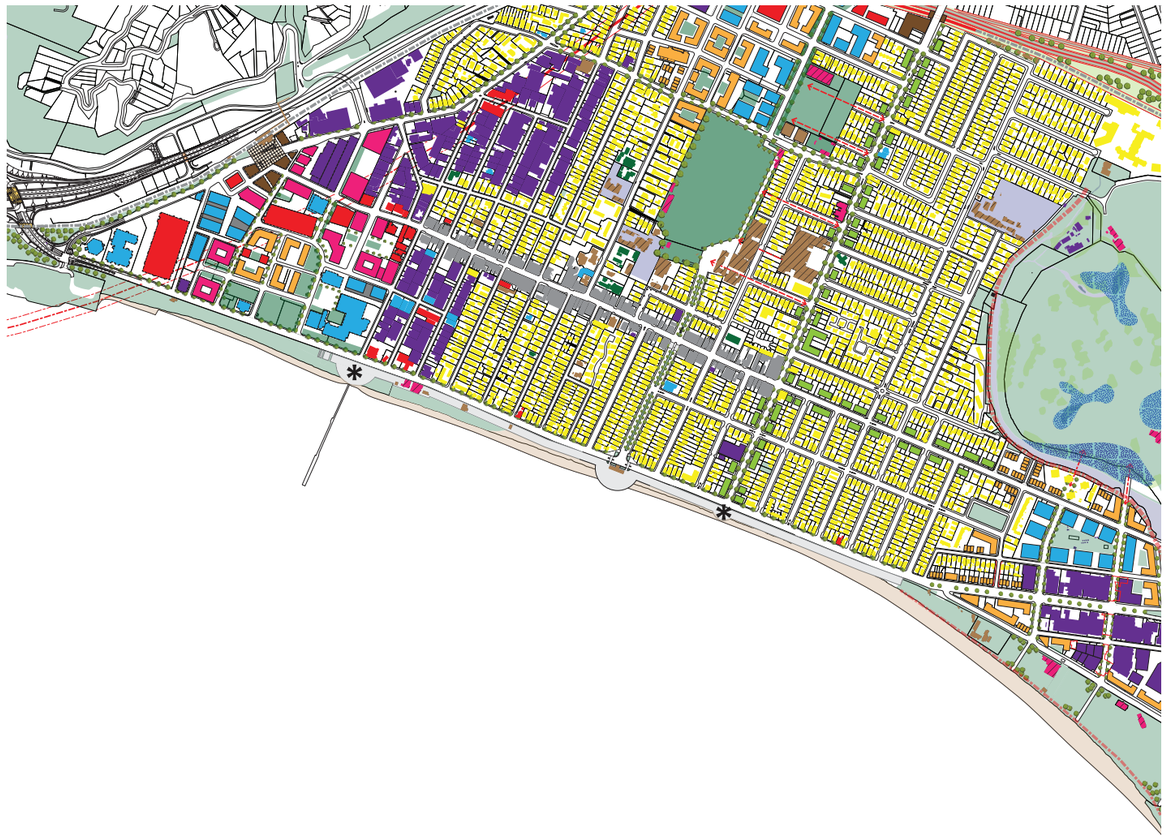


Figure 9.6.1: The Esplanade

Existing Land Use Key

- Residential
- Commercial - Retail
- Commercial - Office
- Industrial
- Jackson St Mixed Use
- Community
- Education
- Sport and Recreation
- Places of Worship

New masterplanning areas

- Mixed Use
- Residential mixed use
- Higher Density Residential
- Commercial - Office
- Commercial - Retail

Streetscape

- Consistent landscape produces a single spatial experience from Korokoro to Seaview
- Streetscape emphasises The Esplanade's asymmetrical cross-section
- Streetscape also responds to local landmarks and changing conditions inland including:
  - Petone Wharf
  - Te Puni Street urupa
  - Settlers' Museum and Amenity Corridor
  - Cuba Street Axis
  - East and West Gateways
- Pedestrians encounter improved crossing opportunities opposite north-south streets
- Waione Street is both a continuation of The Esplanade and a distinct spatial entity

Built Edge

- Building height varies in response to the scale of development on adjacent inland sites
- Uniform setbacks establish a recognisable building line

Foreshore Landscape

- Foreshore landscape separates into three recognisable sections:
  - West of Nelson, softer more natural landscape
  - Nelson to Cuba, engineered urban edge
  - East of Cuba, ecological emphasis
- Rising sea level prompts a variety of responses:
  - Engineered defences along a "hard" urbanised foreshore
  - "Soft" defences and sacrificial spaces in deeper ecological zones
- Honiana Te Puni Reserve is comprehensively redeveloped:
  - Provision is made for a regional aquatic sports hub
  - In conjunction with P2G, sections of the Korokoro Stream are day-lighted
  - Improved walking/cycling routes provide access to the Western Hills
- Hikoikoi Reserve:
  - Strong ecological focus
  - Active recreation
  - "Soft" defences against rising sea level
- Carparks occur as landscaped pockets, off-set from north-south streets

Foreshore Landmarks

- Pavilions mark key locations along the foreshore
- As a rule of thumb, minor landmarks are spaced no more than 400 metres apart
- Whenever possible, foreshore buildings support activity in surrounding open space



9.7 North Park Village Gateway Area

Introduction

Historically, Petone has looked south rather than north. This orientation reflects the strong “pull” of the harbour and close ties to Wellington City. So, early development spread along The Esplanade and later Jackson Street. Inland subdivisions did not appear until after the choice waterfront blocks had been occupied. North of Udy Street, urbanization was especially slow. Building was hampered by flood prone terrain, poor access and a marginal location on the borough boundary. The area was also bisected by the Recreation Ground, which once extended as far north as Wakefield Street. These idiosyncrasies mean that North Park Village Precinct is today characterized by large sites with a loose matrix of car parks and low-cost sheds. All this may change, if the proposed Cross Valley Link is built along Wakefield Street and the Main Trunk rail corridor. In this location, the new arterial could transform Petone’s traditional “back door” into a gateway precinct with direct access to the regional transport network.

Existing Conditions

- Large industrial sites attract big-box retail operations
- Rail corridor causes north-south severance, especially for pedestrians
- Alicetown is close but difficult to access by foot
- Imperial Tobacco’s site reduces east-west permeability
- Community facilities cluster along Udy Street
- Public and semi-public stakeholders include PWMC, PRFC and Freemasons

Opportunities

- CVL increases accessibility and raises the area’s profile
- Strategic location leads to diversification and more intensive land use
- On-site circulation routes are formalised as “public” streets
- Large parcels and aggregated sites act as land banks
- Small group of major land owners facilitates comprehensive planning
- New urban village focuses on integrated bus and rail transport
- Better north-south connections bring Alicetown into Petone’s orbit
- High-quality public realm sets the tone for private development



Larger scale existing industry (Imperial Tobacco)



Existing big box retail

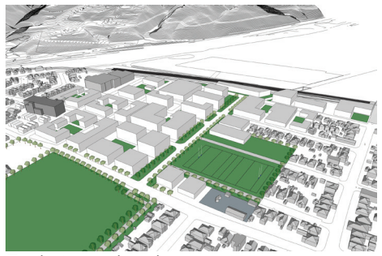


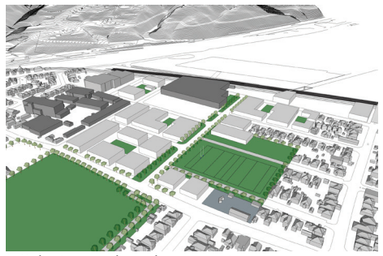
Commercial quality



Poor connection over rail lines to Alicetown

NORTH PARK VILLAGE GATEWAY


End stage development


Mid stage development


Rail line and CVL

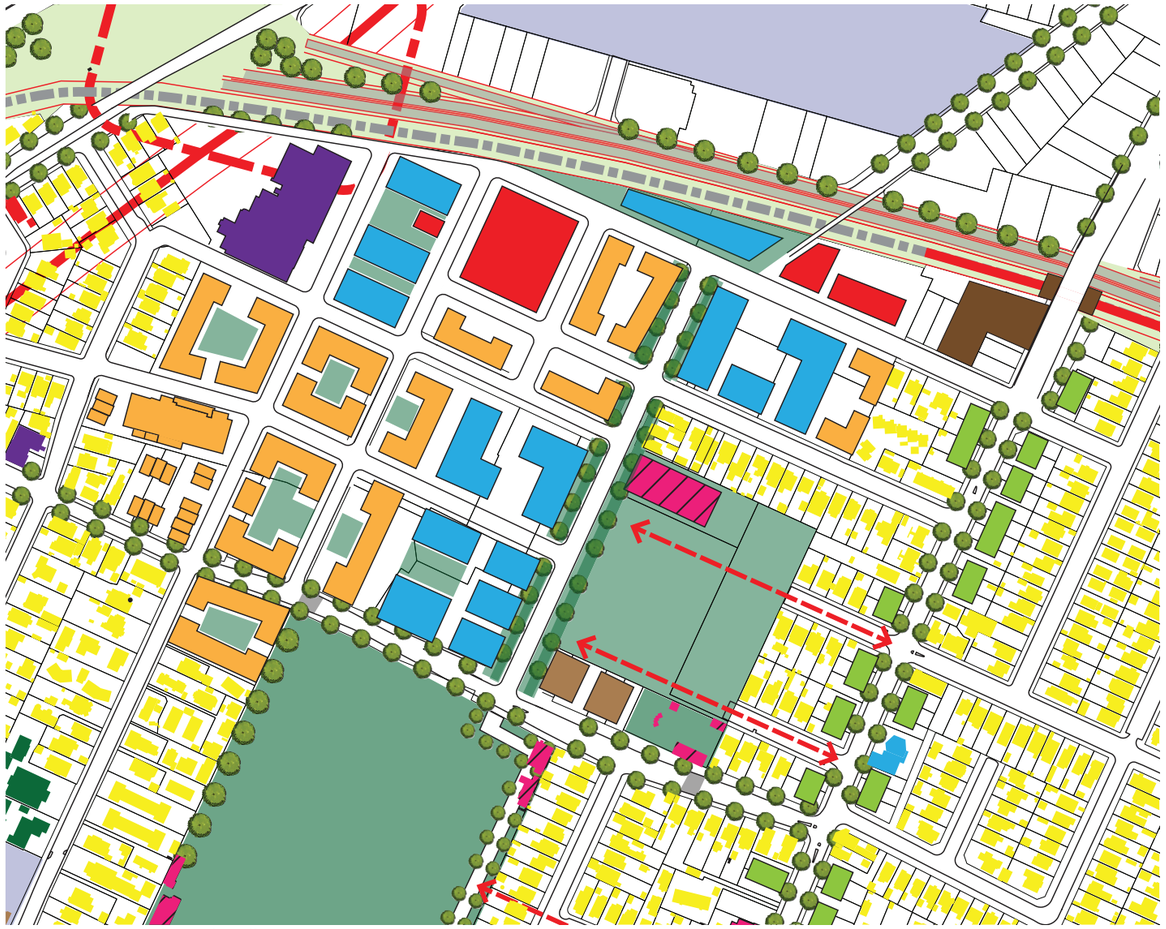


Figure 9.7.1: North Park Village Gateway

Existing Land Use Key

- Residential
- Commercial - Retail
- Commercial - Office
- Industrial
- Jackson St Mixed Use
- Community
- Education
- Sport and Recreation
- Places of Worship

New masterplanning areas

- Mixed Use
- Residential mixed use
- Higher Density Residential
- Commercial - Office
- Commercial - Retail

Proposal

Overall Description

City and regional councils can shape North Park Village's future by investing in public reserves and infrastructure. However, most of the North Park Village Precinct is privately owned, so redevelopment needs to occur incrementally, serving existing commercial interests wherever possible. Short-term changes should focus on improving the current big-box environment. Major buildings like Mitre 10 will need to be retained within medium-term plans. The new transit-oriented urban village will emerge gradually, as individual sites become available for more intensive, diversified uses. At every stage, the benefits to land owners need to be obvious. Under these circumstances, implementation will involve many stakeholders over an extended timeframe. To coordinate their decisions, key elements and relationships will need to be defined within a comprehensive redevelopment plan. As an enduring statement of underlying structure and long-term goals, this plan is vital for ensuring that each development contributes to a single unified vision.

New Street Pattern

- Incremental shift to smaller, more regular city blocks
- Better north-south and east-west connectivity, especially for pedestrians
- Streets and other public open spaces improve legibility
- Smaller blocks support diversification and more intensive development

Links to Alicetown

- New Cuba Street road bridge aligns with right-of-way
- New Victoria Street pedestrian/cycle bridge
- Potential for a shared train station on the Upper Hutt line

Extension of Amenity Corridor

- Green connection restores historic link between Petone Rec and North Park
- Strong pedestrian/cyclist orientation complements Cuba Street arterial
- Improved pedestrian crossing where the Amenity Corridor crosses Udy Street
- Extension to Alicetown via new pedestrian/cycle bridge

North Park Sportshub

- Potential partnership with PWMC
- North Park sports ground provides a focal point for the village precinct
- Strong address on Udy Street and the Amenity Corridor
- Hub articulates the interface between North Park and Petone Rec

North Park Train Station

- New train station serves a large pedestrian catchment
- Cuba Street/Victoria Street bridges provide grade-separated access
- Train station incorporates retail and/or other amenities
- Interchange with express buses on CVL



9.8 Jackson Street Heritage Precinct

Introduction

The formation of Jackson Street as a shopping hub and 'high street' followed the establishment of several large industries (The Gear Meatworks, Railway Yards, Wellington Woollen Mills). Initially Jackson Street (built on land acquired from Edwin Jackson) ran between Nelson and Beach Streets with the first shop built in 1880, and subsequently connected to Hutt Road when Maori land was acquired by the Crown in 1888. Various stages of development are worth noting including the formalisation of the building line in the early 1900s, completed in 1938, and requiring the relocation of a number of buildings to straighten the alignment of the street.

Today Jackson Street could be defined as the 'heart' of Petone underpinning the identity of the suburb. It comprises an integral element and link to the traditional character of Petone, with several buildings over 100 years old. Various upgrade programmes have been carried out and specific design guidance developed to reinforce and protect its heritage. Nevertheless, the current state and quality of Jackson Street is mixed, with a number of pastiche designs or crude modernist structures that undermine the authenticity of the street. Intensification has taken place through upper level residential developments that have in some instances provided the economic feasibility for seismic strengthening and preservation of heritage buildings. Whilst these are often of contemporary design and therefore avoid pastiche heritage, they result in issues of visual dominance, compromised amenity for adjoining smaller scale neighbours and large ground level garage access. Streetscape quality is average with a ubiquitous tarmac/white line vehicle-dominated environment and small historic street furniture gestures. A comprehensive streetscape upgrade is needed.

