

CUBA STREET AXIS



Medium Density Housing

Terraced housing defining street edge

Mixed use, retail and residential

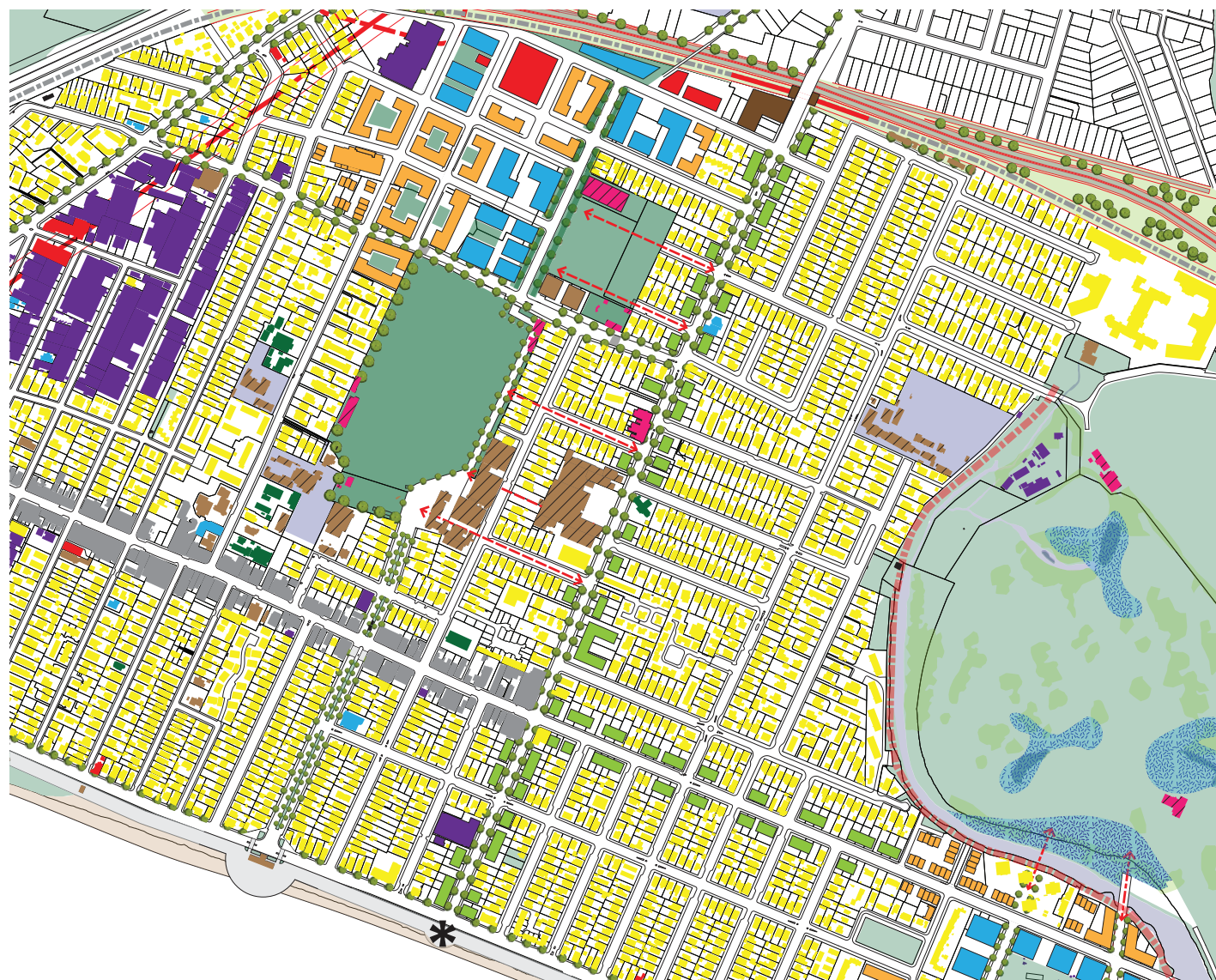


Figure 99.2: Cuba Street Axis at 75% redevelopment

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

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

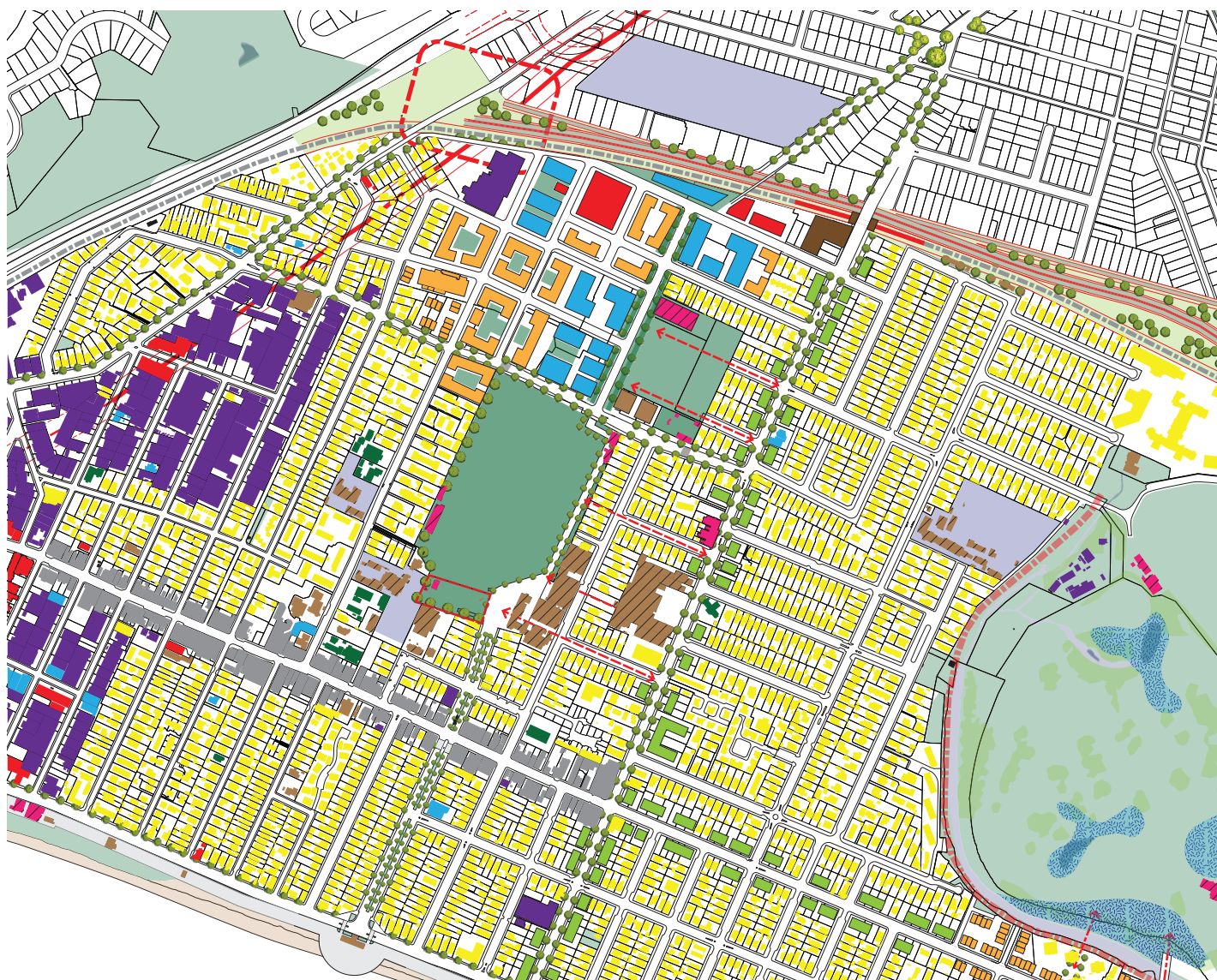


Figure 9.101: Amenity Corridor

Existing Land Use Key

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

