

**From:** Susan Sales  
**To:** [REDACTED]  
**Subject:** [EXTERNAL] Petone 2040 Strategy  
**Date:** 20 September 2023 08:25:57

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## Susan Sales sent you a secure message

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Morena Leo

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Kind regards, Susan

Susan Sales

Senior Advisor, Official Information and Privacy  
Hutt City Council

**From:** [REDACTED]  
**Sent:** Thursday, September 7, 2023 11:20 AM  
**To:** ContactHCC <contact@huttcity.govt.nz>  
**Subject:** [EXTERNAL] Petone 2040

Hi there,

Please can I request any material to do with the Petone 2040 strategy?

I have added the link to the council site below, however there doesn't

seem to be any documents there:

<https://www.huttcity.govt.nz/council/our-projects/petone-2040>

Any assistance would be greatly appreciated,

--

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1 PDF

P2040 Report 10July2017.pdf

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# 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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30th June 2017

**FOR MORE INFORMATION**

Contact Hutt City Council [www.huttcity.govt.nz](http://www.huttcity.govt.nz) phone. +64 4 570 6666

P2040: Petone Spatial Plan McIndoe Urban Ltd June 2017

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# Executive Summary and Recommendations

## 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 sites 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 from 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.

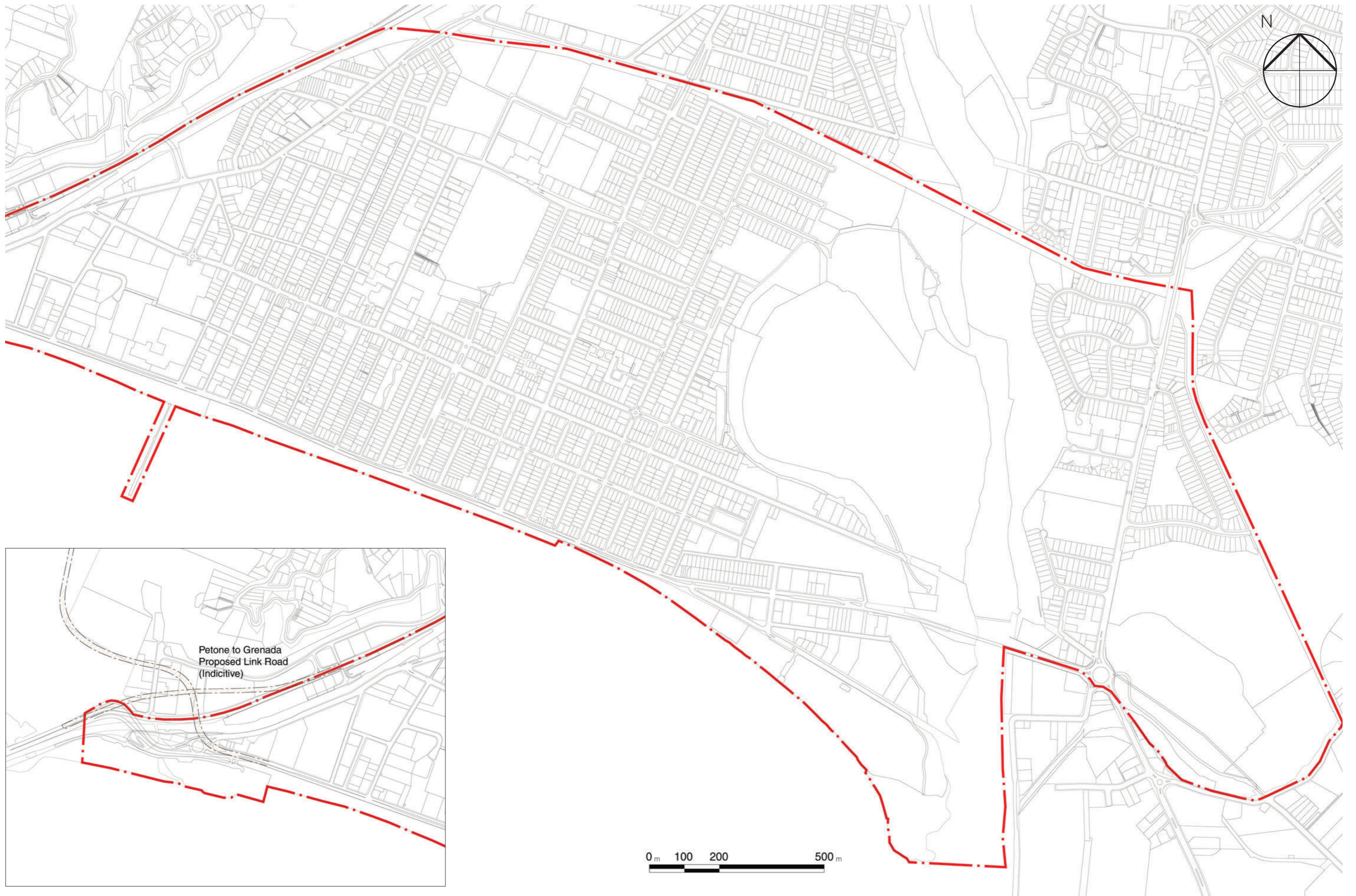


Figure 1.2.1: Study Area Boundary

## 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 Tenth's 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/conservate 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.



- Best
- Positive
- Worst
- Negative
- Strong Opportunity
- Opportunity

**Positive**

- 1** Jackson St + heritage
- 2** Petone Rec
- 3** Fine grain light industrial + commercial employment area
- 4** Historic housing - Riddlers Toe
- 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** Potential 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, restaurants, toilets, rec facilities etc.
- 37** Upgrade Esplanade
- 38** Jackson St upgrade - street furniture/streetscape
- 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. HNZN 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 HNZN 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

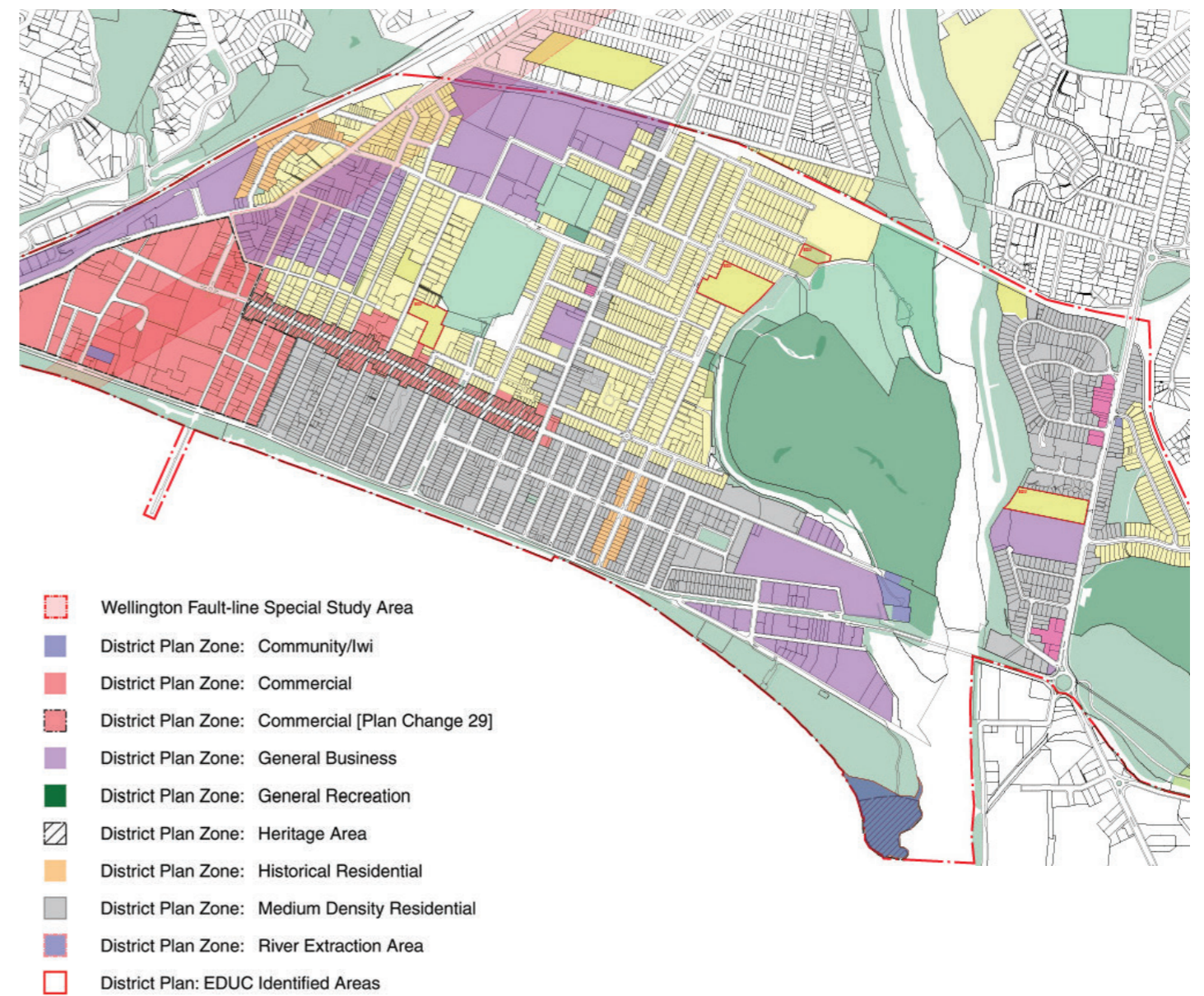


Figure 1.6.1: District Plan Activity Areas





# 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 have been chosen because the land was deemed unsuitable for residential or commercial development. The 1922 plan shows a stop bank running diagonally across the reserve and, today, the area is threatened by rising sea levels.