Existing Conditions

- Petone's principal east-west shopping street hosts a variety of buildings and activities
- Upper-level apartment developments are increasingly common but create some adverse effects on adjoining residential areas and tend to dominate the street scene
- Some buildings create pastiche designs and undermine the authenticity of Jackson Street
- Streetscape is unremarkable and vehicle dominated. Parking reduces visual quality
- Street trees are intermittent and a hard/urban condition prevails

Opportunities

- Comprehensive streetscape upgrade to create a high quality, heritage-themed place and to knit the variable building quality together
- Intensification can cross-fund heritage / seismic upgrades
- Strengthening the pattern of street trees along with canopy upgrades could improve the visual cohesion of the street
- Consideration is given to extending key qualities of Jackson Street Heritage Precinct west towards Hutt Road/Petone Station
- Encourage intensification but with stricter requirements on design and amenity impacts



Historic centre



Retained historic character



Lower quality redevelopment occurring



Relationship of larger development to surrounding residential

JACKSON STREET HERITAGE PRECINCT



Addition above heritage building



Heritage retail precinct with residential



Heritage streetscape



Figure 9.8.1: Jackson Street Heritage Precinct

Proposal

Overall Description

The Spatial Plan identifies Jackson Street as the heart of Petone. This is at once a physical, geographical centre, a shopping hub, a cultural focus and a prime location for quality multi-unit housing. Increased housing pressure and demand for higher quality amenities servicing a local and regional catchment calls for a high-quality public realm. Therefore, a renewed and enhanced streetscape is required that also serves to help tie a highly varied building environment together. It is proposed that Jackson Street Heritage Precinct be the subject of a streetscape (landscape and urban design-led) design upgrade culminating in a comprehensive streetscape plan. The focus would be on the heritage Area 1 but with consideration of connections west to Petone Station through Area 2. A brief should be developed that locates the design principles of any streetscape upgrade within the context of the PSP and the objective of the local communities. Landscape planting should be included with the intention to add more coherent pockets/patterns of street trees and small flexible spaces, perhaps within extended pavements. Vehicle and pedestrian movements should be addressed that seek to improve the pedestrian environment. Intersections with north-south streets should be seen as opportunities for interesting/memorable nodes. The historic emphasis on Petone's east-west axis is to be reflected in greater building intensity and a more vibrant mix of functions. This outcome produces a more legible Spatial Plan by reinforcing Jackson Street as a marker in Petone while offering a highly sustainable location for new housing. The design of any new and taller development should reconcile the dilemma apparent in the street of looking back to the old but with an eye to the future. A new positive precedent is needed to point the way and that avoids pastiche outcomes.

Heritage Streetscape

- A coherent and authentic streetscape that provides:
  - greater continuity from Victoria St to Cuba St
  - unifies the varied building designs / visual integration
  - increased amenity for pedestrians and cyclists, possibly a shared surface approach
  - expression of cultural and physical history/stories
- Better connections west to Petone Station
- Improved public realm encourages high-quality private development

Mixed-Use intensified development

- Medium-density, multi-unit housing is encouraged to upper levels
- Strong shop-front focus at ground level throughout with civic functions
- Improved connections to community spaces/foci north of Jackson Street
- Grain of development to avoid out of scale large building forms
- Maintain and optimise views south to the foreshore
- Address issues of amenity effects over the boundary

Jackson Street west (Victoria Street to Hutt Road)

- Establish a strong building line to back edge of pavement (zero setback)
- Maintain height and bulk with Area 1 but greater design flexibility reflecting the new townscape of Area 2
- Consider small pockets of hard landscape open space
- Create generous pedestrian links that connect to Petone Station



9.9 Cuba Street Axis

Introduction

There has always been a disconnection between Petone and Lower Hutt. For much of their history, the two areas were rival boroughs, competing for investment, residents and jobs. During the 1920s, re-alignment of the Wairarapa rail line increased the separateness of the two areas. Cuba Street became one of only two north-south connections, joining Petone to its northern neighbour, Alicetown. As such, Cuba Street acquired an important role as a distributor and became a primary element in Petone's urban form. As a de facto north-south "axis", Cuba Street defines a centre of sorts and offers the most legible route between the harbour and Lower Hutt. Despite its importance, Cuba Street's appearance suffers from patchy development and buildings of uneven quality. There are only remnant street trees, perhaps a sign that the carriageway has been widened to accommodate parking and turning bays. The most consistent streetscape feature is the ubiquitous painted median. This enhances safety but does nothing for visual character. At the northern end of Cuba Street, the crucial bridge into Alicetown is misaligned and imposes a meandering path on motorists and pedestrians. The diversion adds further ambiguity to Cuba Street's status and character. At the same time, the street's provisional quality presents an opportunity. The untidy mixture of residential and commercial buildings suggests that Cuba would benefit from intensification. Multi-storey and, in places, mixed-use development could introduce a more consistent scale and quality to the street's edges. Allied to streetscape improvements, these changes would enable Cuba Street to become a true urban "axis" at the top of Petone's street hierarchy.

Existing Conditions

- Petone's principal north-south street hosts a variety of buildings and activities
- Multi-unit developments are increasingly common
- Commercial "creep" occurs as businesses occupy residential areas
- Street trees are intermittent or entirely absent
- Built environment quality varies greatly

Opportunities

- Large commercial sites act as "land banks" for residential/mixed-use development
- Redevelopment can introduce a more symmetrical street section
- Potential redevelopment scenarios of 5%, 20% and 75% have been modelled that indicate a theoretical approach to intensification
- Additional planting reinstates the pattern of street trees
- Consideration is given to constructing a raised planted median
- New overbridge creates stronger physical and visual links to Alicetown



Variable quality of Cuba Street building stock



View looking north from Cuba St at South St



Figure 9.9.1: Progressive development at 5% redevelopment and 20% redevelopment (shown in green)

CUBA STREET AXIS


Medium Density Housing


Terraced housing defining street edge


Mixed use, retail and residential

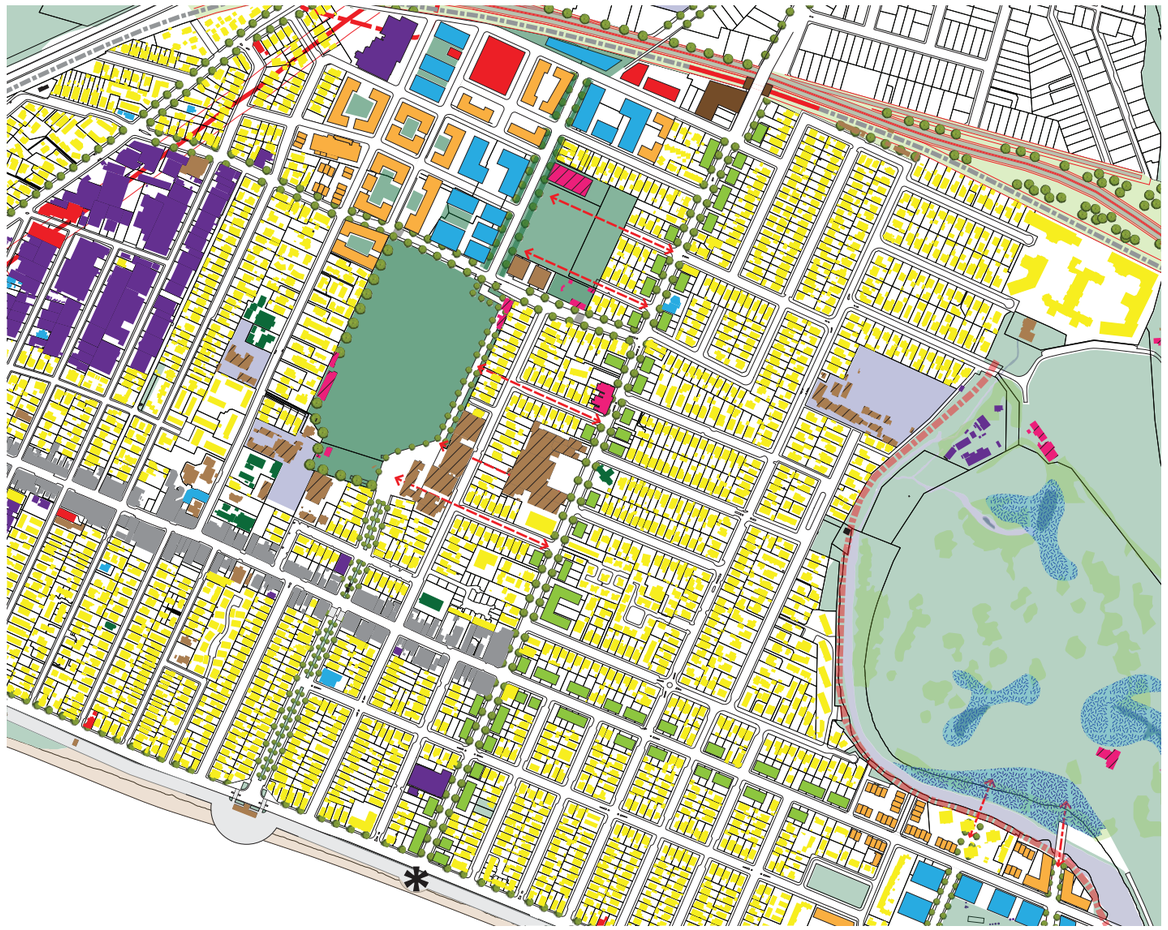


Figure 9.9.2: Cuba Street Axis at 75% redevelopment

Proposal

Overall Description

The Spatial Plan identifies Cuba Street as a prime location for multi-unit housing. As the number of residents grows, a high-quality public domain compensates for the loss of private outdoor space. So, improved streetscape is the corollary of higher density living. An increase in building size is easily accommodated, because existing Cuba Street properties display a variety of styles, scales and activities. In other words, precedents already exist for the type of low-rise medium-density development envisaged along the Cuba Axis. Provided the next generation of buildings is well designed, the new architecture can be fully compatible with its context. The same goes for the diversification of uses. Commercial activities are already spreading beyond their designated areas. A more inclusive mixed-activity zone would acknowledge this tendency, thereby giving developers greater flexibility and bringing more vibrancy to the public realm. Cuba Street occupies an important position in Petone's street hierarchy. Joining The Esplanade with Alicetown, the street has two easily recognised termini. In between, intersections with Jackson Street and Udy Street could become just as clearly articulated. Likewise, the street's associations with WelTec, Petone Rec and a proposed Sportsville Hub on North Park could all be made more explicit. The combined effect of these changes is to transform Cuba Street into a more overt urban axis. Although it should not have the same importance as Jackson Street, intensification of the north-south route helps to balance the historic emphasis on Petone's east-west spine. This outcome distributes intensification more widely and produces a more legible Spatial Plan.

Avenue Streetscape

- New streetscape creates an "avenue" effect:
  - greater continuity from end to end
  - more symmetry between the two sides of the street
  - increased amenity for pedestrians and cyclists
- Improved public domain encourages high-quality private development
- As a true axis, Cuba Street becomes more legible within Petone's urban structure
- North-south axis balances historic emphasis on east-west spine (Jackson Street)

Mixed Use intensified development

- Mixed-use zone includes both sides of Cuba between the rail corridor and Jackson Street
- Medium-density, multi-unit housing is encouraged
- Transitional building volumes respect the presence of character housing to east and west

Jackson Street to The Esplanade

- Consistent streetscape extends south to The Esplanade
- Medium-density, multi-unit housing is encouraged

New Bridge over Rail Corridor/Wakefield Street (future CVL)

- Aligned with Cuba Street
- Integrated with the proposed train station and bus-rail interchange



9.10 Amenity Corridor

Introduction

Petone's main thoroughfares are oriented in an east-west direction. Transverse streets are much less distinctive. Although Cuba Street is notable for its exceptional length, other north-south routes have a sameness about them. Repetition limits the range of experiences on offer, and the interchangeable character of many north-south streets means it can be difficult to locate landmarks unless these lie directly along Jackson Street or The Esplanade. One exception to this pattern is Buick Street. With its central location, raised median and unusually broad right-of-way, Buick has become a de facto "civic axis". Parts of the street are already formally landscaped and, unlike other sections of Petone's nineteenth-century street grid, Buick has a uniform array of street trees – at least in places. It is no accident that several well-known landmarks have been placed here. The Settlers' Museum anchors the south end of Buick. To the north, the street terminates at the Memorial Gate into the Petone Rec. Midway between these points, there is a more recent addition to Petone's civic streetscape. Louise Purvis' 2003 sculpture Te Puna Wai Ora (The Spring of Life) marks the location of an artesian well. Reliant on existing landmarks and confined to the public realm, the Amenity Corridor makes a low-cost low-risk contribution to the Spatial Plan. Nevertheless, the benefits of this initiative are considerable. As a more recognizable civic axis, the Corridor improves wayfinding and elevates the status of three Petone landmarks. Importantly, the project connects other Spatial Plan initiatives; namely "The Esplanade", "Jackson Street", "Petone Rec and Frame" and potentially "North Park Village Precinct".

Existing Conditions

- Existing civic amenities are poorly connected
- Many of Petone's north-south streets have a similar character
- Buick Street is centrally located and possesses a unique cross section
- Buick's streetscape varies in quality and content
- Either side of Jackson Street, Buick Street becomes a parking precinct

Opportunities

- Petone develops a more recognizable "centre" where the Amenity Corridor crosses Jackson Street
- Extended beyond Udy Street, the Amenity Corridor connects with North Park and the McKenzie Pool
- Buick Street signals the presence of Petone landmarks to visitors on Jackson Street

Proposal

Overall Description

The Amenity Corridor transforms Buick Street into a formal avenue that joins three local landmarks: the Petone Settlers Museum, the artesian well and the Rec's Memorial Gateway. As a pedestrian-friendly route, the new Corridor complements the Cuba Street arterial. The landscape exploits Buick Street's unique cross section, further distinguishing the route from other north-south streets. An emphasis on median planting preserves sunlight access to adjacent residential properties. It also accommodates car parking and curb-cuts along the edges of the carriageway. The benefits of this initiative are fully realised if the whole Amenity Corridor is redeveloped at one time. However, improvements can occur incrementally subject to a master plan that coordinates the individual projects. As a first priority, attention should focus on the three landmarks mentioned above. Each site is unique, so the landscape can assume a somewhat idiosyncratic character in each of these locations. Between these points, the streetscape should be more uniform, establishing a recognisable pattern that continues all the way from The Esplanade to the Petone Rec.