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

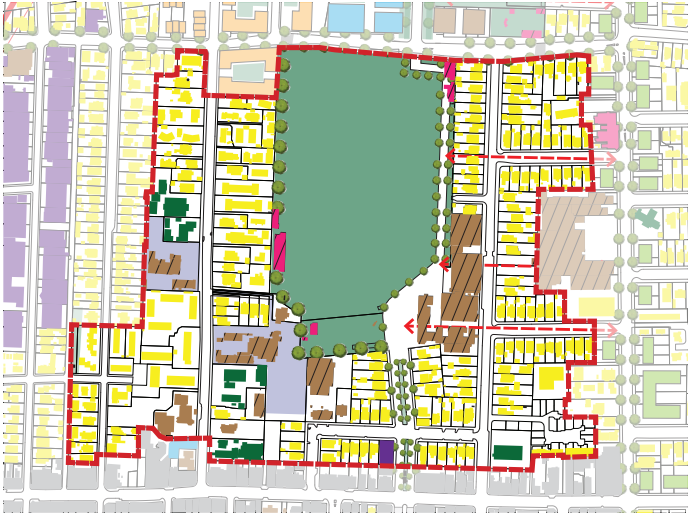
- Amenities are within easy walking distance
- Petone's "Green Heart" is recognised as a civic landscape with unique heritage value
- Surrounding the Rec, the subdivision pattern is characterised by larger lots
- The Rec Frame contains institutional buildings and multi-unit developments
- Older houses 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

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

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

Existing Land Use Key		New masterplanning areas	
■	Residential	■	Mixed Use
■	Commercial - Retail	■	Residential mixed use
■	Commercial - Office	■	Higher Density Residential
■	Industrial	■	Commercial - Office
■	Jackson St Mixed Use	■	Commercial - Retail
■	Community		
■	Education		
■	Sport and Recreation		
■	Places of Worship		