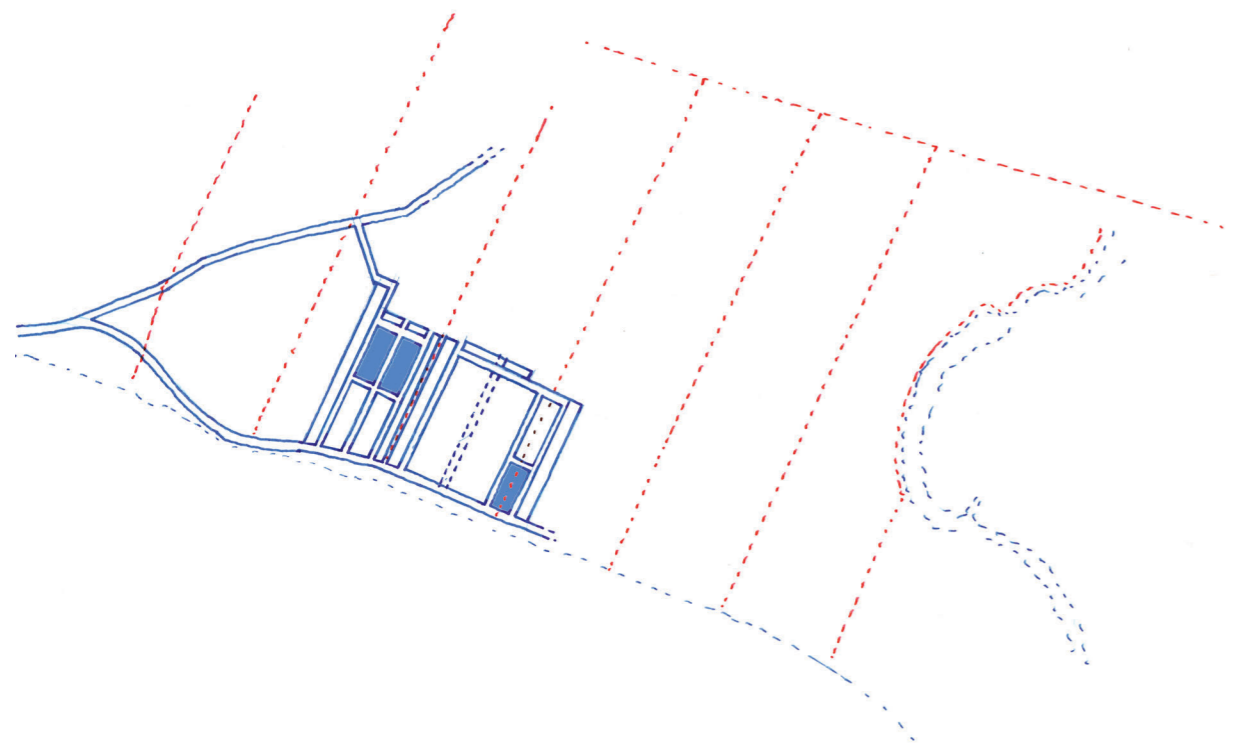


Figure 2.1.1 Township of Petone  
c. 1873

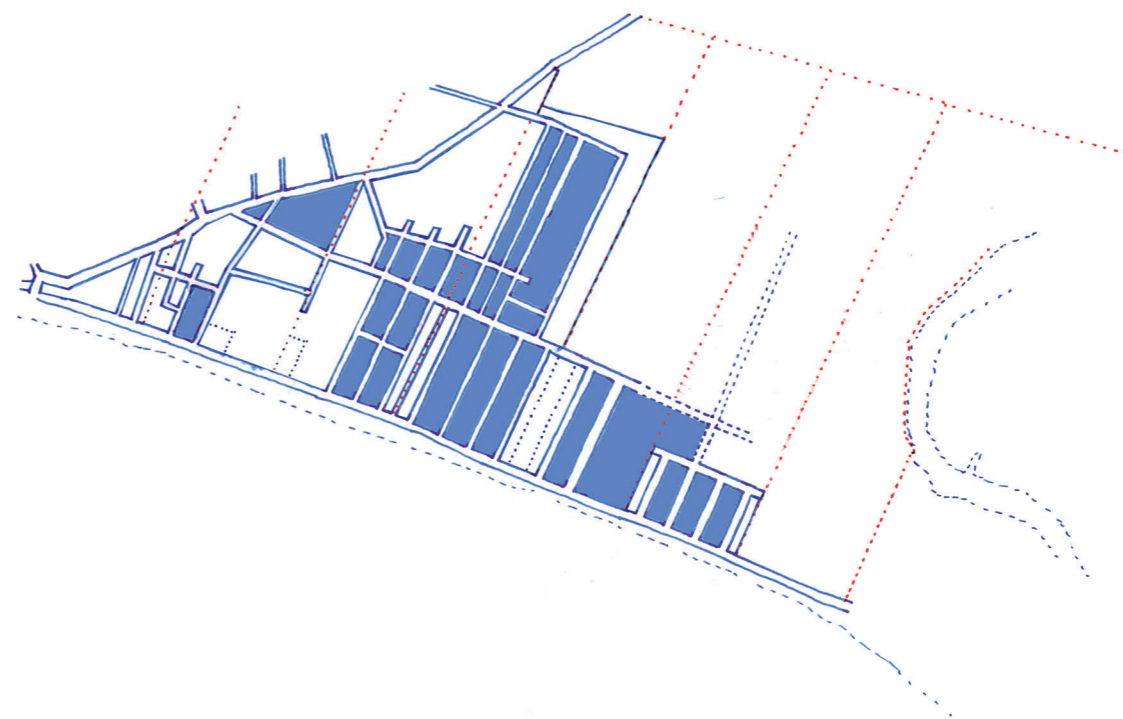


Figure 2.1.2 Wyles + Brick Plan  
Pitoone Town Board  
c. 1886



Figure 2.1.3 Map of Petone + Hutt Boroughs  
c. 1922

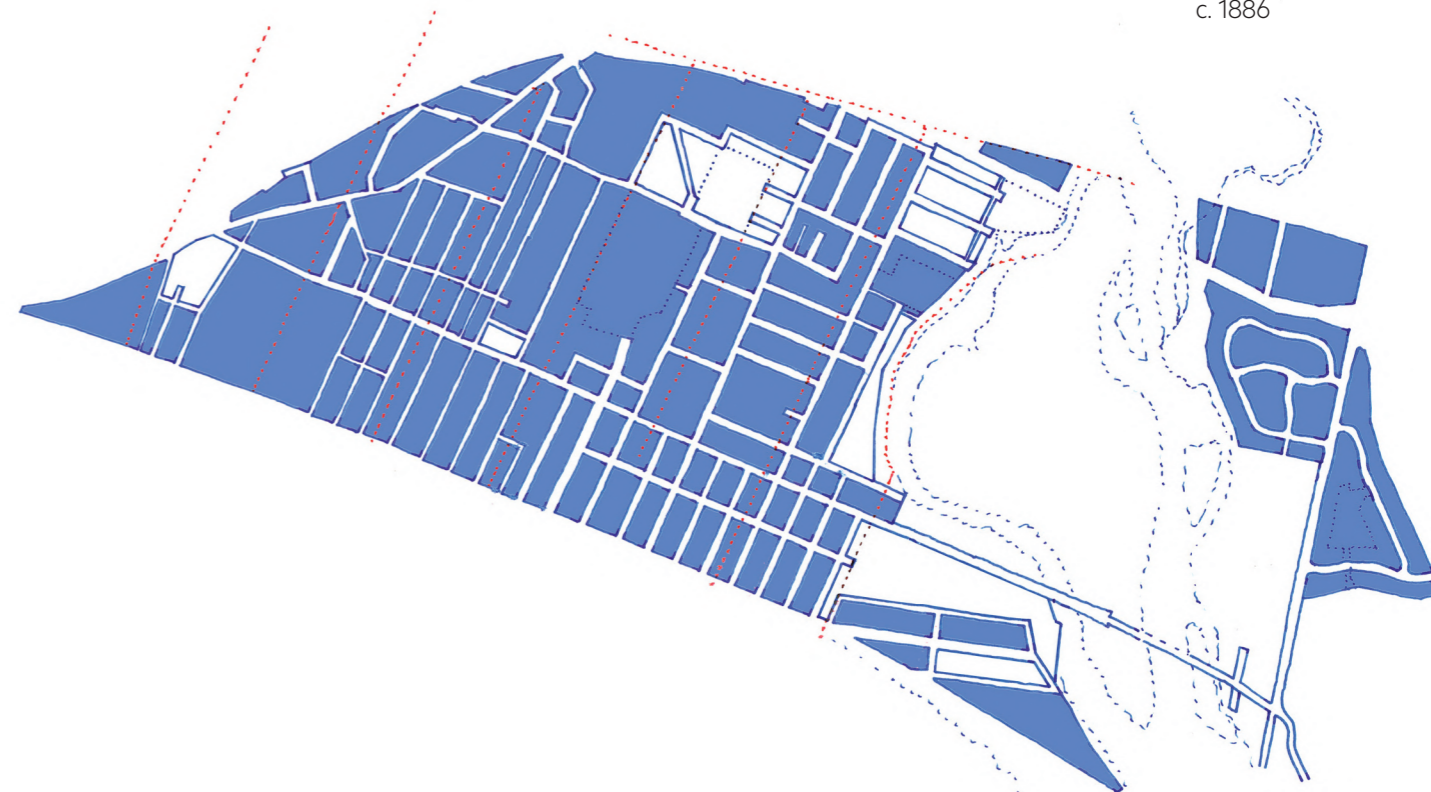




Figure 2.1.4 Lands + Survey map Petone  
c. 1936  
[Moera Section: W. T. Neil]