Memorial Gates, access to Petone Rec



Artesian Water fountain on corner of Buick and Jackson Streets

AMENITY CORRIDOR



Emphasis on pedestrian amenity



Pedestrian oriented streetscape



Shared Space street crossing

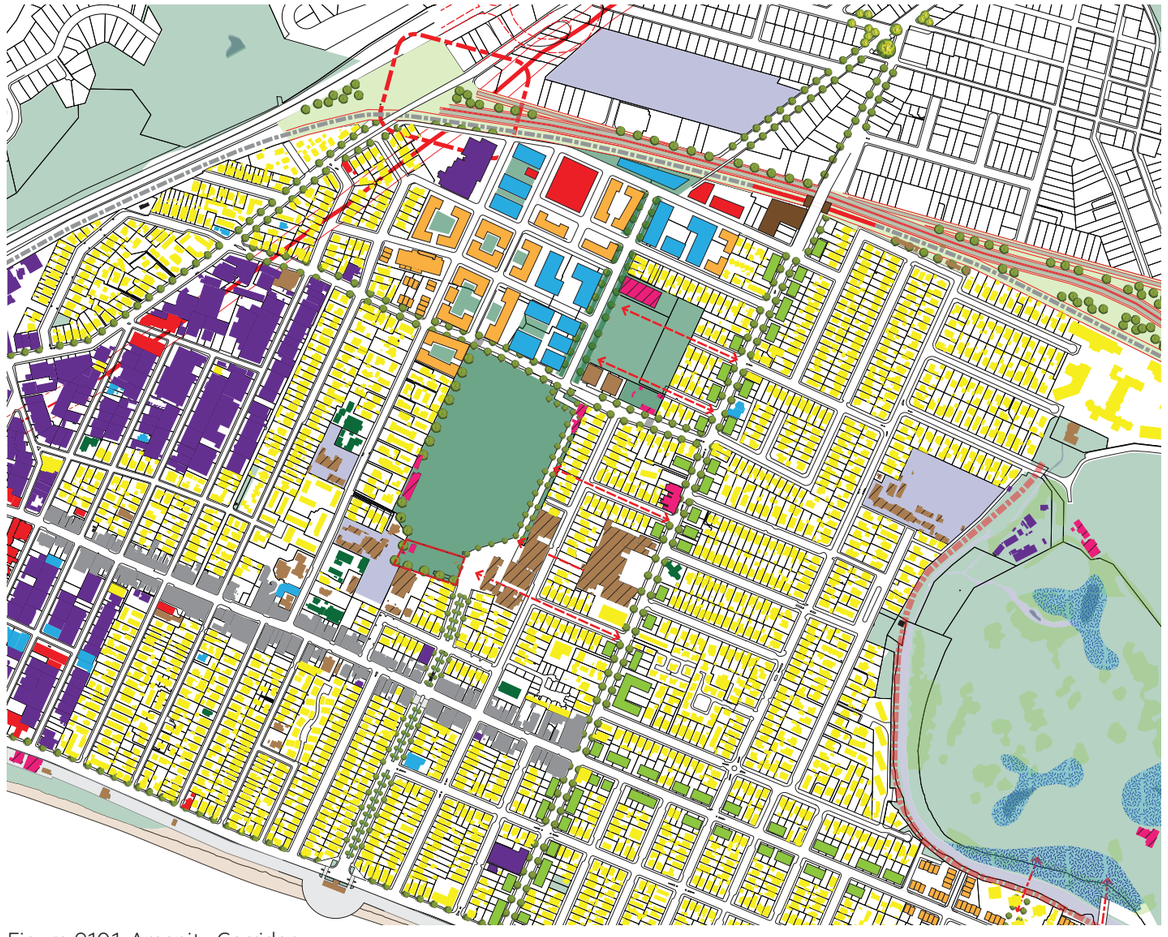


Figure 9.10.1: Amenity Corridor

Existing Land Use Key

- Residential
- Commercial - Retail
- Commercial - Office
- Industrial
- Jackson St Mixed Use
- Community
- Education
- Sport and Recreation
- Places of Worship

New masterplanning areas

- Mixed Use
- Residential mixed use
- Higher Density Residential
- Commercial - Office
- Commercial - Retail

Buick Street

- Buick becomes a “slow” street with an emphasis on pedestrian amenity
- Two-way traffic is retained, but most median parking is removed
- At the edges of the carriageway, parallel parking caters mainly to residents and their visitors
- Median has a uniform width and a single landscape treatment over its full length
- Planting is most intensive down the centre of the street
- Trees form a complementary pattern at the edges of the right-of-way
- Footpath extensions on Buick make it easier for pedestrians to cross Jackson Street

Settlers Museum and Esplanade

- As a foreshore landmark, the museum offers a counterpoint to Petone Wharf
- Boundary between sea and land has a more constructed “urban” character at this point
- Junction of Esplanade and Buick is reconfigured to take advantage of splayed property lines
- Site layout emphasises the formal geometry of the museum building
- Visitor parking is located at a respectful distance from the museum
- Landscape signals the intersection of The Esplanade and the Amenity Corridor

Artesian Well and Jackson Street

- Simple, uncluttered space draws attention to the artesian well sculpture
- Collecting water becomes a piece of street theatre that is visible from Jackson Street
- Well-users can park nearby, but cars are not allowed to dominate the scene
- Footpath extensions on Jackson make it easier for pedestrians to cross Buick Street

Memorial Gates

- Recreation Ground contrasts with the contained “linear park” on Buick Street
- Lines of trees are common to both landscapes
- Weltec’s heritage entrance sets up a secondary axis across the south end of the Rec
- Here, the landscape is more intricate and more intensively programmed
- Site layouts are rationalised in the semi-public zone between Buick and Britannia streets

Recreation Ground

- Amenity Corridor continues along the east side of the Rec as an “allée” of trees
- Generously dimensioned promenade doubles as a cycleway and service access
- Amenity Corridor meets Udy Street at an improved gateway and a new pedestrian crossing.
- Private vehicles are discouraged from entering the Rec
- Drop-off zones are provided at Kirks Avenue as well as Buick, Kensington, and Udy streets.



9.11 Petone Rec Frame

Introduction

The Recreation Ground has been identified as Petone's Green Heart; a civic landscape with unique heritage value. Currently a multi-use space, the Rec has had various configurations during the last 150 years. It once contained a trotting track and a cycling track. It was the venue for the North Island's first rugby match, and it continues to be the home ground of the Petone Rugby Club. The residential area surrounding the Rec also has a distinct history. It was subdivided later than adjacent parts of Petone, and it contains bigger lots. In close proximity to Jackson Street, the large parcels of land have made attractive sites for community facilities and multi-unit housing. As a result, the Rec's "Frame" has seen more change than most neighbourhoods. With good design, the area can accommodate further intensification. Redevelopment should occur selectively, targeting areas where character has already been compromised. Older detached dwellings and leafy gardens underscore the Frame's residential identity. These homes should be retained wherever possible.

Existing Conditions

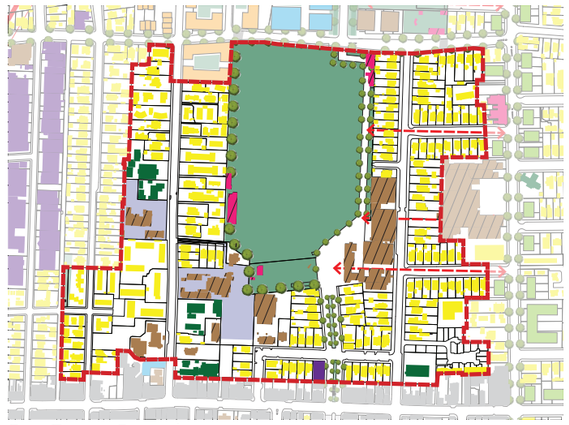
- Amenities are within easy walking distance
- Petone's "Green Heart" is recognised as a civic landscape with unique heritage value
- Surrounding the Rec, the subdivision pattern is characterised by larger lots
- The Rec Frame contains institutional buildings and multi-unit developments
- Older houses are usually single storey, but infill developments often contain two-storeys
- WelTec buildings have a larger scale than neighbouring houses

Opportunities

- Residential intensification maximises the benefits of a central location
- Redevelopment can consolidate urban form in an area where scale and character vary
- Poorer multi-unit housing can be replaced with more intensive high-quality developments
- Existing social housing often has a poor relationship to the street
- Introducing street trees adds amenity and enhances the Frame's leafy character
- Buick Street can become a more recognisable pathway to Jackson St and The Esplanade



Petone Recreation Ground



Rec Frame Boundary



Larger lots, some quality development



Larger multi-unit development

PETONE REC FRAME



Breathe, Chch (Jasmax & Viva! Project)



Breathe, Chch (Anselmi Attiani Architects)



Park side promenade



Figure 9.11.1: Petone Rec Frame

Proposal

Overall Description

Hutt City Council has identified a need for 10,000 more dwellings over the next 20 years. Petone is a popular residential choice, so a significant portion of this development could be attracted to the suburb. However, there is some tension between the demand for new housing and the desire to protect Petone's historic fabric. For this reason, the Rec Frame has particular strategic value. It offers to accommodate intensification, thereby protecting other areas where heritage character is more intact. The Frame is receptive to infill development, because its building fabric is already quite mixed. Also, higher density makes good sense here, because amenities like Jackson Street and the Rec are just a short walk away. This is not an invitation for wholesale or sudden change. Existing character homes need to be protected. New construction needs to be targeted and incremental. Most of all, the special landscape qualities of the Recreation Ground need to be retained, because Petone's "Green Heart" underpins the area's status, identity and amenity. The Rec has heritage value as an early twentieth-century recreational landscape. Its key attribute is a large unstructured open space, which is capable of hosting a range of events from weekend sport to one-off community celebrations. The south end of the Rec contains "programmed" spaces with a more complex character. These adjoin a loose collection of public or semi-public buildings within the south Frame. This whole area should retain a community focus. However, circulation and parking need to be rationalised to achieve more attractive on-site open spaces together with clearer pedestrian pathways and stronger links to the Rec.

Petone Rec

- Petone's "village green" remains a simple uncluttered space with a multi-use role
- Amenity Corridor continues along the eastern side of the Rec as a broad promenade
- Carefully designed pavilions can be embedded within the Rec's treed edge
- Public and semi-public buildings form a recognisable precinct within the South Frame

Increased Intensification

- Well-managed evolutionary change introduces high-quality infill housing
- Redevelopment targets larger sites, especially those that already have multi-unit housing
- Efforts are made to retain high-value traditional houses and their gardens
- New development is subject to design guidelines and design review

Institutional/Community Presence

- Community facilities are retained and become more accessible
- Over time, facilities are reconfigured to meet changing needs
- WelTec develops a stronger address on both Cuba Street and the Petone Rec.



9.12 Petone East Gateway Area

Introduction

Petone East has unparalleled access to waterfront open space. The area is bounded by Wellington Harbour to the south, the Hutt River to the east and, to the north, Te Mome Stream and the Shandon Golf Club. The meeting of marine and riverine environments produces exceptional recreational opportunities. Indeed, two of the region's most important recreational pathways connect at this point. Urban amenities are also close at hand. "East" does not have its own village centre, but Jackson Street's shops are within easy walking distance. Despite its natural advantages, Petone East is not considered a favoured residential address or a particularly attractive place to do business. The Hikoikoi Reserve is popular with joggers and dog walkers, and McEwan Park is known as the home of Petone Rugby League. However, most open space possesses an ambiguous character, which is neither tidy "city park" nor wild "ecological refuge". Waione Street is the main commercial thoroughfare. This carries the same volume of through-traffic as The Esplanade, but lacks the benefit of a sea view. Indeed, passing along Waione Street, a motorist is only dimly aware of the area's remarkable setting. Nevertheless, Petone East is a destination for some. Its commercial and industrial premises are an important source of jobs. These range from modest auto repair workshops to modern factories with instantly recognisable names like those of Ferndale Joinery, Shott Beverages and Steel & Tube. However, the area's biggest employer has closed. Unilever once produced toiletries and cleaning products from a sprawling industrial campus between Jackson Street and East Street. Plant and buildings are quiet now, but the site remains intact and is ripe for redevelopment. If Petone East could realise the full potential of its water frontages, the Unilever land might attract a new generation of knowledge-rich workers and a crop of high-end apartments. This change could have a catalytic effect on the whole area.

Existing Conditions

- Major recreational pathways are poorly connected
- Limited north-south movement reduces the effectiveness of the open space network
- Clear hierarchy of major and minor streets helps to organise "fronts" and "backs"
- Older commercial/industrial premises create a finely grained built fabric
- Jackson Street does not terminate in a satisfying manner
- Natural hazards cause a moderate level of risk (sea level change, storm surge, flooding, tsunami)

Opportunities

- CVL will reduce through-traffic on Waione Street
- Open space improvements can be leveraged off flood protection work
- Junction of the Great Harbour Way and the River Trail offers unrivalled recreational choices
- Unilever site is ripe for comprehensive redevelopment
- Existing social housing sets a precedent for multi-storey medium-density construction
- High-tech enterprises in Gracefield and Seaview identify the area as a mini "Silicon Valley"

Proposal

Overall Description

Hutt City has made a play for high-tech industry. The pitch draws upon the presence of GNS Science and a manufacturing base that is increasingly reliant on sophisticated technology. Petone East is well placed to attract more of these enterprises to the Hutt Valley. With careful planning and design, the area can offer state-of-the art production spaces with direct access to high-quality recreational environments. This combination of work and play attracts the scarce human resources required by knowledge-rich businesses. At the same time, Petone East should not be allowed to become a giant office park. Responsible development will leaven the mix with new housing and a small component of local-serving retail. For the same reason, existing "old-tech" industries should be retained for as long as possible. These supply valuable jobs along with the authenticity that goes with "real" work and characterful buildings. When the old workshops and distribution depots are finally re-purposed, these low-cost premises will make ideal homes for start-ups and creatives. New streets and lanes complete the picture, delivering a pedestrian-oriented urban village that might best be described as "Silicon Valley meets the Home of Small Business".