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

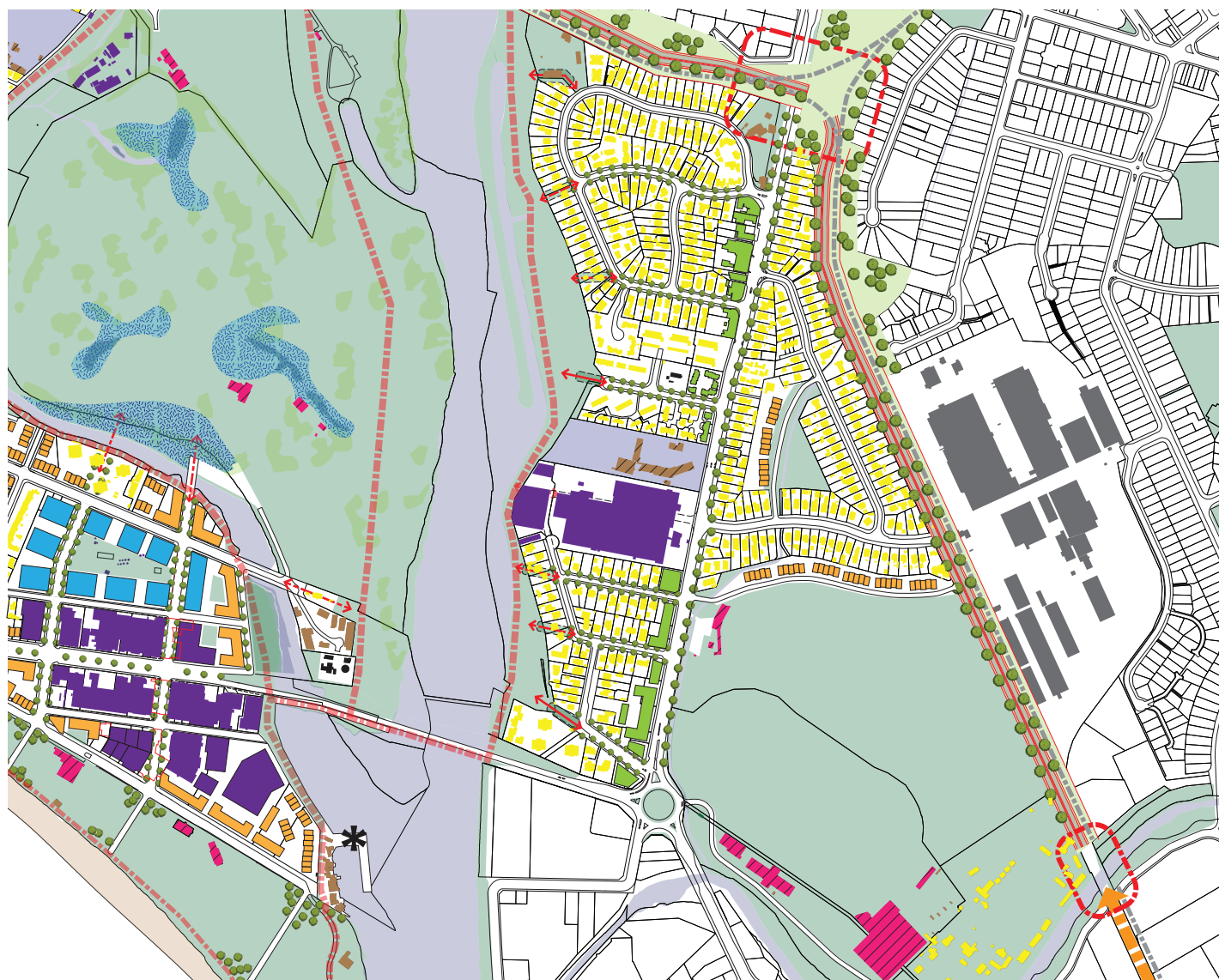


Figure 9.13.1: Randwick Road and Moera

Existing Land Use Key

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

New masterplanning areas

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

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 Golf 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

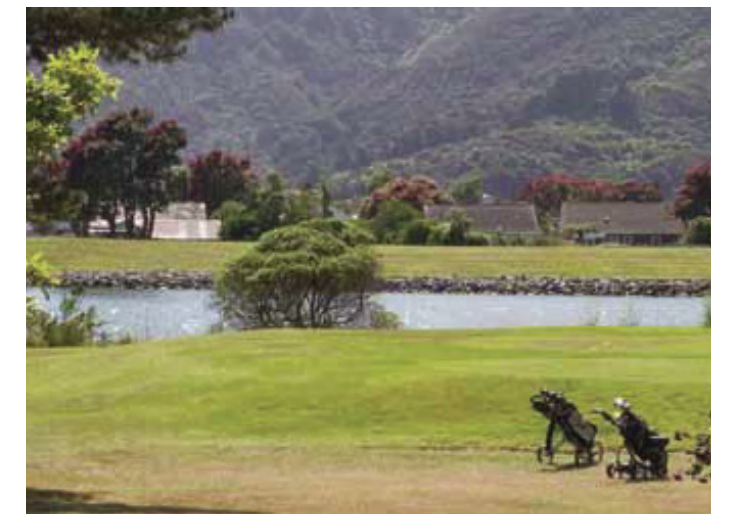
- Along with the foreshore the river corridor is a major open space boundary for Petone/Moera
- Generous open space river corridor offering recreational and ecological qualities
- Includes pedestrian/cycle paths to both sides
- Infrequent connections into the river edges from adjoining areas
- Western 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