 Blocks that undergo future change  
 Blocks that are in existence today

## Heritage Assets

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

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

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

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

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



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

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



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

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

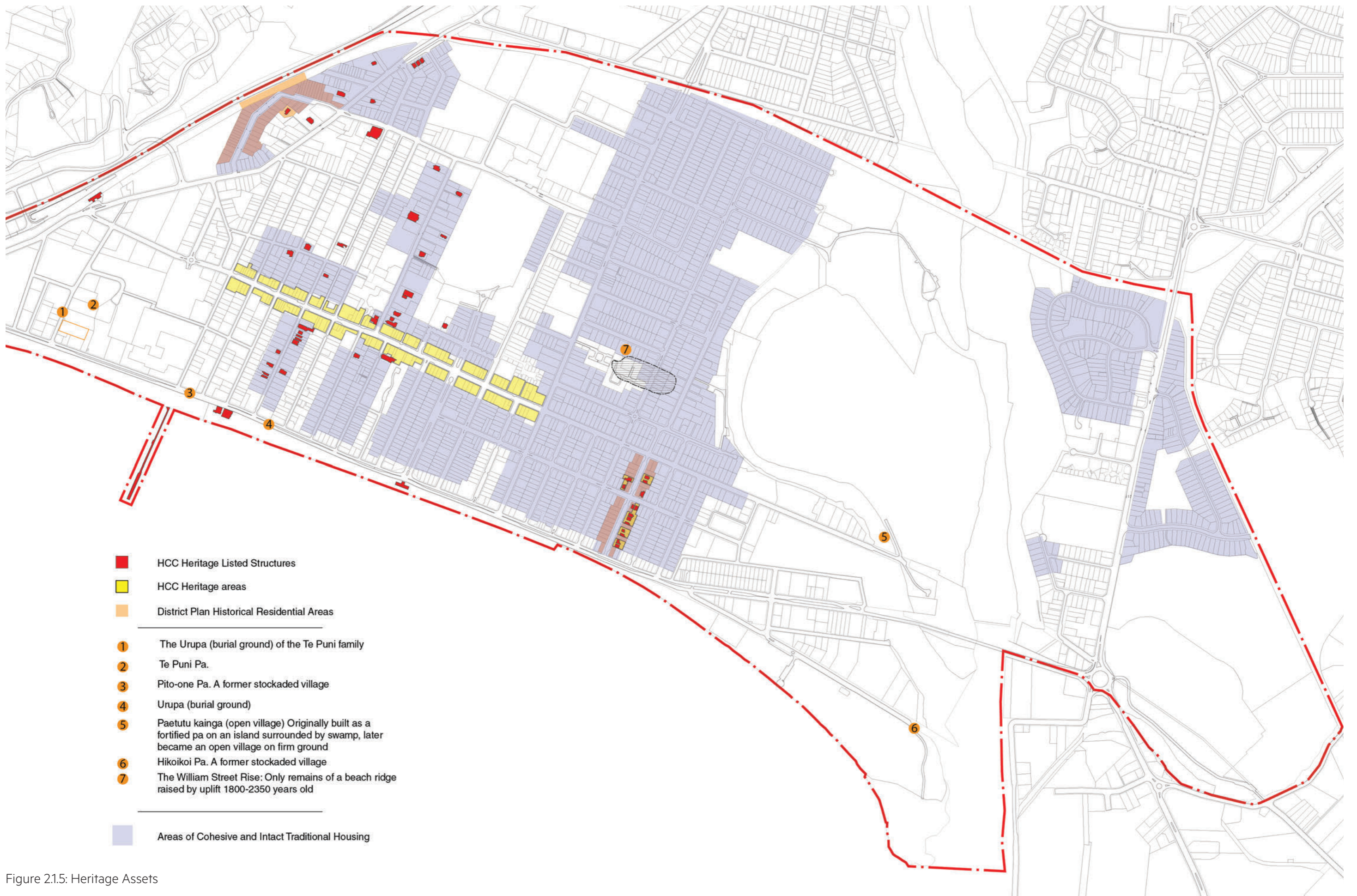


Figure 2.1.5: Heritage Assets

## 2.2 Urban Form Overview

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

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

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

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

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

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

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

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

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

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

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

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

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

URBAN FORM ANALYSIS

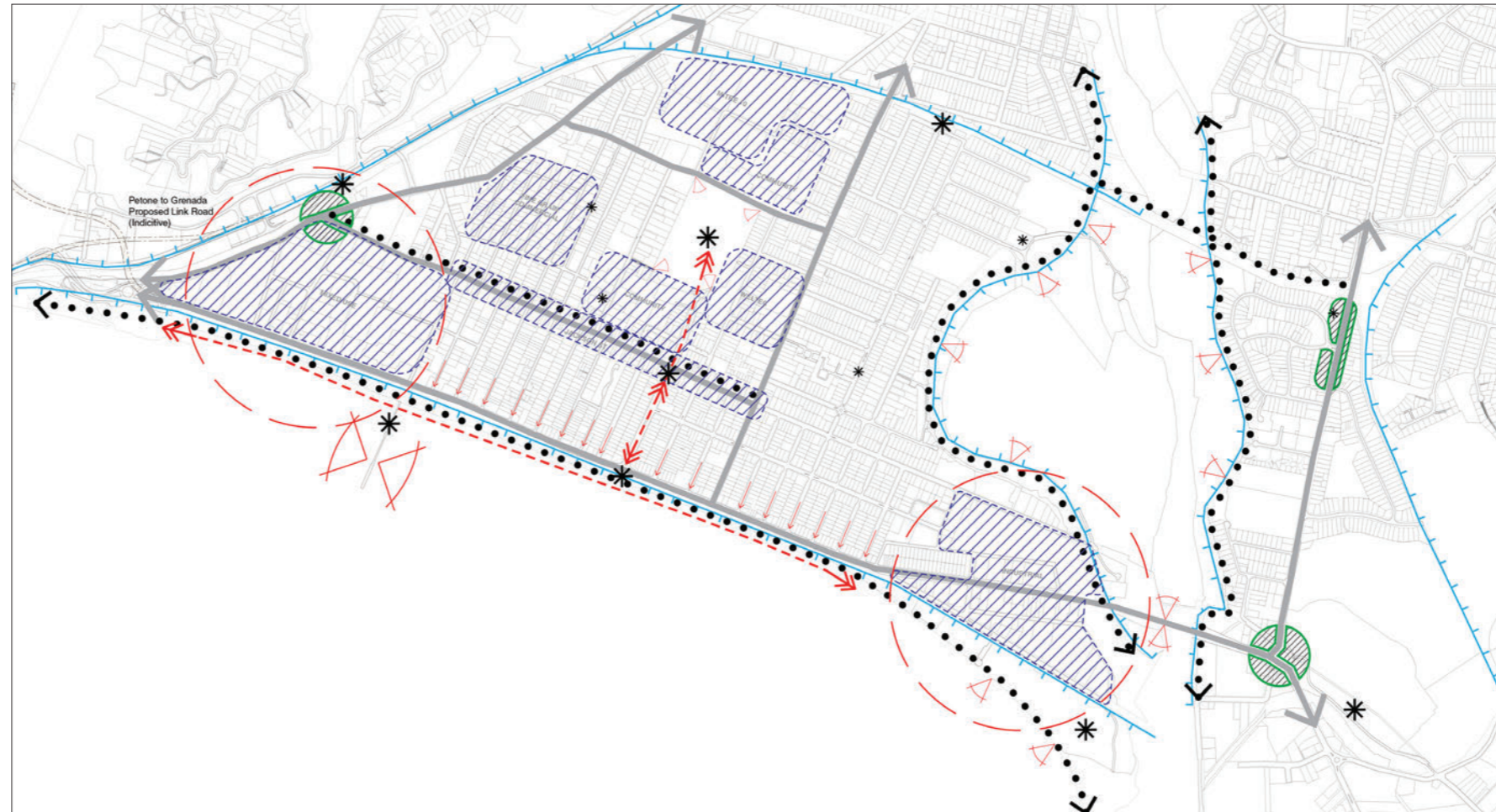
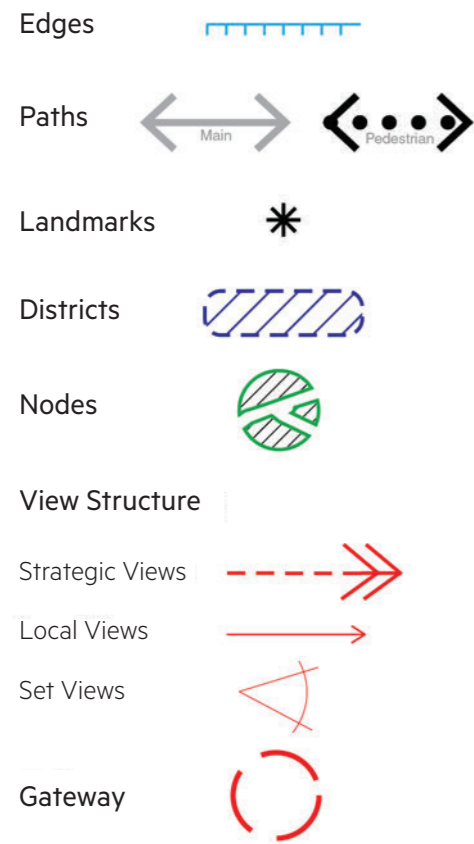