New North-South Routes

- New thoroughfares draw waterfront amenities deep into the site
- Public reserves are joined to form an open space network
- More frequent streets improve wayfinding and legibility
- Smaller blocks are compatible with more intensive development
- Cross streets take service access away from the Waione Street frontages



Commercial character (Waione Street)



Former large industrial sites (Unilever)

PETONE EAST GATEWAY AREA



Petone East Gateway illustrative buildout



Figure 9.12.1: Petone East Gateway Area

Unilever Site
- Comprehensive redevelopment plan includes new north-south links
- High-amenity campus-style accommodation attracts skilled workers
- Industrial heritage provides authenticity and assists place-making
- New "village green" can mediate between the campus and adjacent housing

Waione Street
- Continuous built edge exhibits a consistent "front door" character
- Construction of CVL prompts "depowering" and a streetscape upgrade
- Riverfront acquires a formed edge between Waione Street Bridge and the boat sheds

Traditional Industry
- Retains the fine grain of older industrial/commercial premises
- Sheds offer cheap accommodation for start-ups and other small businesses
- Building fronts are easily updated to signal new business activity

Intensive Residential Edge
- Multi-storey housing enjoys views across the foreshore and Te Mome Stream.
- New apartments correct perceived over-concentration of public housing
- Increased density takes advantage of extensive open space reserves.

Improved Recreational Pathways
- People can access the water more readily, e.g. at the junction of river and harbour
- Formed riverfront edge adds further variety to recreational activities and experiences
- Waione Street Bridge makes better provision for pedestrians and cyclists

Te Mome Stream Upgrade
- Ecological repair includes improvement in water quality
- Culverted sections are daylighted and restored to a more natural condition
- Historic pā site is acknowledged
- People have more opportunities to access the water
- Upgrade assesses the feasibility of a marina at the mouth of Te Mome Stream
- Te Mome Stream becomes a feature of the Great Harbour Way and the River Trail
- Jackson Street view shaft terminates at a landmark

Hikoikoi Reserve
- Comprehensive management plan places a strong emphasis on ecological repair
- Soft-landscape provides a "natural" defence against rising sea level
- Foreshore landscape improves connections between recreational pathways
- River dredging operation is consolidated or moved to a less prominent site
- People have more opportunities to access the water



9.13 Randwick Road and Moera

Introduction

Moera has a separate history and identity. The area originated as an experimental working-class garden suburb. Its distinctiveness is reinforced by a recognisable "village" centre and clear boundaries that follow geographical features or major infrastructure. At the same time, Moera is closely connected to its larger neighbours. If The Esplanade is not too congested, Jackson Street is only a few minutes away by car or the 130 bus. For pedestrians and cyclists, central Lower Hutt is a short commute via the River Trail. Combined with character homes at affordable prices, this accessibility has made Moera a popular location for young families. Townhouses and apartments increase housing choices and bring greater diversity to the local population. The area's intrinsic appeal means there is likely to be solid demand for all dwelling types over the next 10-20 years. However, development potential is tempered by Moera's exposure to natural hazards. The risk of flooding is particularly high near the Waiwhetu Stream, and this propensity invites a cautious approach to intensification along Randwick Road.

Existing Conditions

- Randwick Road carries a large volume of through-traffic including heavy vehicles
- Through-traffic produces severance between the east and west sides of Moera
- CVL could increase severance if Randwick Road continues to act as a major distributor
- Severance has a greater impact on east Moera because most facilities are in the west
- Street patterns differ on each side of Randwick Road
- Housing has a "heritage" character along the east side of Randwick Road
- Buildings are more variable along the west side of Randwick Road
- Two large open spaces anchor the ends of Randwick Road, but the quality of these spaces varies
- Natural hazards present a high risk, especially flooding

Opportunities

- New road along the rail corridor diverts through-traffic from Randwick Road
- Randwick Road becomes a destination rather than a thoroughfare
- Randwick Road shops develop more of a village character
- Industrial sites act as land banks for future medium-density housing
- Open space at the north end of Randwick Road becomes more pedestrian-oriented
- Streetscape at the south end of Randwick Road sets up a better interface with Hutt Park
- Between Randwick Road and the river, street trees reinforce a "garden suburb" character
- Riverbank is connected to local streets and becomes more attractive for walking/cycling

Proposal

Overall Description

Moera's future is heavily dependent on the form of the CVL. If the new arterial feeds directly into Randwick Road, the suburb's traditional spine will become a thoroughfare rather than a destination. Minor streets like Baldwin Street, Mason Street and Randwick Crescent will retain their appeal. However, Randwick Road will acquire more non-local car-oriented businesses as the street becomes less attractive to residents and pedestrians. A well-designed streetscape could turn a busy Randwick Road into a handsome boulevard. But no amount of planting can prevent the severance caused by increased numbers of heavy vehicles. To avoid this outcome, the Petone Spatial Plan favours the construction of a bypass along the Gracefield/Seaview rail corridor. This road will strengthen Moera's eastern boundary and allow Randwick Road to function as a genuine neighbourhood "high street". Depowered and removed from the network of arterials, Randwick Road can be reconfigured to maximise amenity rather than capacity. A more cohesive streetscape can be introduced to compensate for the variable character of development along the western side of the street. Intensive planting, a narrower carriageway and frequent pedestrian crossings also identify Randwick Road as a "slow" street, which is unattractive to motorists who are just passing through.



Large isolated industrial site (Steel & Tube)



Traditional Character Housing (Randwick Cres)

RANDWICK ROAD + MOERA



Asymmetric development along street



MDH amongst single dwellings


Illustrative York Park Development

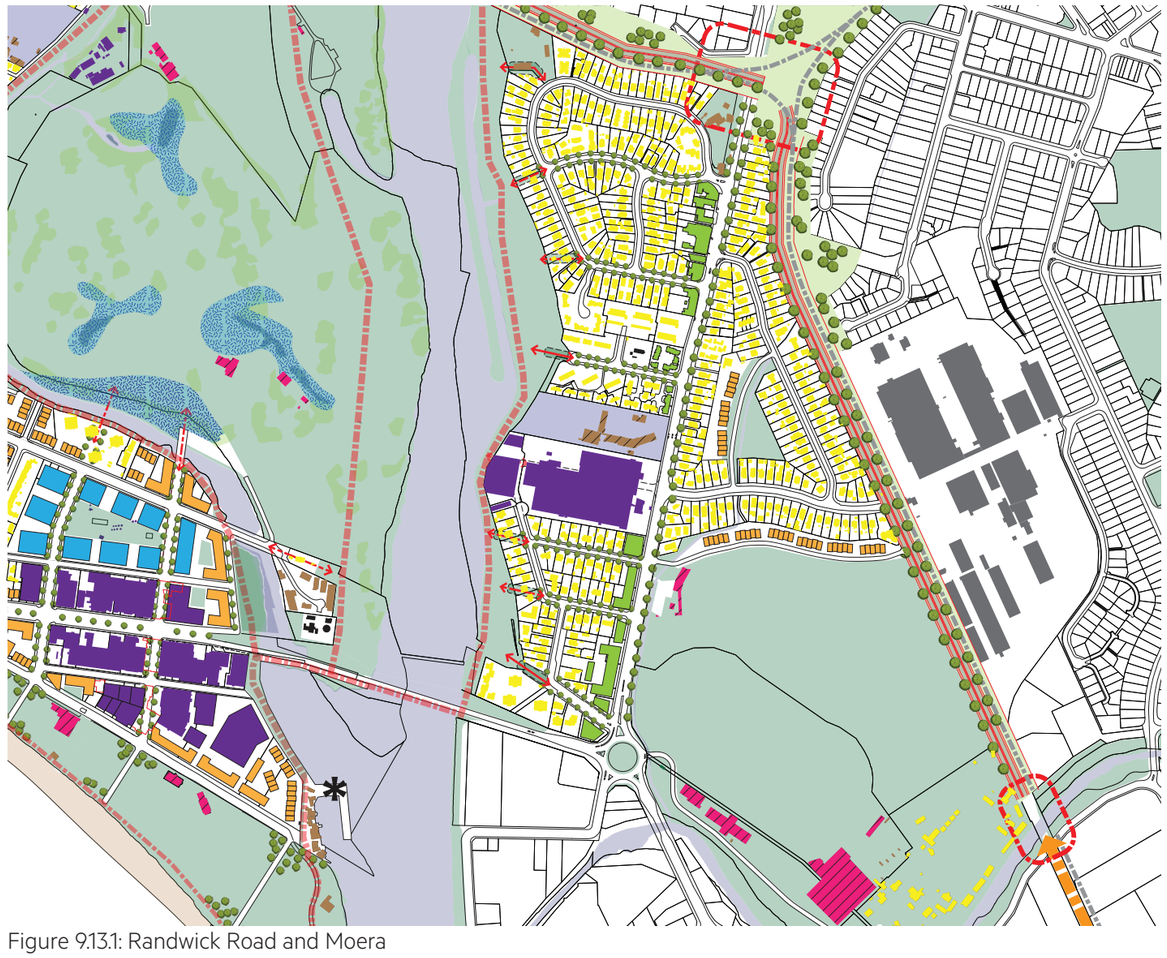


Figure 9.13.1: Randwick Road and Moera

Randwick Road Streetscape

- Option 1: the carriageway becomes narrower and a symmetrical cross-section is reinstated
- Option 2: asymmetry is emphasised and each side of the street displays a distinct identity
  - Street trees and design controls protect the heritage character of the eastern frontage
  - Further change and intensification occur along the more variable western frontage
  - Side streets introduce intermittent planting to Randwick Road's western frontage

Village Centre

- Shops and community facilities expand to the east side of Randwick Road
- Pedestrians are able to cross Randwick Road easily at this point
- All buildings meet the street with active, sheltering frontages
- Above ground-floor retail premises, apartments and small offices add vitality to the "village"
- Wherever possible, car parking and service access are located at the rear

Existing Industry

- Industrial sites are re-designated as mixed-use activity areas
- Existing manufacturing is retained in the medium-term
- Eventually, factories are replaced by more intensive development including housing
- Subdivision introduces new north-south connections and better links to the river

River Connections

- Ideally, all east-west streets lead to the river in an obvious manner
- Barber Grove is an early candidate for a more legible river connection
- Tree planting along east-west streets signals links to the river corridor

York Park

- New housing introduces a more active frontage to York Park
- Public pathways follow both sides of the stream to prevent appropriation by adjacent housing
- Land sales pay for stream remediation and improvements to the remaining open space
- Revenue also contributes to the cost of improved river access in west Moera



9.14 Hutt River Corridor

Introduction

The Hutt River corridor including Te Mome stream, Shandon Gold Course, Sladden Park and the boat launching facilities are all identified in the 2014 PAOS study 'Review of the Valley Floor Reserves' for HCC. It is acknowledged that a range of improvements are required to optimise this natural and recreational asset for Petone and Moera and for the wider Wellington region. It is also acknowledged that control of the reserves along the river are often both GWRC and HCC owned with flood management functions to be preserved, providing a degree of constraint on any recreational intervention. Nevertheless, the Hutt River Trail is a valued asset and along with improved foreshore and CVL connections could provide a high quality recreational circuit. Access to the river from the eastern and western banks is generally limited and paths to the river could be significantly improved. Such improvements would go some way to addressing the identified shortfall in open space provision for particular areas of housing. The PSP suggests that Te Mome stream is enhanced as a wetland area with continuous pedestrian/cycle access while adjacent housing redevelopments should be undertaken to support a high quality stream setting. The proposed CVL would include a new bridge connection that could offer recreational loops integrating both sides of the river.

Existing Conditions

- Along with the foreshore the river corridor is a major open space boundary for Petone/Moera
- Generous open space river corridor offering recreational and ecological qualities
- Includes pedestrian/cycle paths to both sides
- Infrequent connections into the river edges from adjoining areas
- Western edge largely comprised of Shandon Golf Course
- Flood defense stop banks provided along the edges, no wetland areas
- Te Mome stream connects into the lower reaches of the river at Waione St bridge
- Te Mome stream poorly 'revealed' and accessed

Opportunities

- Higher quality recreational access along and to the river edges
- Enhanced Te Mome stream environment including recreational access
- Wetland areas / boardwalks / filtration provided along Te Mome stream
- Te Mome stream housing to overlook and potentially cross fund upgrades
- Retention ponds within Shandon Golf Course
- New and enhanced connections from Moera onto the river edge



Hutt River Corridor



Shandon Golf Course



River inlet eastern bank



Dredging operation on Hikoikoi reserve

HUTT RIVER CORRIDOR


Asymmetric development along street


HCC RiverLink project (Hutt CBD)


HCC RiverLink promenade

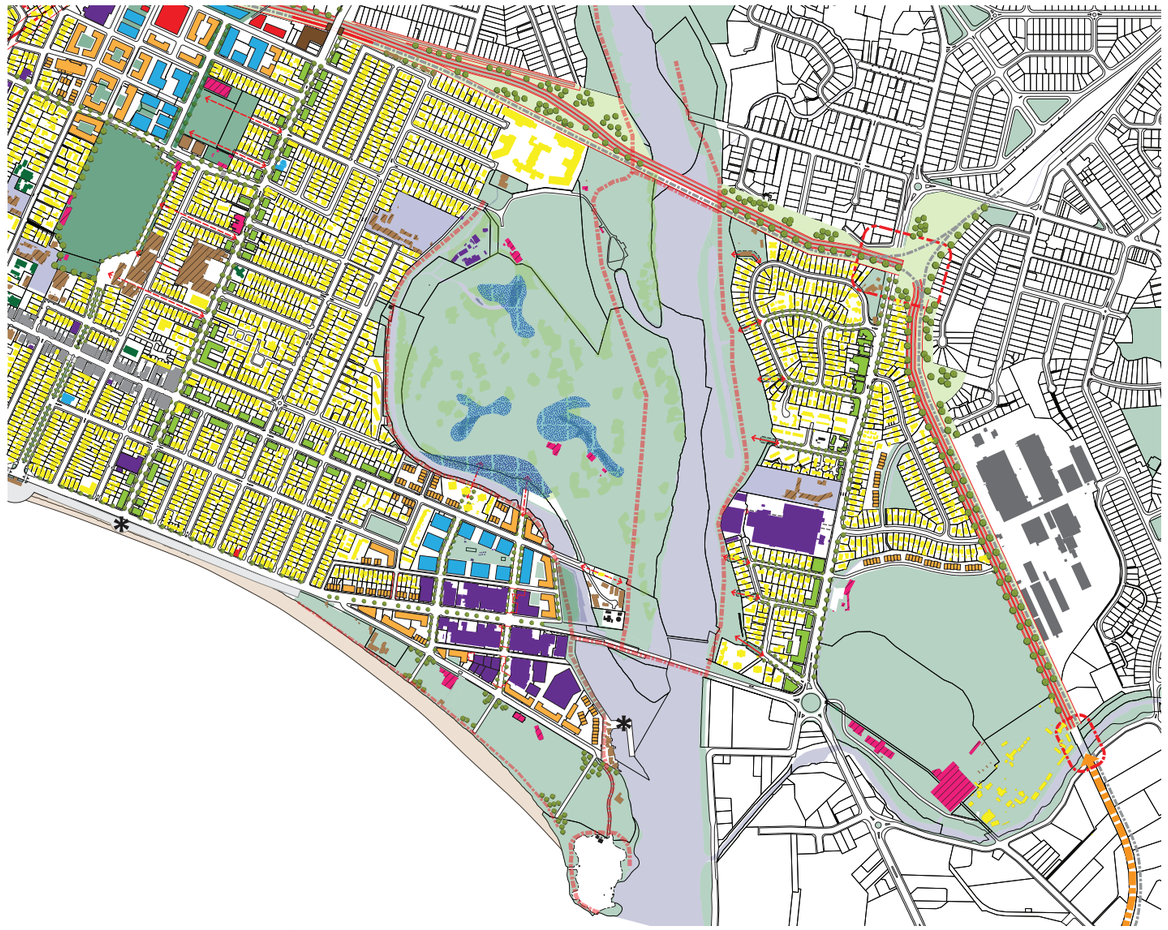


Figure 9.14.1: Hutt River Corridor

Proposal

Overall Description

As a local, Hutt City and regional asset the river corridor is important at a number of levels, providing a valued landscape edge and landmark for Petone/Moera, conveying a sense of place and identity, providing recreational destinations, ecology/habitat, organised sport, boating, fishing and informal activity space. The PSP recommends a focus on the river corridor in general that comprises a wide range of improvement initiatives. These should flow from a dedicated study of the Hutt River in this area and include improved and new links from Moera to the river edge, loop trails benefitting from a new CVL bridge and upgraded foreshore, upgraded Te Mome stream with continuous access, flood retention and wetland areas along Te Mome stream and within Shandon Golf Course, better integration of Honiana Te Puni reserve and access along the boat sheds, and enhanced facilities within Sladden Park including a higher quality boat launch area.