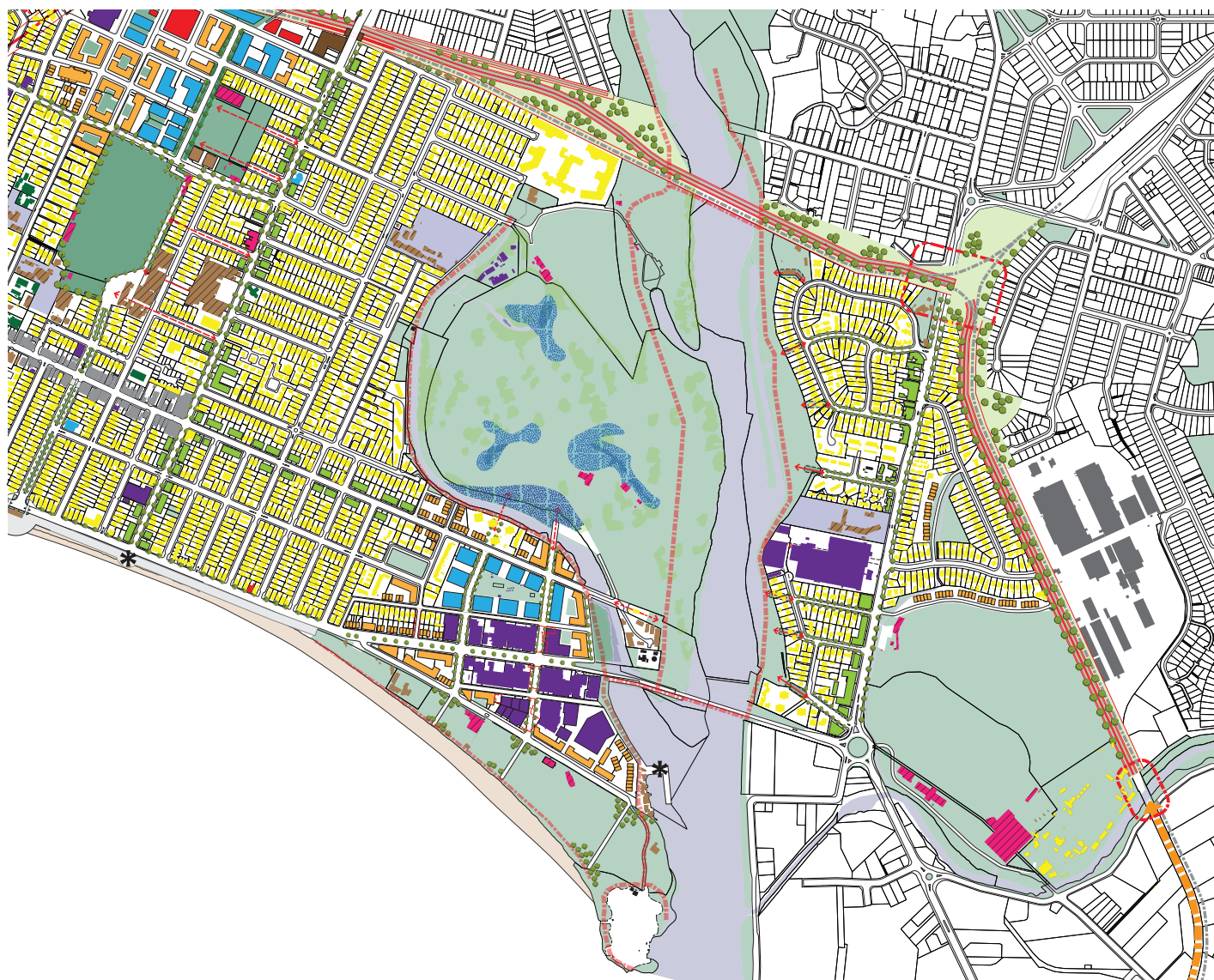


Figure 9.14.1: Hutt River Corridor

Existing Land Use Key		New masterplanning areas	
■	Residential	■	Community
■	Commercial - Retail	■	Education
■	Commercial - Office	■	Sport and Recreation
■	Industrial	■	Places of Worship
■	Jackson St Mixed Use	■	Mixed Use
		■	Residential mixed use
		■	Higher Density Residential
		■	Commercial - Office
		■	Commercial - Retail