Figure 2.2.1: Urban Form and Legibility



Figure 2.2.2: Figure Ground Analysis

## 2.3 Public Open Space

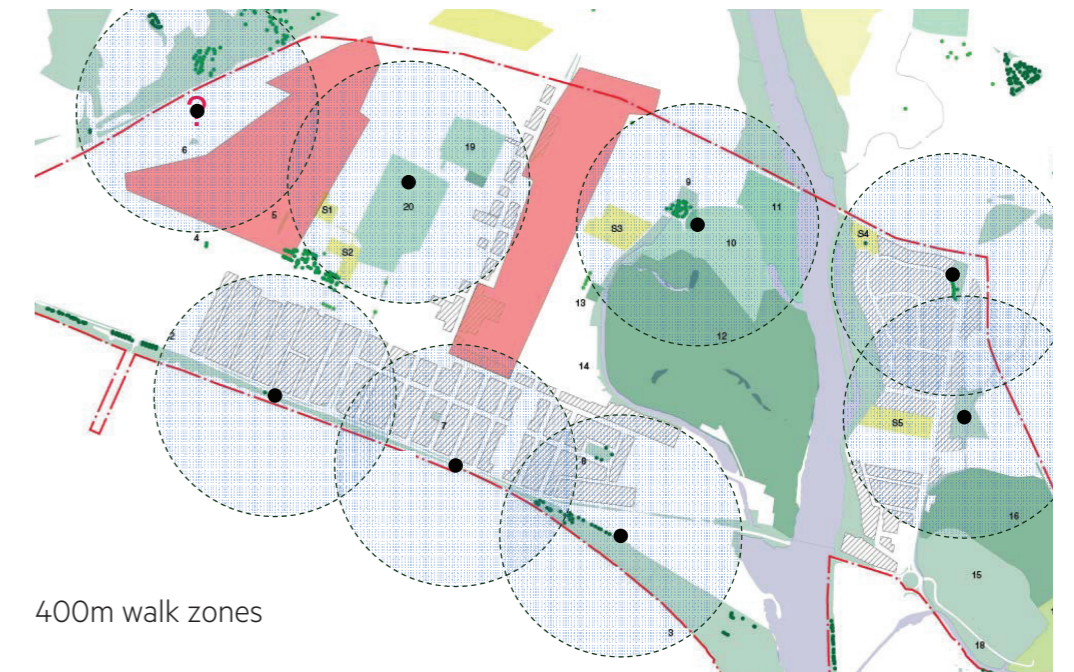
The HCC study Review of the Valley Floor Reserves (RoVFR) by PAOS (Dec 2014, revised March 2015) provides a baseline position towards open space provision across Petone. It states that Petone is the third largest of the valley floor suburbs and will have a relatively stable population over the next 18 years. The number of children is expected to reduce but numbers of elderly increase. 15 to 39 year olds are the largest population group with the greatest reserve needs.

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

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

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

The findings of the RoVFR study have been integrated into this report and are reflected on the open space diagram at Figure 2.3.1.



### 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.





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 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 as 'worst' generally because of its low grade back alley quality and exposure of the rear of adjoining properties that do not activate the lane.

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

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

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

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

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

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



Figure 2.4.1: Visual Quality Assessment

# 3 Character and Identity

## 3.1 Overview

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

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

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

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

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

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

## 3.2 Character Areas

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

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

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

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

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



Figure 3.21: Character Areas

# CHARACTER TYPOLOGIES

# 1 Big Box Retail:

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

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

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

### Urban grain and spatial structure

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

### Landscape, views and boundaries

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

### Density and mix

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

### Height and mass

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

### Architectural style and detail

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

### Strengths

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

### Weaknesses

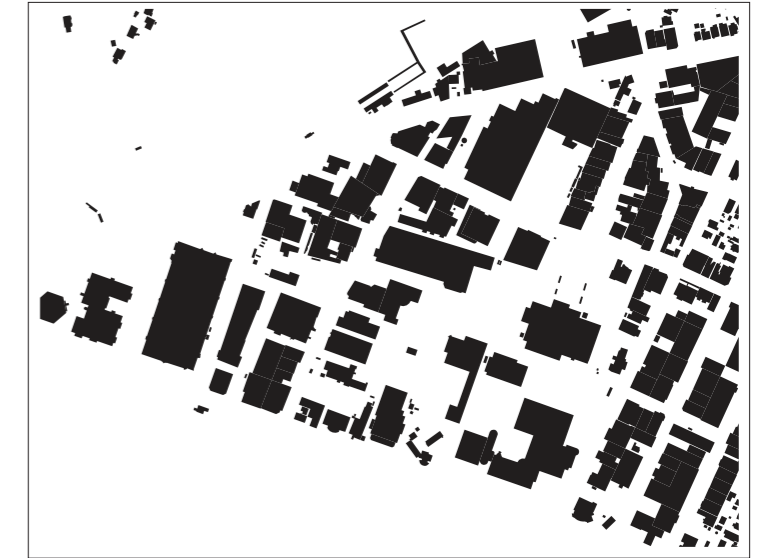
- Vehicle dominated environments with only vestigial pedestrian spaces
- Very poor connectivity resulting from incomplete or eroded street grids
- Area 1a fails to make a satisfying connection with Petone Railway Station
- Area 1b has an awkward interface with neighbouring residential areas

### Opportunities

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

### Threats

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



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



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



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



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



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

## 2 COMMERCIAL/INDUSTRIAL:

### Smaller Grain Commercial and Industrial areas

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

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

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

#### Urban grain and spatial structure

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

#### Landscape, views and boundaries

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

#### Density and mix

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

#### Height and mass

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

#### Architectural style and detail

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

#### Strengths

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

#### Weaknesses

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

#### Opportunities

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

#### Threats

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



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



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

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



The Unilever site presents a significant opportunity.



Commercial activity along Randwick Rd contributes to its mixed character.



# 3a, b RESIDENTIAL: South of Jackson

## Urban Detached Traditional Housing

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

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

### Urban grain and spatial structure

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

### Landscape, views and boundaries

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

### Density and mix

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

### Height and mass

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

### Architectural style and detail

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

### Strengths

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

### Weaknesses

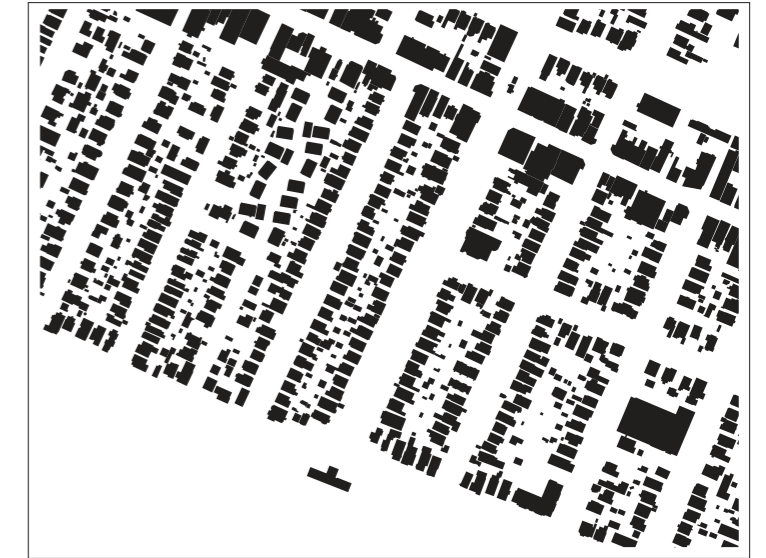
- Some car parking to front gardens including car ports/garages.
- Some tall front fences block visibility of houses.
- Some loss of consistency with poor quality newer buildings and infill.
- Lack of street tree structure results in 'hard' settings.

### Opportunities

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

### Threats

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



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



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



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



Some exceptions of recent development out of character.



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

# 4 RESIDENTIAL: Petone Rec Frame

## Urban Detached and Multi-Unit Housing

### Area includes:

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

### Urban grain and spatial structure

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

### Landscape, views and boundaries

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

### Density and mix

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

### Height and mass

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

### Architectural style and detail

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

### Strengths

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

### Weaknesses

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

### Opportunities

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

### Threats

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



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



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



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



Unsympathetic modifications with loss of original architectural detail.