A shortfall in the supply of open space for residential areas exists (as noted in the PSP and the PAOS study), including the area between Cuba Street and Shandon Golf Course. Improved recreational access along Te Mome stream, including pocket play spaces would, in part, mitigate the shortfall for this area, as would upgraded play facilities in Sladden Park.

Hutt River corridor

- Also PAOS study (2014) for identification of river corridor issues and opportunities
- Create loop trails, better recreational paths integrated with new CVL bridge
- Wider circuit created with new CVL parkway and upgraded foreshore/The Esplanade
- More legible and attractive and frequent connections from Moera onto the eastern edge of the river
- New wetland/retention pond areas within Shandon Golf Course
- Upgraded facilities at Sladden Park
- Upgraded boat launching area

Te Mome stream

- Upgraded and expanded Te Mome stream environment, focus on ecological restoration, planting, habitat
- Continuous edge access for pedestrians/cyclists
- Widened connections with Hutt River, creating generous positive open space
- Create wetland areas with board walks, information boards
- Redevelopment of adjacent poor quality housing areas to create attractive integrated stream settings



9.15 Jackson Street East

Introduction

Jackson Street is both a commercial spine and the core of Petone's spatial identity. Historically, the street continued east, across the Hutt River; connecting Petone with Moera, Waiwhetu, Gracefield and other areas on the far side of the valley. In 1954, a new bridge was built at Waione Street, and The Esplanade became Petone's principal east-west thoroughfare. West of Cuba Street, Jackson retained its role as Petone's "High Street". This status is underpinned by the scale and quality of heritage buildings and by the intensity and diversity of commercial activity. However, the eastern end of the street has not fared so well. It terminates unceremoniously at Te Mome Stream amid a cluster of workshops and multi-unit housing blocks that are unflatteringly referred to as "The Bronx". For a time, Jackson Street was bracketed by important industrial sites: the Gear Meat Works in the west and the Lever Brothers (later Unilever) complex in the east. As major employers and long-term corporate citizens, these companies helped to anchor the two ends of Petone's commercial axis. However, both factories have ceased operations: Gear Meat in 1981 and Unilever as recently as 2015. The second closure has increased the perception that Jackson Street "peters out" at it approaches the river. Between "High Street" and "The Bronx", Jackson Street takes on a more conventional residential character. For six blocks from Cuba to Scholefield, single-storey dwellings predominate, and Jackson briefly becomes just another Petone street. However, the domestic character remains tenuous.

Detached housing sits uncomfortably between the areas of more intensive building to east and west. As a result, Jackson Street's few remaining residential blocks are good prospects for redevelopment. Provided there is a favourable interface with adjacent character housing, medium-density apartments can reinforce the distinct scale and unique status of Petone's spine.

Existing Conditions

- Cuba Street provides a clear boundary between commercial and residential areas
- Remnant detached houses belie the street's special status
- Poor visual/physical access reduces the amenity of Te Mome Stream and Gear Island
- Jackson Street's eastern end is effectively a cul-de-sac with no satisfying termination

Opportunities

- Medium-density housing replaces surviving detached dwellings
- Potential redevelopment scenarios of 5%, 20% and 75% have been modelled that indicate a theoretical approach to intensification
- Housing NZ properties are redeveloped or refurbished and subject to infill
- New commercial buildings attract high-value jobs to the Unilever site
- East Jackson benefits from connections to Waione Street and Marine Parade



Residential character between Cuba and Scholefield St's



View looking east past former Unilever site.

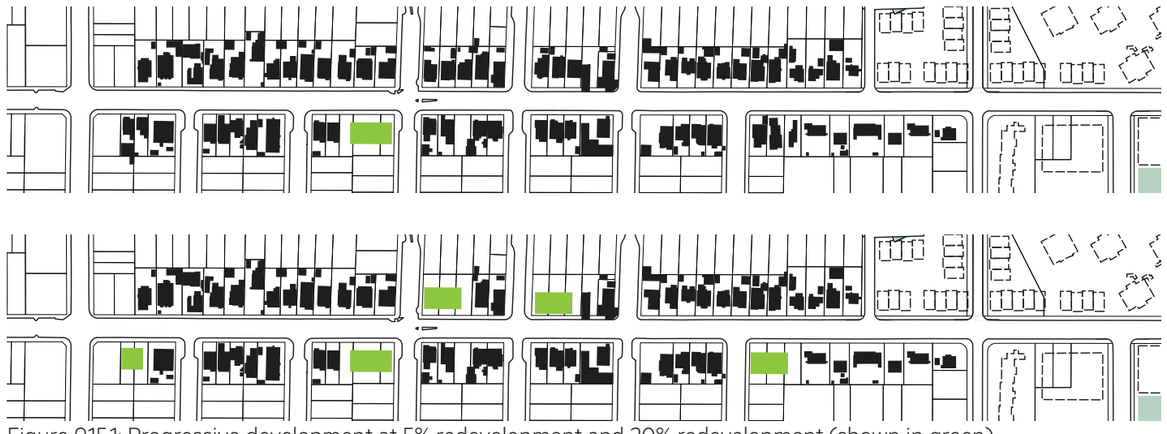


Figure 9.15.1: Progressive development at 5% redevelopment and 20% redevelopment (shown in green)

JACKSON STREET EAST


Medium density development


Modern MDH alongside traditional


Modern MDH alongside traditional

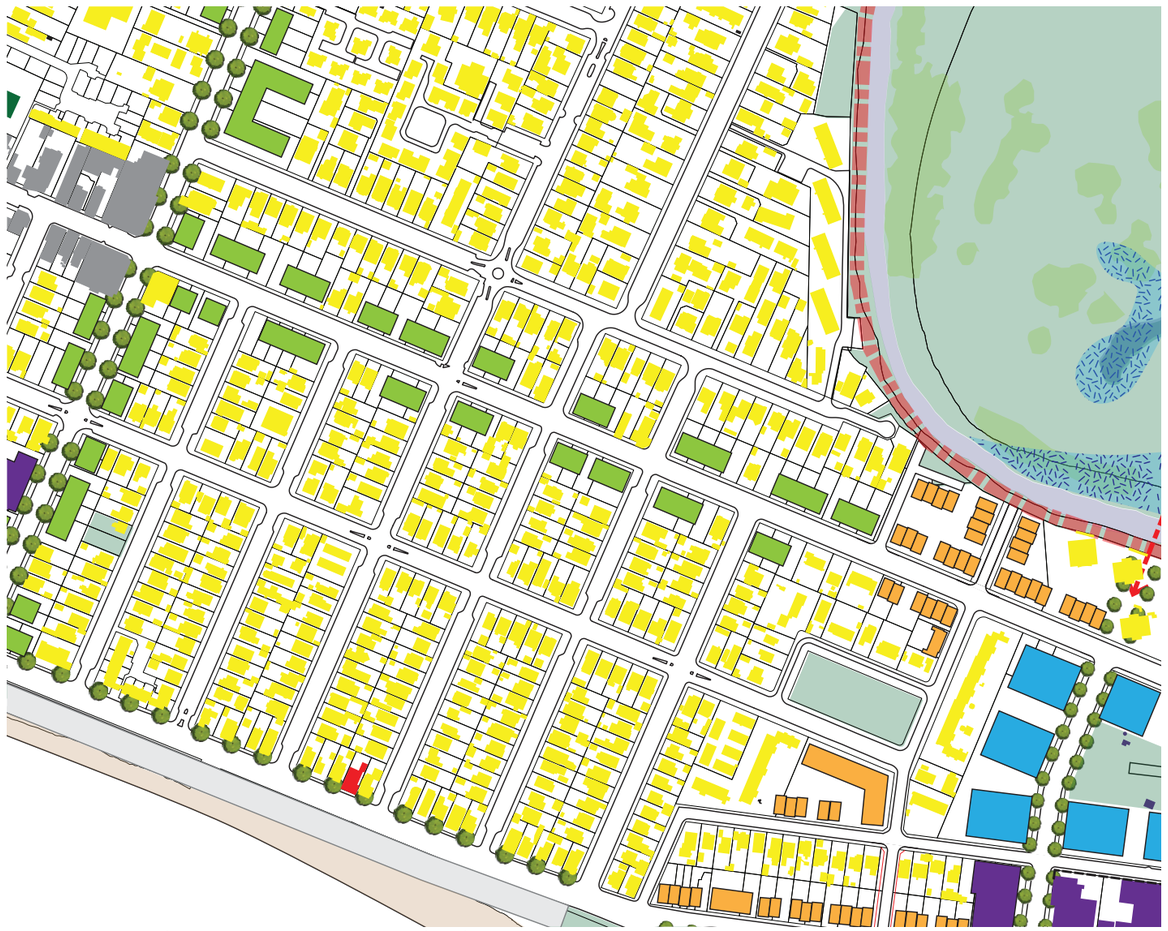


Figure 9.15.2: Jackson Street East at 75% redevelopment

Proposal

Overall Description

The Spatial Plan prioritises streetscape upgrades within Jackson Street's heritage precinct. This reflects community feedback that names Jackson Street's older commercial buildings as an intrinsic part of Petone's identity. However, the heritage precinct belongs to a larger spatial entity. Petone's "High Street" will function best if the full length of Jackson Street is perceived to have distinct functions and a special architectural quality. For example, west of Victoria Street, building frontages need to create a pedestrian-friendly connection with Petone Railway Station. East of Cuba, more intensive residential development can increase vibrancy and assist Hutt City to meet its growth targets. Medium-density housing needs to be introduced gradually. New town houses and apartment buildings must have a sympathetic relationship with more traditional dwellings. This is particularly important across rear boundaries, because Jackson Street East borders areas of character housing to the north and south. Intensification brings a larger resident population within walking distance of shops, workplaces and recreational amenities. This proximity provides another justification for increasing density. Further redevelopment potential exists among the Housing NZ properties in Petone East, because these are overdue for refurbishment or demolition. Two and three-storey complexes provide a precedent for greater building height. On the other hand, site coverage here is quite low. So, Housing NZ land provides scope for intensification, even if the existing structures are retained.

Intensification

- Extend central Jackson Street's two to three-storey scale east of Cuba
- Encourage medium-density multi-unit housing along Jackson Street East
- Provide for incremental change rather than comprehensive redevelopment.
- Use design guidelines to ensure a sympathetic relationship with traditional housing
- Collaborate with Housing NZ to increase amenity and density in Petone East

Vibrancy and Diversity

- Residential intensification increases patronage for local-serving shops
- Expanding housing choices leads to a more diverse population
- Existing Housing NZ properties form part of a regenerating neighbourhood

Improved Connectivity with Surrounding Area

- Jackson Street is connected to the Petone East Gateway
- Te Mome Stream and Gear Island become more accessible



9.16 Te Mome Boat Sheds

Introduction

For much of eastern Petone, the limits of urban development are defined not by the Hutt River but by Te Mome Stream. The shape of Gear Island is still discernible, where the confluence of stream and river recalls the braided channels that once crisscrossed the lower valley. So, it is the smaller watercourse that introduces the river corridor to Petone's residents. As the edge of a verdant recreational landscape, Te Mome should be lined with homes and workplaces that open directly onto waterways and golf links. In reality, most properties turn their back on the stream, because the environment here is often degraded. South of the Waione Street bridge, the picture changes. The stream itself is culverted where it enters the Hutt River, so passing motorists are unaware that they are crossing the tip of Gear Island. However, beyond this point, a broad estuary opens up; one of the few points where the river's flow is genuinely tidal. The problem here is not water quality but public access. The estuary's western shoreline is occupied by the sprawling Steel & Tube factory. The next substantial piece of public waterfront is Hikoikoi Reserve, where Wellington Harbour provides the primary landscape reference. The reserve's only memorable riverine features are a row of boat sheds and a small marina. These raise the prospect of an urban riverfront. However, expectations are soon dashed, because public access to the water is limited and the area feels cut off from recreational amenities elsewhere along the river corridor.