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

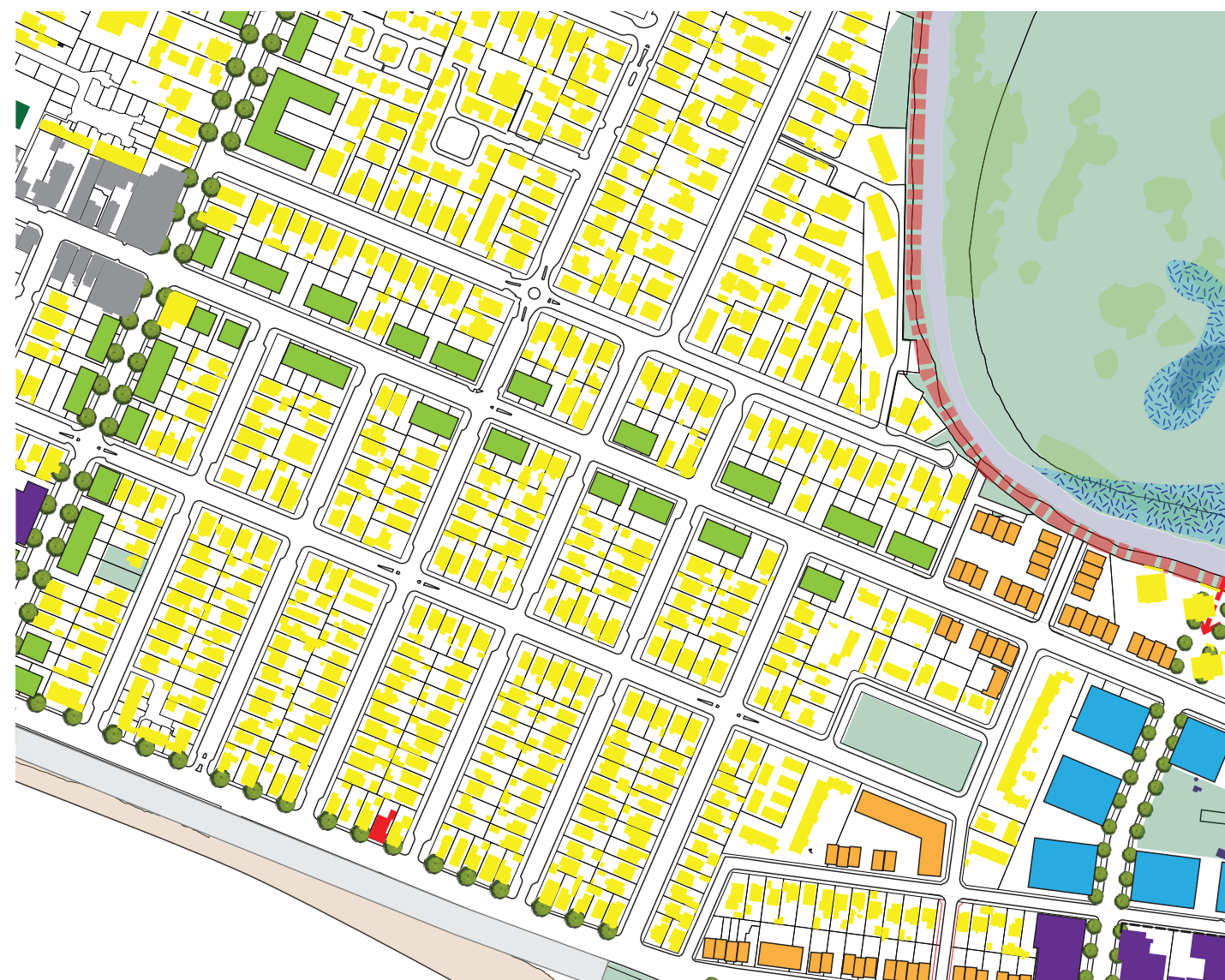


Figure 9.15.2: Jackson Street East at 75% redevelopment

Existing Land Use Key

Yellow	Residential
Red	Commercial - Retail
Blue	Commercial - Office
Purple	Industrial
Grey	Jackson St Mixed Use

New masterplanning areas

Brown	Community
Light Brown	Education
Pink	Sport and Recreation
Green	Places of Worship
Pink	Mixed Use
Light Green	Residential mixed use
Orange	Higher Density Residential
Blue	Commercial - Office
Red	Commercial - Retail

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

Existing Land Use Key		New masterplanning areas	
■	Residential	■	Community
■	Commercial - Retail	■	Education
■	Commercial - Office	■	Sport and Recreation
■	Industrial	■	Places of Worship
■	Jackson St Mixed Use	■	Mixed Use
		■	Residential mixed use
		■	Higher Density Residential
		■	Commercial - Office
		■	Commercial - Retail

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