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

# 5 RESIDENTIAL: Riddlers Cres and North

## Urban Detached and Semi-Detached Housing

### Area includes:

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

### Urban grain and spatial structure

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

### Landscape, views and boundaries

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

### Density and mix

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

### Height and mass

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

### Architectural style and detail

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

### Strengths

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

### Weaknesses

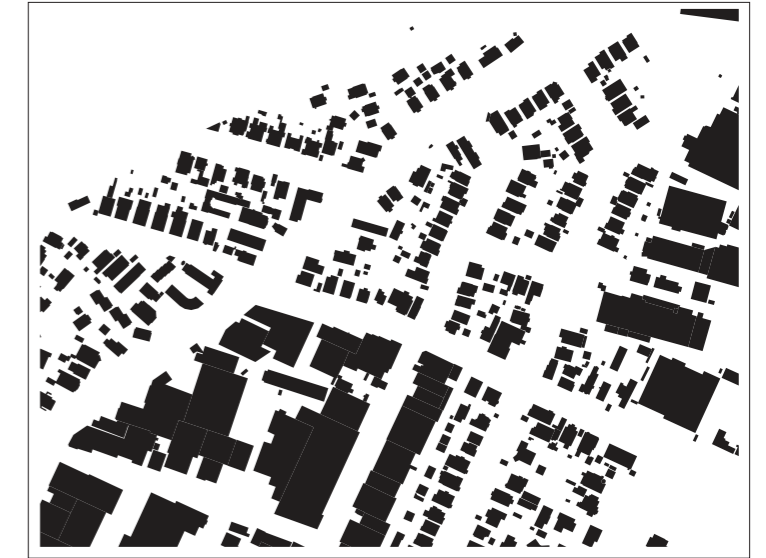
- Car parking to front gardens including car ports/garages
- Tall front fences block visibility
- Some loss of consistency with poor quality newer buildings and infill
- Unsympathetic alterations
- Lack of street tree structure results in 'hard' urban settings

### Opportunities

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

### Threats

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



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



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



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



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



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

# 6a, b RESIDENTIAL: North of Jackson

## Urban Detached Traditional Housing

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

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

### Urban grain and spatial structure

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

### Landscape, views and boundaries

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

### Density and mix

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

### Height and mass

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

### Architectural style and detail

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

### Strengths

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

### Weaknesses

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

### Opportunities

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

### Threats

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



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



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



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



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



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

# 7a, b RESIDENTIAL: Moera

## Detached "Garden Suburb" Traditional Housing

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

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

### Urban grain and spatial structure

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

### Landscape, views and boundaries

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

### Density and mix

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

### Height and mass

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

### Architectural style and detail

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

### Strengths

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

### Weaknesses

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

### Opportunities

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

### Threats

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



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



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



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



Unsympathetic alterations erode local character.



Pockets of modern infill housing located to the edges.