Existing Conditions

- Petone meets the river corridor at Te Mome Stream
- Stream corridor and western riverbank lack integration with other recreational paths
- Te Mome Stream is disconnected from Hikoikoi Reserve
- Properties turn their back on Te Mome Stream's degraded natural environment
- Culverting the stream means that Gear Island is invisible to passing motorists
- Te Mome estuary is one of the few remaining tidal areas on the Hutt River

Opportunities

- Riverfront destination marks the end of Marine Parade
- Greater public access to the river at a variety of water edges
- Stream corridor and western riverbank join the recreational path network
- Walking and cycling tracks offer cross-river circuits of different lengths
- Community-based programmes lead to ecological repair
- Boatsheds provide the nucleus for a distinctive urban riverfront



Te Mome Stream and Shandon Golf Course



Hikoikoi Boat Sheds



Hikoikoi Boat Sheds



Te Mome Stream at Jackson Street

TE MOME BOAT SHEDS



Boatsheds Paremata



Boardwalk and residential development



Riverside boardwalk



Figure 9.16.1: Te Mome Boat Sheds

Proposal

Overall Description

Te Mome Stream and the western riverbank are the subject of a single landscape plan. This introduces a continuous recreational pathway from Memorial Park to Hikoikoi Reserve. For the greater part of its length, the path follows a riparian corridor, which is subject to ongoing ecological repair. This project has improved the stream's appearance to such an extent that new residential and commercial buildings open onto the waterway. Between Jackson and Waione streets, a section of the Unilever site has been "declaimed" to widen the mouth of the stream and reveal the tip of Gear Island. South of Waione, the riverbank takes on a more constructed "urban" character. As a public waterfront, this area will never rival The Esplanade. However, with a new boardwalk and a more accessible boat harbour, the riverfront provides a complementary set of recreational opportunities. Currently, Petone's boat sheds are the only buildings that have a direct relationship with the Hutt River. Provided the water's edge retains its public character, this section of the riverbank could become more built up and support a wider range of activities. South of Marine Parade, Hikoikoi Reserve meets the river as a series of small shingle beaches. In terms of scale and prospect, these spaces are very different from the sweeping south-facing expanse of Petone Beach. Finally, Petone's two waterfronts meet at a shingle spit where shape of the land is contingent on tides and currents. Here, dredging operations are consolidated to allow greater public access to this dramatic location.

Te Mome Stream Corridor

- Te Mome Stream upgrade helps to re-orient Petone towards the river
- Te Mome corridor becomes a recognised recreational pathway
- Flood control provides a catalyst for ecological repair and improved public space
- Ecological repair includes the reintroduction of endemic species
- Storm water retention ponds extend existing wetlands
- Studies identify the feasibility of residential and commercial development

Western Riverbank

- Hutt River's western bank becomes a recognised recreational destination
- Constructed water edges extend from Waione Street to Hikoikoi Reserve
- Boat sheds become part of a wider urban riverfront
- Members of the public have improved access to the boat harbour and the river
- Studies identify the feasibility of residential and commercial development

Hikoikoi Reserve

- Western riverbank becomes more developed as a recreational landscape
- River edges become part of a continuous recreational pathway
- Dredging operations are consolidated to allow public access to the river mouth

E MOVING FORWARD

10 Implementation
10.1 Overview
10.2 Delivery Constraints and Opportunities
10.3 Moving Forward

10 Implementation

10.1 Overview

This implementation section is designed to support delivery of the Spatial Plan.

While this is not a detailed implementation strategy for specific projects, it has been informed by local conditions and known constraints. Furthermore, it distinguishes between development that is likely to be procured through active intervention and that which will primarily depend on passive measures such as development controls within the District Plan.

The implementation advice aims to be clear about what active public sector intervention is necessary and is mindful of both the management and financial constraints which apply. Clearly it is neither possible nor desirable to achieve everything proposed at once, and therefore a phased approach is suggested. As far as incremental delivery is concerned, the following general principles apply:

Early phase development will:

- Deliver 'quick wins' and projects that are within Council control or have minimal dependencies;
- Require public funds that need to be identified in the Council's Annual Plan;
- Have the highest positive impact on the viability and benefits of later phases;
- Inform the detailed design of P2G and CVL and affect the attractiveness of these major infrastructure projects; and,
- Can be delivered using existing or accessible budgets or as market conditions dictate.

Medium phase development will:

- Depend on the successful completion of early phase development by the private sector; and,
- Require public funds that need to be identified in the Council's LTP.
- Require completion of CVL in order to facilitate 'de-tuning' of The Esplanade and possibly Randwick Road; and,
- Require popular acceptance of limited residential development of public open space (e.g. York Park)

Later phase development will:

- Require a change in market conditions (e.g.. viability of North Park Village dependent on medium-longer term market trends to towards higher residual land values);
- Require public funding that either needs to be bid for or is not covered in current LTP and thus cannot be relied upon within proper implementation planning.

Issues of financial viability, timing and risk are intimately related, but deliverability and viability are not fixed hurdles. They can be lowered by assuming longer time frames, projecting values, and forging closer relationships with partners in the public and private sectors.

The ownership of sites is key to developing a strategy for implementation of the plan. When development initiatives cause Council-owned sites to increase in value, the sale of land can capture this increment and raise funds for improvements to the public realm. However, because relatively few Council-owned sites are disposable, this source of revenue is unlikely to recover the full cost of the works identified. It will therefore be necessary for the Council to seek other ways of generating funds for the capital works suggested in this plan.

10.2 Delivery Constraints and Opportunities

There are four main delivery opportunities/strengths:

- The potential to meet a part of Hutt City's new housing growth requirements through proposed developments;
- The potential to enhance the range of facilities and level of amenity in the centres of Petone and Moera;
- Redevelopment potential within the North Park Village area presents a major opportunity for comprehensive long-term change; and,
- The opportunity to leverage public space improvements off planned/known strategic infrastructure projects and subsequent upgrade of the foreshore/The Esplanade.

There are six main delivery constraints/uncertainties:

- Funding for public realm and other capital works will not be deliverable solely through an increase in the value of Council-owned sites;
- Although HCC has limited capital funds for site assembly, compulsory acquisition of land should be considered in a few critical locations;
- Uncertainty over the implications of natural hazards and acceptable levels of risk;
- Uncertainty over the increase in land value that would be required for the three gateway precincts to become viable;
- The majority of opportunity sites are in private ownership/control, so timescales are uncertain and value capture is limited to that which can be achieved through planning agreements and planning contributions; and,
- Improvements to the environment along The Esplanade, Hutt Road and Randwick Road are dependent upon wider infrastructure projects (notably CVL) and relocated Ava station depends on agreements with GWRC.

The implementation strategy addresses the following issues:

- Using the spatial plan as a mechanism for influencing future District Plan changes so as to encourage good design and avoid inappropriate development;
- Extracting value to pay for public realm enhancements;
- Focusing on well defined development opportunities, i.e. projects and sites with promising outcomes;
- Looking to the 'bigger picture' to assess how each initiative contributes to overall comprehensive change, shifting the character and image of certain areas (e.g. North Park Village or Petone West);
- Maximising development value; and,
- Subject to funding over the longer term, securing development value by introducing compulsory purchase.

Responding to the Market

One objective of regeneration is to change the economics of investing. Accordingly, it is important to examine foreseeable long-term demands and their effect on land prices and development viability.

The potential increases in land value across the various initiatives however have not been reviewed and therefore it is not possible to provide an indication of the deliverability of the plan. This viability appraisal should be undertaken as a next step. However, it is understood that property and land values (and therefore project viability) are highly sensitive to even minor changes in market conditions. Therefore, cost estimates may be of limited use, and the perceived value of a development can depend on an individual developer's outlook.

Council Ownership

Where HCC owns land outright, the City has control over the format and timing of a development. Such sites could be used as a kickstart scheme to help fund early public works. At York Park or Hutt Park, for example, the Council may take the lead in preparing design proposals, finding potential partners and packaging the site for a comprehensive development.

Private Sites

On privately owned sites the Council will have less direct influence but can work to demonstrate to the land owners the potential of the site within the spatial plan vision. This may extend to assisting in the preparation of development briefs (for example on the gateway projects) and providing contacts and links to interested parties.

This kind of assistance can help to achieve the optimum sequence of development in key areas. With the right public-private agreements in place, Council assistance with private development can also generate resources for other works which are not self-funding.

Delivering the Public Realm Enhancements

As described above, an increase in site value can be used to generate funds for the public realm improvements identified in the spatial plan. Implementation of these public works is dependent on HCC capital budgets and on capturing some of the increased value which accrues to neighbouring properties. This will not always be possible as most sites are privately owned. In these locations, development decisions rest with the land owners. Therefore, what needs to be reviewed are the following:

Priority – Are some public realm works more important than others? By priortising public realm projects, early investment can target the most beneficial developments; and,

Scope – The spatial plan identifies public realm works that affect privately owned sites (e.g. new routes through North Park Village). Aspects of these works may therefore be provided as part of the site (re)development;

This is particularly relevant for the gateway projects where a public open space element (i.e. a new street pattern) occupies privately owned land. In this case, the scope of the developer's contribution needs to be clearly understood so that works undertaken by public and private sectors may be coordinated and correctly apportioned.

Similarly, the redevelopment of privately owned sites needs to be synchronised with relevant public realm initiatives. Where significant residual value is generated on the private property, planning agreements could include a sizable funding contribution to other public projects.

Funding

The type and scale of physical transformation promoted through the spatial plan requires significant investment. The extent of public sector funding is not known and this should be identified as a next step towards implementation. The Council can play an active role in the following ways:

- Using statutory powers;
- Releasing value by redesignating brownfield commercial/industrial sites as residential areas;
- Using compulsory purchase powers to acquire land;
- Obtaining planning contributions; and,
- Contributing Council funds, land and other assets to the initiatives.

It is important that any newly designated residential areas provide a wider benefit for the local area. This includes public realm improvements, access infrastructure and the creation of employment opportunities, either directly or indirectly. For example, the value of the residential development is used to cross fund employment opportunities.

As far as any potential compulsory purchase is concerned, support may be required from the Council's own resources for a rolling programme of land acquisition and disposal. This should operate on the basis that initial investment would be returned from the proceeds of disposal after enhancements and a change of use.

Council should also explore its power to require proper maintenance of privately owned land. Exercising this power is one way to reduce apparent dereliction and, indirectly to encourage the development of redundant or under-utilised sites.

In some cases, particularly at project level, there might be scope to involve delivery partners, such as HNZ and other providers of affordable housing. While Registered Social Landlords (RSLs) will have a key role both as purchasers of affordable housing and, in some cases, as developers in their own right, access to HNZ and loan funding will be crucial.

Planning gain will also be a major tool in the regeneration process and will mainly arise in situations where redesignation for residential use is proposed.

Marketing for Petone's town centre as an expanding, attractive and vibrant town centre should consider:

- Promoting the area as developer-friendly with a clearly articulated step-by-step planning process ;
- Promoting the area as a great place to live and work; and,
- Building working partnerships with local providers/ labour market to attract incoming employers.

Phasing

Delivery of growth and regeneration through the PSP will be progressed in a phased manner over the period to 2040.

Investment required for infrastructure, train station relocation and so on will influence timescales. Ideally, each phase should be complete in its own right and should serve as a catalyst for successive stages of the work. Phasing must be considered in terms of both physical impacts and funding.

A broad-brush phasing programme is indicated in the table below. This is indicative only and should be informed by an economic and funding assessment (next steps).

Risks

In order to develop a sound delivery strategy for the spatial plan, the risks associated with the various (re) developments and initiatives are identified below:

Private owners are unwilling to develop their sites in accordance with the plan:
Whilst the plan shows optimal configurations for public and private land, property owners will continue to make their own development decisions. Only through assistance in development preparation, partnership or direct intervention can the Council influence changes to privately owned sites.

Timing of development:
As noted above, development decisions for private property are largely outside the Council's control. Consequently, the timing of interventions is unpredictable and may not match the intended sequence.

Dependencies and interlinking of projects:
Whilst financial analyses can be carried out for individual sites, linkages between neighbouring developments may either facilitate or hinder delivery of the plan as a whole. Projects possess social and commercial ties that are difficult to unravel. If these links are well understood, catalysts for redevelopment and impediments to change are more easily identified and addressed. However, due to the complex and often private nature of these linkages, project synergies need to be the subject of a case by case assessment at a later stage of PSP implementation.

	SHORT TERM (2017-2021)	MEDIUM TERM (2022-2029)	LONG TERM (2030-2040)
Traditional Character Area	■		
Strategic Infrastructure	■	■	■
Cross Valley Link (CVL)		▨	
The Esplanade & Randwick Road		▨	
Petone to Grenada (P2G)	▨		
Petone West Gateway Area	■	■	■
Hutt Road & Petone Station	■	■	
Streetscape	▨		
Roading upgrade		▨	
Railway station square		▨	
The Esplanade		■	
Streetscape		▨	
Roading		▨	
North Park Village Gateway			■
Jackson Street Heritage Precinct	■		
Streetscape	▨		
District Plan application	▨		
Cuba Street Axis	■	■	■
Amenity Corridor	■		
Petone Rec Frame	■	■	■
Petone East Gateway Area		■	■
Randwick Road + Moera	■	■	■
Streetscape	▨		
Intensification		▨	
York Park		▨	
Hutt River Corridor	■	■	
Jackson Street East	■	■	■
Te Mome Boat Sheds	■		

Key

■ Timeframe for primary initiatives

▨ Timeframe for secondary initiatives

10.3 Moving Forward

The PSP outlines a vision for private development and significant enhancements to the public realm within Petone and Moera. It explains how the scale, type and nature of development is influenced by Hutt City's housing growth targets.

The high cost of improvements to the public realm (e.g. Amenity Corridor, River Corridor, Foreshore, Jackson Street Heritage Precinct and the like), means that public works need to be subsidised by capturing some of the value that accrues to private property and Council owned land.

As outlined there are a number of mechanisms to carry this out, and their effectiveness varies. Where the Council has the opportunity to dispose of land, asset sales can be a significant source of funding. However, realising capital value in this manner often entails the loss of an income stream as well as diminished control over the future of the site. When such decisions are made, the Council needs to weigh financial and non-financial considerations.

The local community and key stakeholders have been consulted on the PSP. Underlying spatial concepts and Project Initiatives reflect their views and feedback. However, continued consultation is essential for taking the PSP forward.

Economic appraisals, review of site ownership, identifying potential partners, Council funding and District Plan alignment; these are the next steps towards refining initiatives and identifying packages of work for the next stage of the PSP.