# 8a, b RESIDENTIAL: Multi Unit

## Multi-Unit Dwelling areas

### Area includes:

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

### Urban grain and spatial structure

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

### Landscape, views and boundaries

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

### Density and mix

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

### Height and mass

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

### Architectural style and detail

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

### Strengths

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

### Weaknesses

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

### Opportunities

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

### Threats

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



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



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



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



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



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

# 9 MIXED USE: Cuba Street

## Housing, Retail, Commercial and Institutional

### Area includes:

Cuba Street including Residential, Suburban Commercial area and WelTec Campus

### Urban grain and spatial structure

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

### Landscape, views and boundaries

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

### Density and mix

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

### Height and mass

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

### Architectural style and detail

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

### Strengths

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

### Weaknesses

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

### Opportunities

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

### Threats

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



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



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



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



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



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

### 3.3 Building Typologies

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

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

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

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

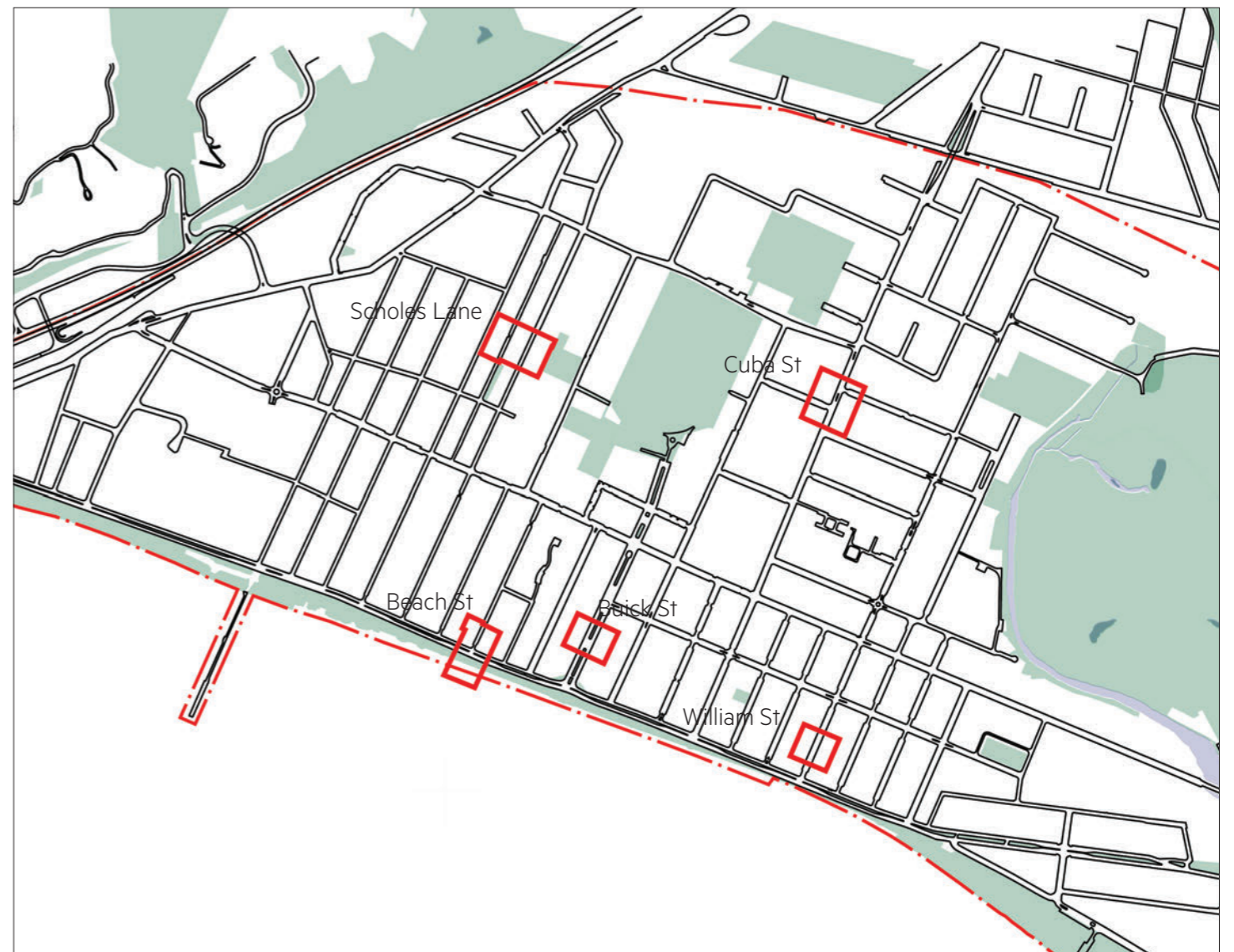


Figure 3.3.1: Location Key Diagram



# 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.

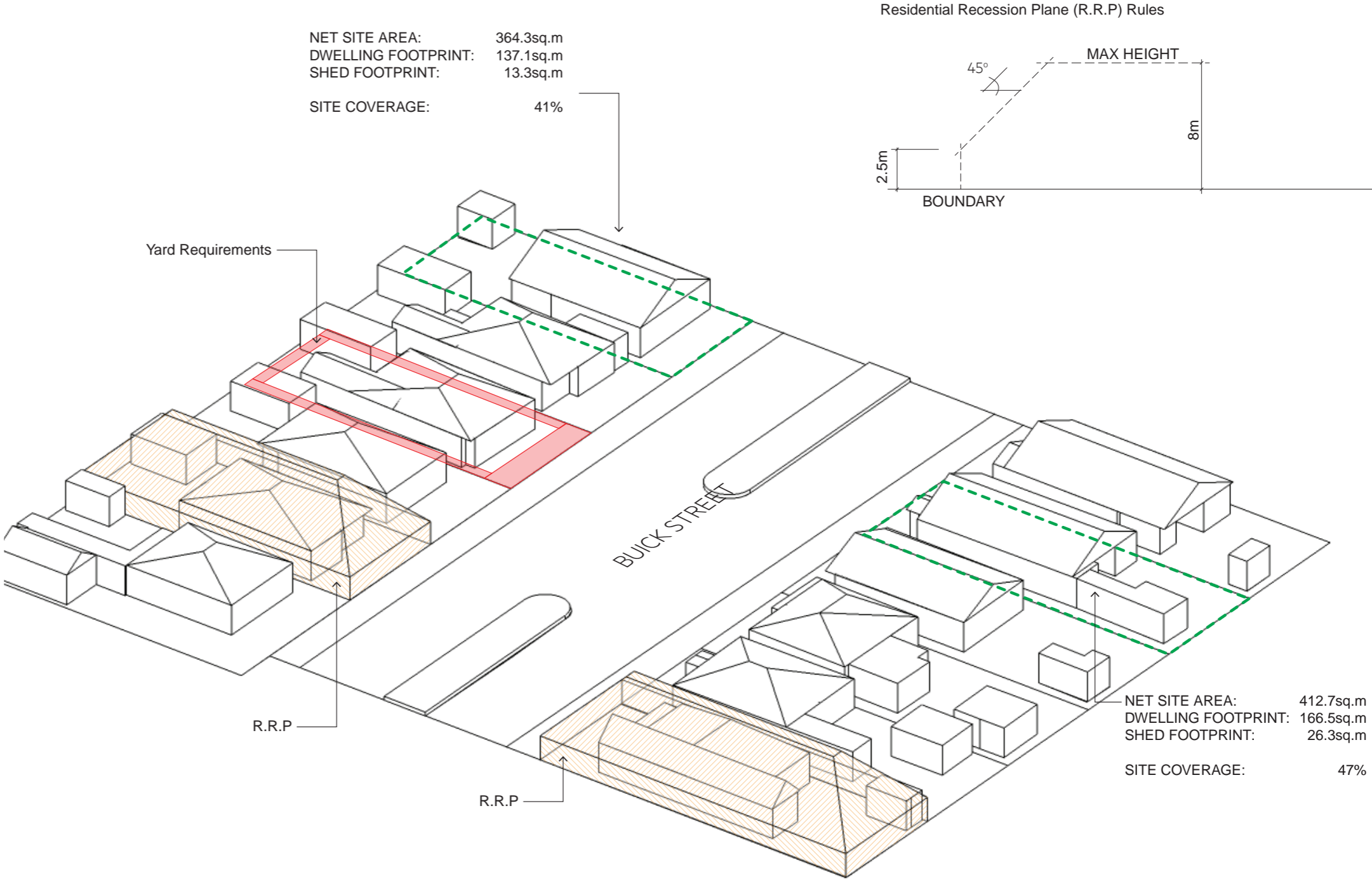


Figure 3.3.2: Buick St Typology

# 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%.

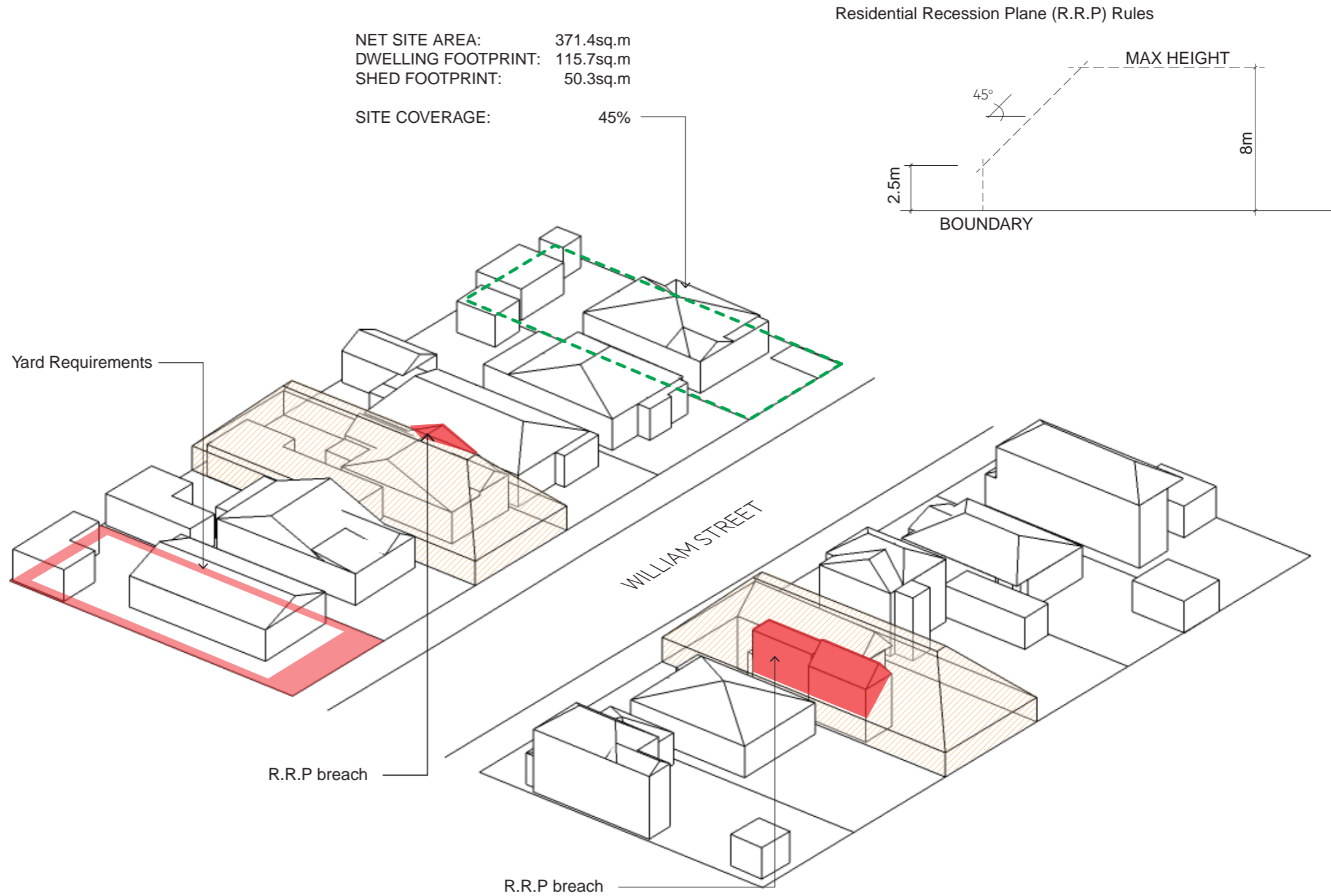