APPENDIX

APPENDIX A: Stakeholder Workshop Findings

Attendance

Meredith Walsh, early childhood education, Barnados Childcare
Kath Delahunty, children and education, Sacred Heart Primary Petone
Josef Shadwell, young adults, local university student
Mae Wright, young adult, local university student
Warwick Johnston, heritage advisor, Lacuna Research Services
Alfred Memelink, Petone Historical Society
John Weeds, west end businesses, Petone Industries
Alison Dangerfield, Heritage New Zealand
Claire Craig, General Manager Central Region, Heritage New Zealand
Aaron Kirby, Petone Workingmen's Club
Roger Thackery, good planning and built heritage, Petone Planning Action Group
Ruth Fletcher, good planning and built heritage, Petone Planning Action Group
Cathie Dixon, Coordinator, community groups, Petone Community House
Chris Clifton, home based businesses, Petone SME representative
John Donnelly, retailers, Jackson Street
Allen Hewson, eight sporting codes, Chair Petone Sportsville
David Syms, eight sporting codes, Development Mgr Petone Sportsville
Karen (Kas) Yung, Moera community
Sam Tovey, Moera community
Carl Bakker, Chair, Petone Urban Environmental Association (residents)
Jim Hogg, President, Petone Workingmen's Club

Petone 2040 Group

Tui Lewis, P2040 Councillor
Mike Fisher, P2040 PCB chair
Ailsa Webb, community
Steve Shadwell, community

Consultant team

Andrew Burns McIndoe Urban Ltd
Chris McDonald McIndoe Urban Ltd
Matt Wenden McIndoe Urban Ltd
Graeme McIndoe McIndoe Urban Ltd

ISSUES DISCUSSION

The following records key points of discussion and individual participant views . Collectively this gives an indication of the representative views of the group.

General Points

- Question as to why Korokoro is not within the study boundary. Korokoro is another part of Petone and has been for some time. Might be in a Western hills study? TL replied that few issues beyond P2G identified by Council and P2040.

Residential character and heritage

- Claire Craig presented: build on heritage of place. Petone makes a contribution to New Zealand's national story.
- Understanding value: Jackson St and Patrick Street are Heritage NZ listed historic areas. Plus identified houses, including an 1840s house at Petone West.
- Heritage is special character and environmental baseline.
- Suggest identify what is important from an (experiential) day to day perspective, what you enjoy about your heritage.
- Strengths: heritage places and structures
- Weakness: range of hazards
- Opportunities:
  1. Blue green infrastructure to complement heritage setting.
  2. Phased approach to strengthening rather than 100% right now. That is, 34%, 67%, then 100%
  3. National Heritage incentive funds
- Pastiche can work but really good new design, "the heritage of the future" is also possible.
- Pā site: Should somehow be recognised, potentially with naming - reflection in new street names. There are benefits in interpreting and expressing Maori culture.
- Consider relationship between heritage and intensification – it is possible with good design to have high intensity.
- Petone could be a case study on how to do intensification in a sophisticated way.
- Consider views, retaining, promoting and framing.
- Heritage is by people for people. It's about connection with people who have lived in Petone before us.
- There needs to be protection and enhancement of heritage buildings
- Both restorations and new buildings need to be of high quality
- View expressed that high-rise buildings (over 4 storeys) do not belong in Petone, and there should be a cap on development over four storeys
- 30m high developments in Petone West were anomalies and should not be allowed to occur again

Jackson Street

- Jackson Street area allows activities less than 500m2. Incentives needed to ensure success of Jackson Street.
- Jackson Street needs more investment, as some buildings are badly maintained.
- New buildings are fine, as long as empathetic to the character of Jackson Street.
- Challenge with pastiche, 'Queen on Jackson' "like something off a cheap American movie set." But these buildings have got through Council. (Lack of authenticity)

Area 2 future (PC 29 – large format retail at western end - Petone West)

- Low quality of public/private open space is major problem
- Could be much better, even as an area of big-box retail outlets
- One of Petone's big opportunities
- How can an "urban village" be created here
- It would be worth looking at the submissions made on Plan Change 29
  1. Concerns about height
  2. Need for incentives for good design
- How do you create roads and parks when the land is already privately owned?
- We need to agree on the principles first and worry about implementation later
- Odlins, Gear Meat and others located along the Hutt Road because (then) residential land was cheap and businesses could serve the Wellington market from here – this has produced poor-quality development which cannot be considered "heritage"

P2G Link

- Question on heritage oversight on the Cornish Street area. This is a place to be considered, including the stream, walk to the Korokoro Dam. Need to consider these matters in the design of P2G.

Petone East/Hikoikoi Reserve

- Area is developing without structure
- Lots of amenity but lacks safety, e.g. no lighting on river trails, paths too narrow for bikes and pedestrians
- Low-value buildings likely candidates for redevelopment
- Demolition of some Housing New Zealand blocks of flats
- Pedestrian/cycling path on Ava/Moera rail bridge not wide enough

Moera

- Perception (by those outside Moera) that the area is unsafe
- Stigma attached to Moera – this sets expectations among young people
- How can this (stigma/perception) be changed?
- There is also a real safety issue along the river trail owing to lack of lighting (lighting only extends as far as the rail bridge)
- Connections between Moera and the river are few in number and poorly lit
- Only one street connects with the river and this is in the southern part of Moera where there is a high concentration of State flats
- Also an issue with rubbish/cleanliness on the riverbanks
- This problem has arisen because Moera's riverbank is "off the radar" (this, in turn, is linked to the stigma attached to Moera)
- It would be easy to provide more access to the river

ASPIRATIONS, BRIGHT IDEAS AND QUESTIONS

The following is a verbatim record of the notes posted by the participants under each of three categories, and grouped 'like with like' under headings.

ASPIRATIONS

Heritage

- Quality, visually appealing buildings and heritage well restored
    1. Higher density - more people on Jackson St
    2. Heritage [street] furniture, lighting, streetscaping and trees
- Retain History
- More protection for Jackson St and Housing
- Retention of Heritage
- Increased vitality of heritage of Jackson St - Keep character of Petone housing

Social Issues

- Medium/High density [sic] housing that creates affordable living for struggling families.
- Spaces and consideration for healthy community resiliency
- Greater involvement for low decile areas in order to dissolve the stigma of East Petone - involving these residents rather than "driving them out"
- Provide a better image for the east side of Petone - Bringing the community together

Village Environment

- More community Events (promoting togetherness) located at the Rec/Hikoikoi/Jackson St "Gardens etc"
- Community heart/hub for families and kids, Parks and rec , Fun
- To keep the village feel
- Greater community togetherness/involvement

"Hub"

- Valley Social Hub
- Sporting Hub on Petone Rec
- Petone to be a destination and cultural Hub
- Development of sporting hub

Hazard Management

- Petone successfully integrates appropriate hazard management in a way that compliments it's heritage
- Develop plans which factor in environmental/future issues i.e. climate change

Identity and Development

- Amazing entrance to Petone from Wellington
- Recognition of Petone as a special place compared to the rest of the Hutt Valley
- To find ways to improve liveability and residential amenity that support increased density and retain character. This is likely to involve local govt steering and facilitation
- How to drive more foot traffic to Petone? 5000 visitors via cruise ships to Wellington per day, target them through arts and culture. There is a need for more foot traffic to help small businesses survive, especially with Area 2 going big box

Other

- A place to live out my days

BRIGHT IDEAS

Heritage

Jackson St

- Replace street furniture, rubbish bin and redo street in heritage streetscaping. Accentuate the colonial history with a modern heritage street appeal and plantings.
- Rapidly develop a clear design guide – and apply it – for Jackson St

Housing

- More "Historic Info Boards" like the ones in Patrick St. e.g. Pā Site or at the Celtic Cross - Create a more obvious "Petone Historic Walk"
- Through better heritage protection we could target film industry to shoot in our village
- Keep Petone Housing style and streetscapes
- High Density housing on the seafront in Seaview

Community Building; Places + Events

- Areas set up as small/large amphitheaters for concerts (in various locations)
- Small outdoor areas where communities can come together
- Night Markets bringing in other cultures
- Park/Playground
  - Skate/scooter
  - Water + Sand
  - Art
  - BBQ + Shelter
  - Outdoor Performance
  - Community Heart
- Inclusion/development of communal spaces. Investment in healthy communities/neighbourhoods
- Community gardens in east Petone

Sportsville

For

- Develop a Central Sporting hub to accommodate as many sports as possible in Petone
- Brand new facilities as a sporting hub on Petone Rec
- Sportsville "hub" building = Pavilion 'heritage' type building (instead of modern) - Not on the Rec please!

Against

- Ring fence Petone Rec to stop any sportshub development

Connections

- Resolve the Esplanade traffic issue
- Clarify on how the beach areas are to be used
- Better connections to river/Korokoro
- Petone cycle pedestrian place
- Design/use of public spaces that enhances safety

Drainage/Stormwater

- Well-designed Sustainable Drainage systems

Public Transport

- Review of Public Transport. There seem to be large areas that are poorly served

Process

- Continued and greater involvement of all stakeholders via website?
- Given persistent spatial planning weaknesses in council, contract out the function to a competent private firm

QUESTIONS

Heritage

- Reality of future commitment to retain historical identity
- How can we incorporate Maori history into heritage? Can we span it across all of Petone?
- Petone is highly diverse: Whilst keeping heritage values intact, can we also develop a contemporary identity too?
- How do we connect the village feel of west Petone to the stigmatised East (public housing in particular)?
- How to preserve/conserve the Petone housing – as a style?
- How are you going to achieve the protection of Jackson St in Particular?
- Can Flood Management complement Petone's heritage assets?
- What is the long term future of Petone Wharf?

Engagement

- What engagement is planned for local iwi with P2040G? They have cultural insight that could be of value to Petone's development
- Have Maori/local iwi been part of this process?

Open Space

- What will happen to our open spaces?
- What parks + recreation (non sport) play plans do you have? i.e. reserve, play, community gardens
- What are the objections to a sporting hub given the state of facilities currently?
- What are the negatives around sports hub development?

Planning Process

- We have reasonably consistently had very poor spatial planning and follow through by the Hutt City Council. How can that be changed to avoid further ad-hoc and short term change?
- How can we ensure everyone is aware of and able to contribute to future plans?
- How to marry community wants with council planning decisions and actions?

Other

- Is there a Youth Council in Petone? The younger generation does matter
- What are your Area 2 ideas?
- Was information sought regarding areas that don't have council reports etc about them?

OUTPUTS OF MAPPING EXERCISE

Plans were marked up in a small group working process to identify what works well, what doesn't and opportunities. The table below is a record of notes from those plans collated under a set of headings. This table is a record of views expressed by the table groups. While commonalities of view are apparent, this is not necessarily a stakeholder meeting consensus.

What works well

	Whole of Petone	Petone West	Petone Central	Petone East	Moera
Mix of activity	• Maintain potential for business – commercial, light industrial and retail - as well as residential • Maintain employment in the fine grained light industrial areas north of Jackson Street • Industry is important		• Petone Workingmen's Club –established for 130 years and has 9,500 members • Schools south-west and west of Petone Rec • The community facilities clustered just north of Jackson Street and south-west of the Rec are valued, but the configuration of buildings and space needs enhancement • The presence of Weltec and students is positive, but observed that students do not contribute significantly to local spending	• Mixed use at Waione Street industrial area including residential	
Heritage and character		• Concentration of character and heritage dwellings around Riddlers Crescent is valued (incl. 1840s dwellings)	• Jackson Street character	• Patrick Street valued for it coherence	
Access and transport		• Good parking for park and ride across from Petone Station			• Bus service along Randwick Road is good
Public open spaces		• Good car parking, seating, walkways and changing landscapes	• Maintain Petone Rec. as an open 'village green' • Petone Rec is the community heart, and is for causal use • Historical range of uses of the Rec as well as current organised use should be considered • Keep our green open spaces	• Hikoikoi Reserve is 'better than it used to be' following beautification, but better access is required	• Riverbank provides great amenity for the community

	Whole of Petone	Petone West	Petone Central	Petone East	Moera
			• Leave Petone Rec as a big open space – "it's an asset" • Petone Rec is "old NZ" – peaceful and tranquil		

What doesn't work well/needs to change

	Whole of Petone	Petone West	Petone Central	Petone East	Moera
Mix of activity		• Should provide for mixed use including residential	• Area around Mitre 10 Mega might stay as it is • Where do kids go to play? • Poor quality play space at south end of Petone Rec • How to target or improve the offer along Jackson Street	• Stigma of HNZC housing • "Socio-economic dichotomy of The Bronx"	• Stigma of HNZC housing, predominantly at the south end
Quality of development	• 'Architectural excellence' is expected	• Challenge of scale and mixed quality of development along the Esplanade • Poor layout of Countdown supermarket	• Challenge of scale and mixed quality of development along the Esplanade • Jackson Street provides good activity but many poor quality buildings • Consenting processes that allow Queen of Jackson development • Accountability of developer who produced Queen of Jackson • Dilapidated buildings both sides of North Park.(incl. Bowling Club building)	• Challenge of scale and mixed quality of development along the Esplanade • Might consider destination/drawcard at south end of Jackson Street, but maintain commercial activity here. • HNZC housing at south end of Jackson Street is poor: "the Bronx"	
Heritage and character	• Reactive to heritage – need to be proactive instead • Poor relation to heritage character in new development	• Urupa treatment and setting is poor	• Pastiche-type development on some Jackson Street sites (eg Queen of Jackson) and at south end of Patrick Street • Character housing Jackson to the Esplanade and west of Cuba is very important		
Urban structure and connections	• Develop as a more cycle oriented city	• Poor permeability and access, and lack of visual connections within and around the large format retail area • Access to Petone Station is poor		• Develop connections through the industrial area from south end of Jackson Street to Hikoikoi Reserve • Concern over potential for heavy traffic to continue to use the Esplanade rather than the CVL once the P2G link is put in place.	• Poor east-west access to river and riverbank from Randwick Road • Steel and Tube site creates a barrier, compromises north-south permeability parallel to Randwick Road •

	Whole of Petone	Petone West	Petone Central	Petone East	Moera
Access and transport		• Poor quality of existing cycle route Petone to Ngauranga • Poor quality of existing cycle access from the Esplanade to this route • Better paths are required for all modes at the far western end of the area, and connection towards SH2	• Traffic issues along the Esplanade • Parking is jammed on sports days • School car parking is an issue		• Need to address challenge of relocating heavy traffic off the Esplanade • Need for better lighting along York Street to Awamutu Grove pedestrian connection • Access to Woburn Station on overbridge – need provision for crossing to eastern footpath which has better lighting • Poor lighting and poor quality on pedestrian bridge over the Hutt River by the railway • Poor lighting along the riverbank • Poor cycle connection over the Hutt River bridge
Public open spaces (including streets)	• Most of the Esplanade lacks shade, is dominated by heavy traffic and there is danger from angle parking	• No green sheltered spaces in Petone West	• Placing Sports Hub within the open space of the Petone Rec is questioned • Use of the Esplanade reserve as a recreation space	• Poor streetscape quality around the old Unilever plant	• Traffic domination of Hutt Park roundabout • Poor visibility and oversight of York Park
Other					• Little to no consultation on the redesign of park/community facilities at north east corner of precinct, even though these are very good.

Opportunities

	Whole of Petone	Petone West	Petone Central	Petone East	Moera
Mix of activity	• More cafes along The Esplanade	• Medium density housing along the esplanade • Demolish existing buildings at the south-western corner of Jackson and redevelop, including a community hall	• Redevelop clubrooms in area west of North Park, and across Udy Street north of Petone Rec	• Explore potential for high density residential environment onto the Hikoikio Reserve, at river edge and around and overlooking the Shandon Golf Course • Integrate medium density housing along Waione Street in combination with an Arts Precinct and cafes • Better quality of and integration of social housing	• Consider residential on large site between Randwick Road and the river, but also ensure business can be accommodated (St.&Tube HQ) • Consider place old trains in York Park and use as a small business hub. • Community centre might be explored related to York Park, to serve south part of Moera (abttere central location)
Heritage and character	Stronger guidelines for heritage and character protection	• Protection of Petone Wharf • Express Maori heritage with street signs and native planting • Include Maori heritage			

	Whole of Petone	Petone West	Petone Central	Petone East	Moera
		• Buildings higher than 3-4 storeys are possible here			
Urban structure and connections	• Toll on Esplanade to…		• Implement measures to attract Jackson Street users into the Petone Rec • Consider improved Petone Rec to North Park connection	• Enhanced physical connection and green link along the edge of the river from Shandon Golf Course to Hikoikoi Reserve • Beautify the track around the western edge of Shandon Golf Course • Community gardens around the west side of Shandon Golf course edge, and on the Moera/eastern side of the Hutt River	
Access and transport		• Provide information on Jackson Street at the railway station to inform visitors • Develop a big 'Welcome to Petone' sign • Bike parks and hire bikes on Jackson Street?			
Public open spaces	• Shared use of spaces for pedestrians and cyclists • Consider New Plymouth waterfront precedent for promenade along the Esplanade.	• Explore potential expression of Korokoro Stream, use of swales and wetland • Reuse /reconfigure residual open and parking spaces within the large format retail area here. • Add facilities such as toilets, recycling, and artesian/fresh water within the coastal reserve area	• Upgrade the Esplanade • Consider the Esplanade reserve as a buffer • Consider clustering of facilities and connection of green spaces – considering Petone Rec and North park together • Potential for Sports hub building immediately north of Petone Rec? • Consider potential to use some of the smaller and residual spaces around the Petone Rec for building and other facilities • Consider use of the space under the grandstand • Potential for outdoor performance in Petone Rec	• Consider Hikoikoi Reserve for Sports Hub location • Consider Hikoikoi Reserve for Sports Hub location, as here it would serve both Moera and petone • Consider river bank as a potential linear park, and develop to be a public destination • Consider potential use of Shandon Golf Course for residential	• Potential for Sports hub on Hutt Park

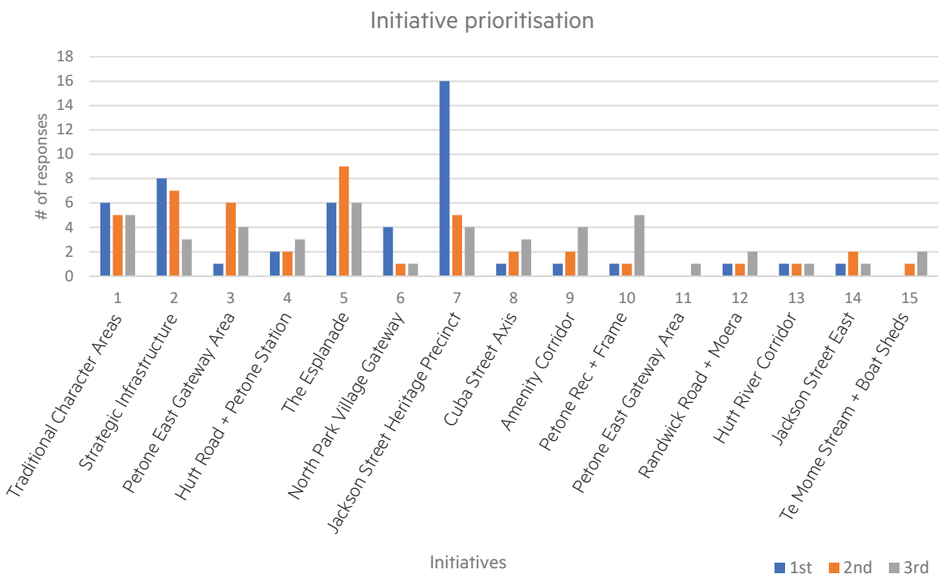
APPENDIX B:

B Summary of Survey Responses

A summary of the responses collected from the public consultation phase of Part 2 January/ February 2017. These responses were collected from the online survey form, in person post it note forms from the consultation, and some e-mailed feedback.

The responses have been sorted by the number of times that each point was raised. These are further categorised into colour groups denoting the number of times they re-occur.

- > 20 occurrences
- 10-19 occurrences
- 5-10 occurrences
- < 5 occurrences



What makes Petone/Moera a great place?		What is stopping Petone/Moera from being the best it could be?		What would make Petone/Moera better?	
Heritage/character buildings	30	Traffic (general)	12	Safe/effective transit for pedestrians/cyclists	15
Village/community feel/vibrancy	26	Heavy traffic/vehicles on The Esplanade	12	Better traffic flow/Traffic management	11
Beach Access/Waterfront/Esplanade	21	Heavy traffic/vehicles through Jackson St	9	Increased urban intensification	8
Jackson St	19	Not enough parking	8	Improvement of The Esplanade/Beach	7
Café Culture (restaurant/pub)	17	New development degrading heritage/character	8	More protection of heritage/character	6
Small Scale retail	16	Lack of cycling access/facilities	6	Promoting PT infrastructure	6
Walkability	14	Earthquake prone/dilapidated buildings	5	Streetscape/planting upgrade	5
Strategic accessibility (to wgtn and region)	14	Insufficient Heritage protections	5	Encourage strategic infrastructure projects (CVL,P2G)	5
Diversity	13	Dated/run down streetscape	4	Jackson St heritage upgrade & development	5
PT access	11	Lack of funding from council for Petone	4	Improved access to the beach	4
History	9	Need for a community shared vision + support	4	Improvement of Petone Rec	4
Intensity of development	8	Incoherent/unplanned development & growth	4	A clear/coherent Development Plan	4
Civic amenities (library/museum)	7	Lack of adherence to design guides/DP	4	Fewer Big box retail store (or reduced parking)	4
River trail/access to river	5	Parts of Petone disconnected (spatially)	4	Activation/activities for public spaces	4
Mix of uses (ind,com,resi)	5	Big box retail	4	Pedestrian priority/increased crossings on Jackson St	3
Petone Rec/Green Heart	4	Rising house prices	4	More parking	3
Petone Wharf	4	Lack of open-spaces/trees	3	Creating a 'town square' on Jackson St	2
Hikoikoi Reserve	3	Low quality (short term) development	3	Maintain low income housing	2
Honiana Te Puni Reserve	3	Restrictive Heritage protections	3	Slow speed residential streets/traffic calming	2
Amenities easy to access	3	Socio-economic issues in eastern Petone	3	Enhance connections between Petone/Alicetown	2
Laid back feel	2	Council not listening to residents	2	Better car/bike parking at railway station	2
Cycling facilities	2	Poor access to Korokoro	2	Activity/investment in Tourism	2
Children's Play Amenities	2	No Plan for sea level rise	2	More diversity of food/shopping options	2
Availability of recreation facilities	2	Overhead lines in residential streets	2	Increase visibility of tangata whenua history	2
Artesian water fountain (Buick St)	2	scruffy' edge adjacent to river	1	Increased access to river	2
Mix of retail (big box/fine grain)	2	Lack of amenity at the waterfront	1	Repairing Petone Wharf	2
Parking availability	2	Heavy vehicles/traffic Randwick Rd	1	Light rail network	2
Family friendly area	2	Free Parking	1	Quicker access to the wider region (wgtn)	1
Safe	2	Isolated from rest of the Valley	1	Fewer cars/traffic	1
Free Parking	2	Manufactured beach environment	1	Introduction of priced parking	1
Sports Clubs	1	Ocean Pollution	1	Removal of minimum parking requirement (DP)	1
Green connectors between areas	1	Not enough tsunami escape routes	1	Less urban intensification	1
Fresh unpolluted water	1	Queen on Jackson	1	Large indoor community space (markets/events)	1
Eclectic mix of old/new	1	Parts of Petone disconnected (social)	1	Introduce residential development above industrial	1
Fishing off Wione St bridge	1	Lack of pedestrian links to the river	1	Investment in social housing	1
Natural environment	1	Lack of density for new development	1	Improve eastern residential section of Jackson St	1
Social Services	1	Removal of state housing	1	Fewer heritage conditions on development	1
Current location of Ava Station	1	Safety/security of the area	1	Separate Area 2 with planting - w/ ped connection	1
Town Clock	1	Blend of industrial and residential	1	One way residential streets between 5pm-5am	1
		Pubs and resulting intoxicated persons	1	Covered walkway from Jackson St to railway station	1
		Not enough fine restaurants/bars	1	Ensuring earthquake compliance	1
		Too many eateries (re: balance with retail)	1	Late night events	1
		Hours of operation (shops)	1	Discounted PT for tertiary students	1
		Wharf is closed	1	Ferry service to Petone	1
		Limited visibility of Maori historic aspects	1	More rooftop bars	1
		"People"	1	Ensuring clean waterways/river	1
		Not enough activities for residents/tourists	1	Increased security/police presence	1
		Not enough promotion of the area	1	Future 'major visitor attraction'	1
		Traffic signs in residential streets	1	Create an open space around Te Atiawa urupa	1
		Poor quality of entrance gateways to Petone	1	Better adherence to Design Guide/DP	1
		Poor connection to Hutt Park	1	Council to consult with wider range of people	1
		Lack of coherence along Cuba St	1	Rezoning of North Park (Mixed use)	1
		Anti-development attitude among some residents	1	Introduction of amenity corridor (Buick St)	1
				Better signage for Moera	1
				Use of Te Reo place names	1
				"Don't allow 3 storeys on Jackson St"	1
				"Stop WelTec gobbling up Petone"	1
				Better Transport connections to Moera	1
				Introduction of 'pocket parks' into residential areas	1
				Ensure a high quality of any new building	1
				Less industry	1
				Start a farmers market	1
				More funding for PSP	1
				"Less aggressive busses"	1
	261		146		153

What is your vision for Petone/Moera's future?		Please record any comments or questions that you have about the proposed initiatives.		Do you have any ideas for additional project/initiatives you would like us to know about?	
Remain a heritage/character destination	15	*Questions*		Include natural hazards/resilience in initiatives, not just supporting docs	2
Increased Urban Density	12	Has this taken into account pedestrian/cycle infrastructure?	1	*Ensure flexibility of plans to accommodate climate change/resilience*	1
Vibrant heart/community	10	"What is wrong with the way we are going?"	1	Repair/consider the Petone Wharf	2
Improved ecological environment	9			Identification of commercial buildings as vertical evacuation for tsunami	1
Improved cycle/pedestrian infrastructure	9			Ensure CVL is attractive and not just cheapest option	1
Heritage retail centre (Jackson St)	8	*Statements*		Introduce green links across Petone	1
Improved PT infrastructure	6	**Keep Petone Rec as it currently is**	4	Create a large accessible community space (events, markets etc.)	1
Diversity	5	Council needs to commit long term funding to PSP	2	Integrate existing cycleway projects into PSP	1
Improved safety/security for the area	5	PSP & supporting docs are high quality and professional	2	With increasing artist residence in Moera, integrate this into an initiative	1
Increased business opportunities	5	**Concern that parking has not been considered fully**	2	Introduce a "Complete Streets" approach	1
Enhanced accessibility (to wider region)	4	Importance of cohesive/agreed plans	2		
Café Culture	4	Opportunity to comment as they are developed	1		
Mix of uses (resi,com,ind) balance of living/working	4	After defining the priorities, PSP will be of benefit to Hutt City	1		
Affordable housing	3	Initiative 2 and 5 are related, and dependant *(CVL and The Esplande)*	2		
Increased connections to beach	2	CVL (reduction of traffic along esplanade) is the priority for any change		Consider cycling (detailed comment)	6
More attractive gateway to Hutt city	2	Public consultation phase has been disappointing	1	Consider parking (detailed comment)	1
Discourage high-rise and 'mall' developments	2	**More work needs to be done to Initiative 12**	1	Decrease traffic on the esplanade (& CVL)	1
"Don't Change!" "No new style buildings"	2	**All initiatives are good, they need to be prioritised for implementation**	1	Lead with increase of PT infrastructure before roading projects	1
Introduction of a long term community vision	2	Support for the new bridge across railway line to Victoria St/Alicetown	1	More funding needed from council for PSP	1
Accessible recreation facilities/amenities	2	Importance of strategic infrastructure for PSP	1	Include Korokoro in the study area	1
High Quality of all new development	2	**"CVL is unnecessary"**	1	Look after residents - prioritise over visitors	1
Resilience design/flexibility of plans for Climate change	2	Concern about moving Ava station from residential area to industrial area	1	Remove parking tickets (go electronic)	1
Working with Tangata Whenua Te Ati Awa	1	Cycling infrastructure aimed at reducing cars need to be considered	1	Cover the pool at McKenzie Baths	1
Remain laid back	1	P2G should not go ahead until after CVL is completed	1		
"Designed for people, not cars"	1	Petone West has been discussed and planned a lot over past 20years	1		
Improved Traffic design/management	1	Connections between Korokoro and SH2 are problematic-Hutt road congested	1		
Low density housing	1	**Support for intensification along corridors - but not for the rec frame**	1		
Better consultation with the community	1	"formal urban waterfront" to include café/bistros	1		
Discourage big box retail	1	Importance of integrating ecological spaces	1		
Better adherence to the Design Guide/DP	1	**Importance of integrating resilient and flexible design for flooding/SLR**	1		
Introduction of electric vehicles	1	**Initiative 1 (traditional character areas) important and needs DP recognition**	1		
Start a local play centre	1	Jackson St heritage needs increased protection	1		
Better Pak amenities for older children	1	**When considering CVL it is crucial not to further divide Moera**	1		
Green areas with new house builds	1	**North Park gateway initiative is important for HCC urban growth strategy**	1		
"Put Moera on the map"	1	Need to balance living/working with the environmental impact of development	1		
No 'gated' communities ofr the affluent	1	Make more of a feature of Boatsheds	1		
		Increase beach access to The Esplanade	1		
		Need higher height limits	1		
		Doreen Doolan Mall needs to be rescued	1		
		Demolish low quality development from Jackson St	1		
	129		43		26