Figure 3.3.3: William St Typology

# 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.

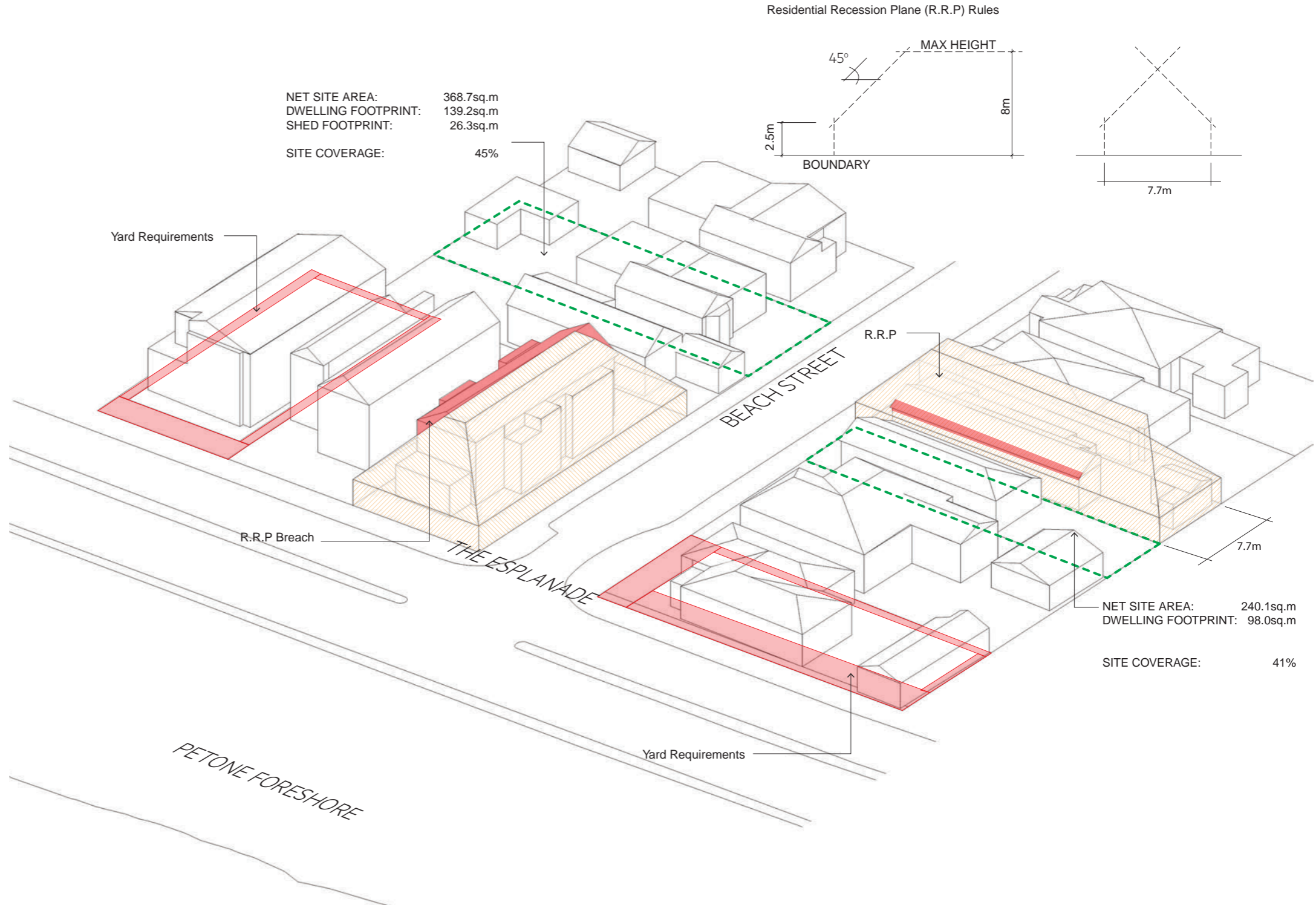


Figure 3.3.4: The Esplanade Typology

# 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.

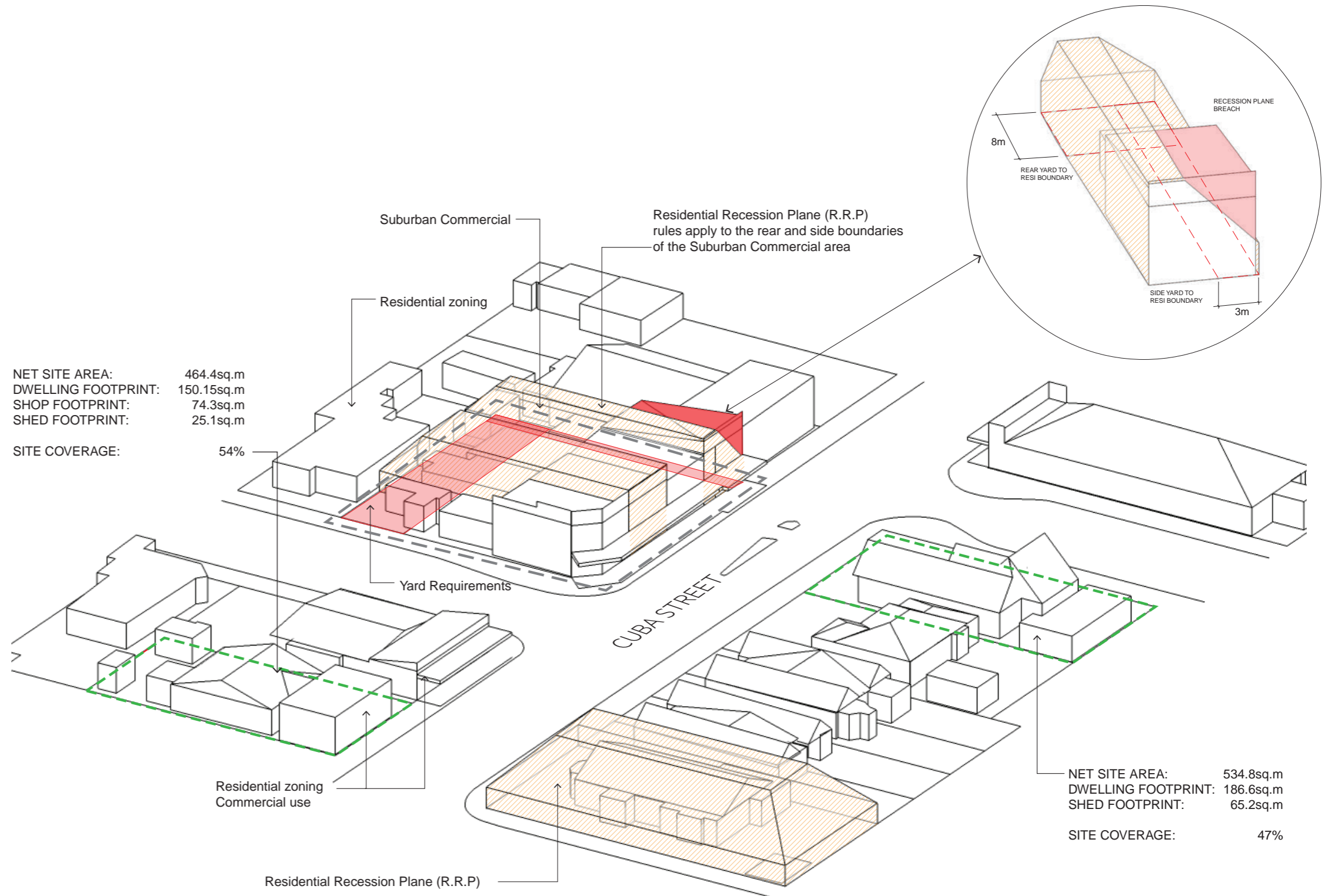


Figure 3.3.5: Cuba St Typology

# 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.

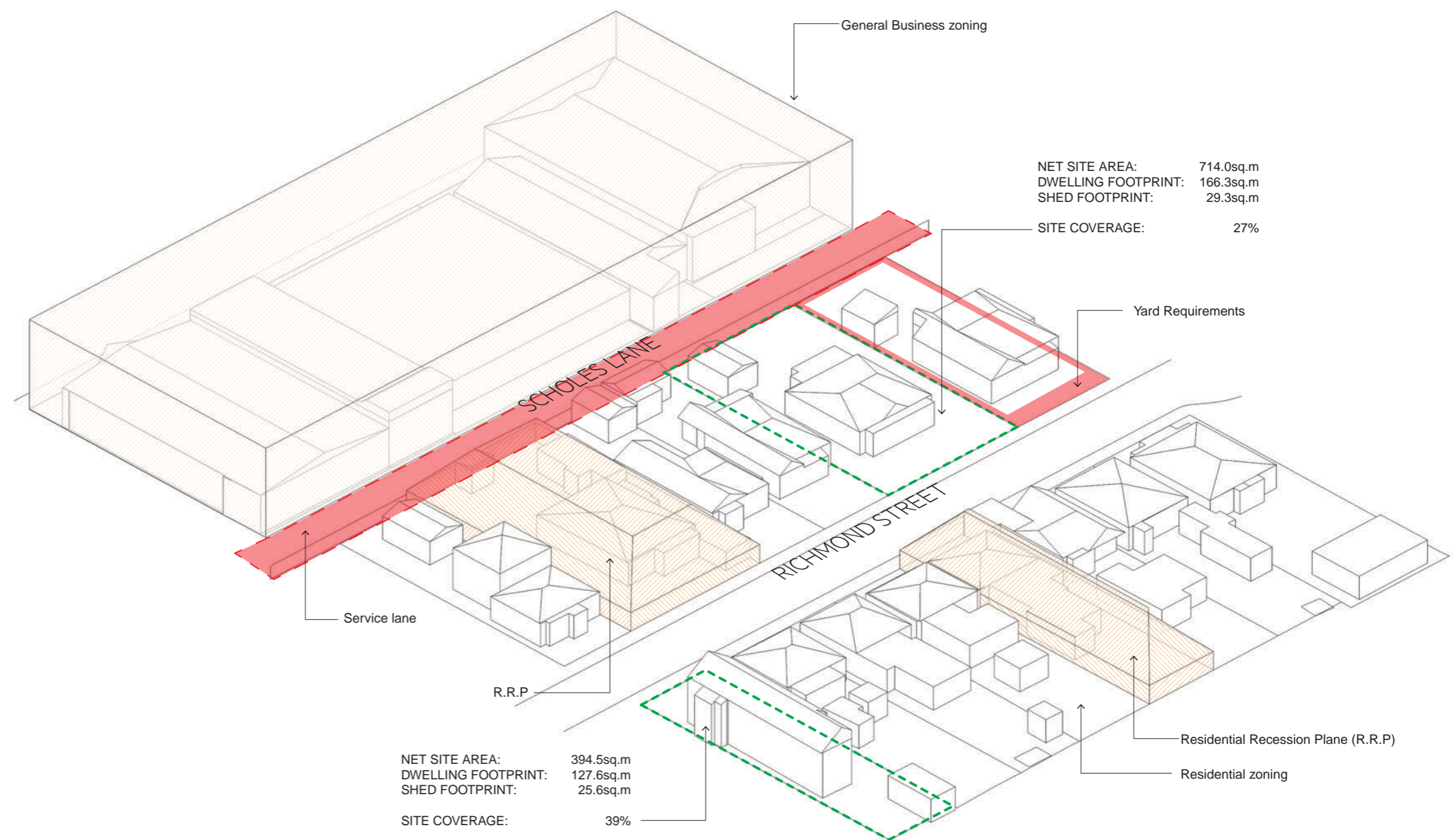


Figure 3.3.6: Scholes Ln Typology

# 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



Figure 4.1.3: Amenity Provision

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

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

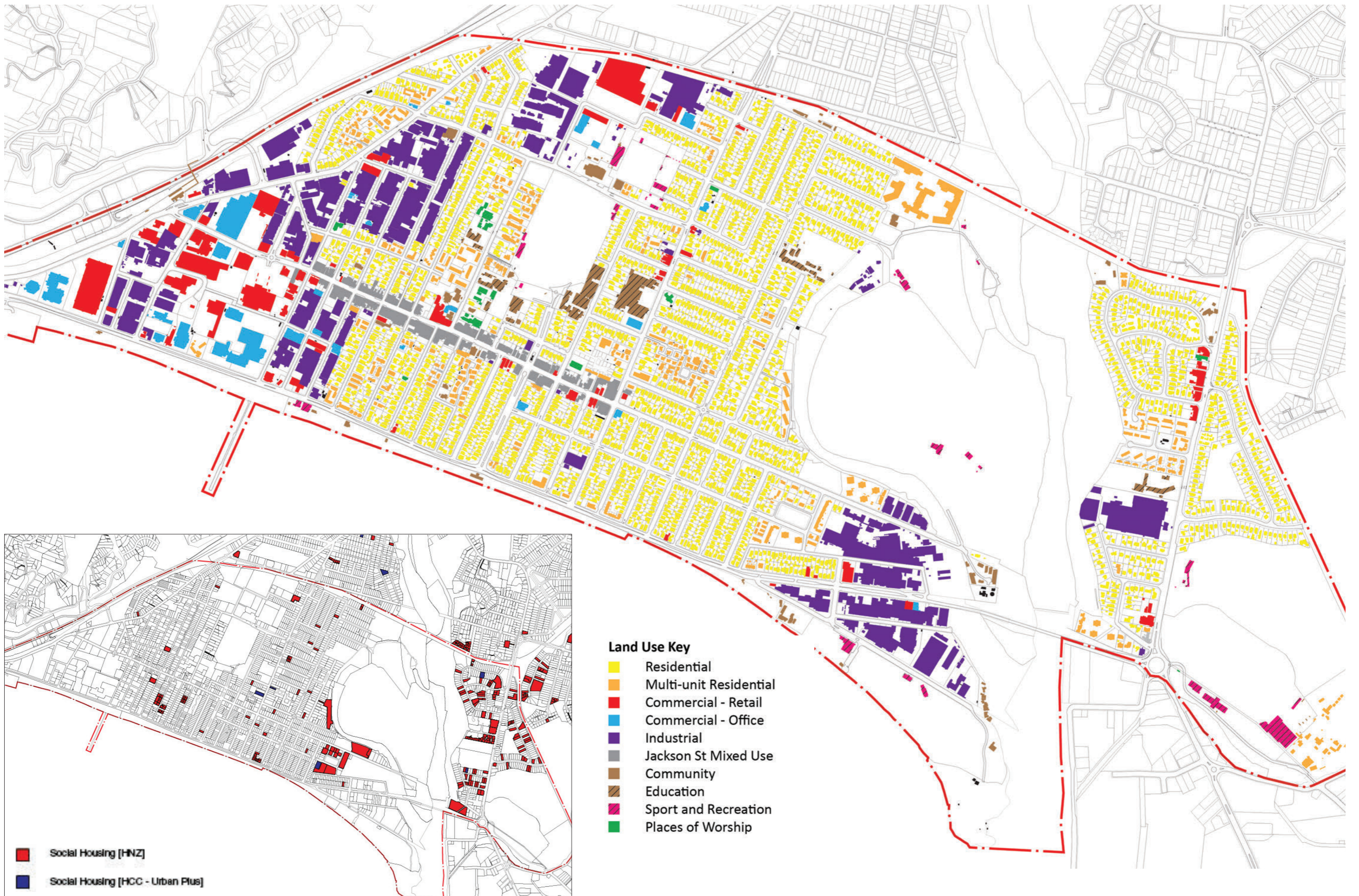


Figure 4.12: Social Housing

Figure 4.11: Land Use Drawing

# 5 Movement and Access

## 5.1 Street Hierarchy

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

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

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

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

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

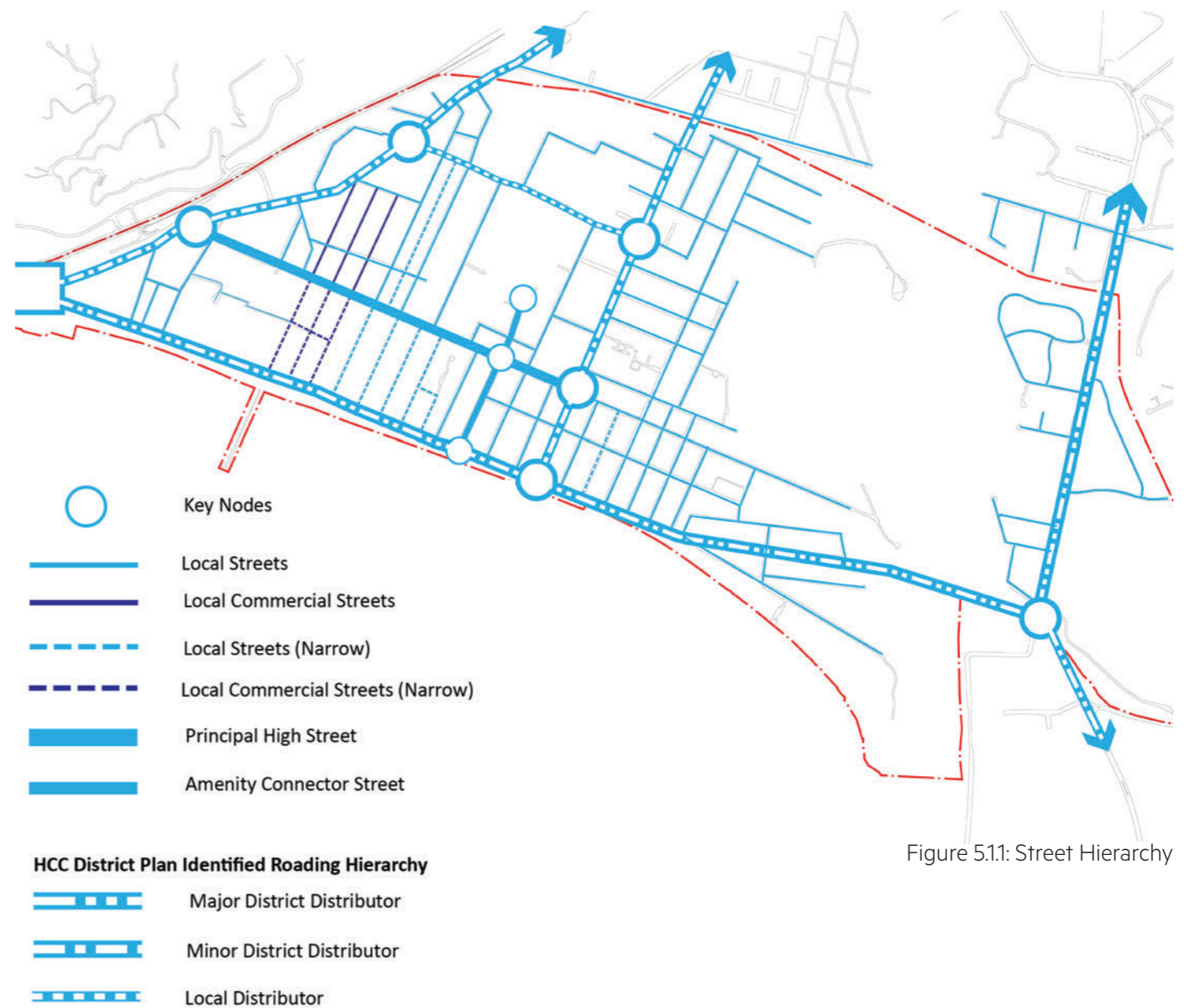


Figure 5.1.1: Street Hierarchy



## 5.2 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.

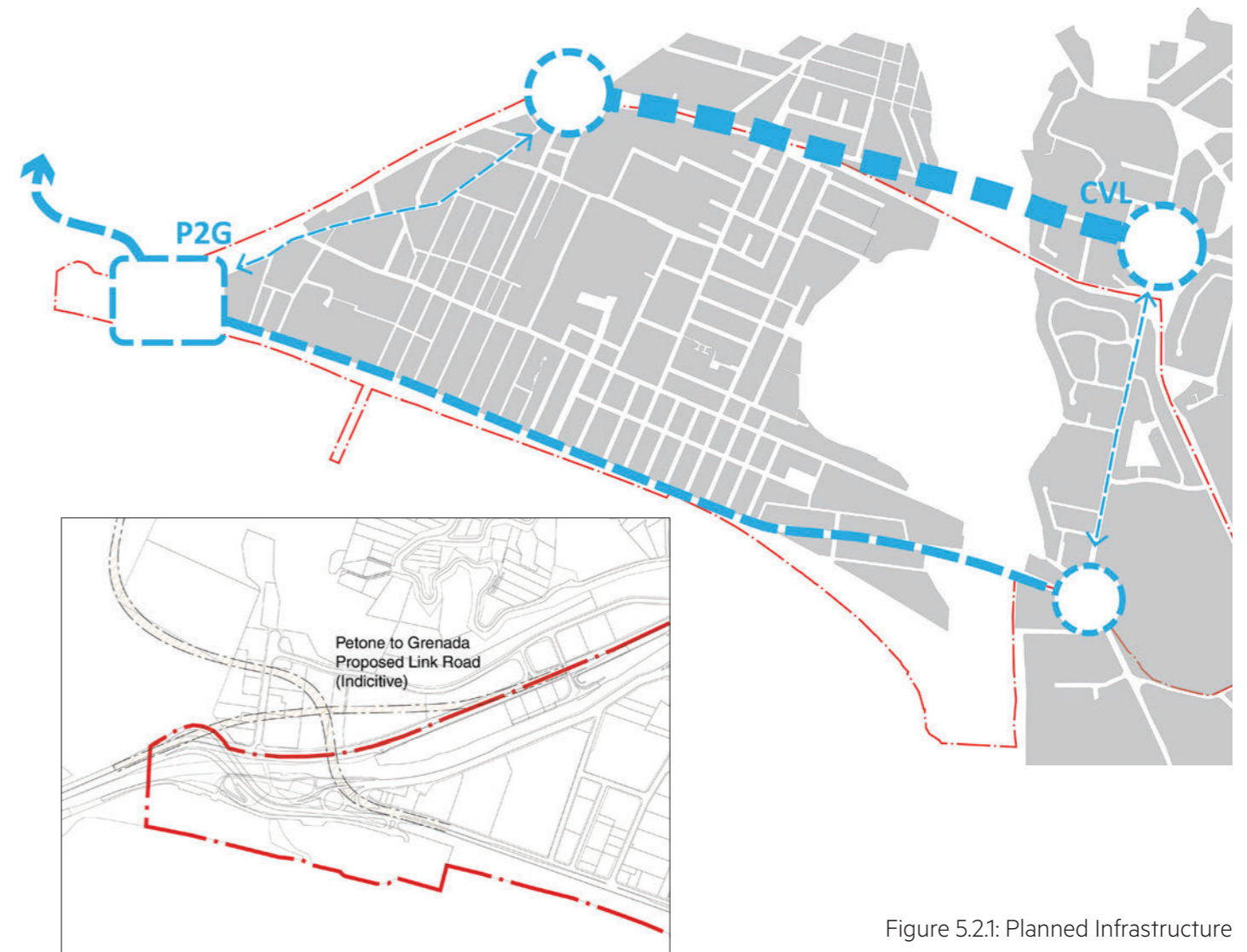


Figure 5.2.1: Planned Infrastructure

### 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 800m 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

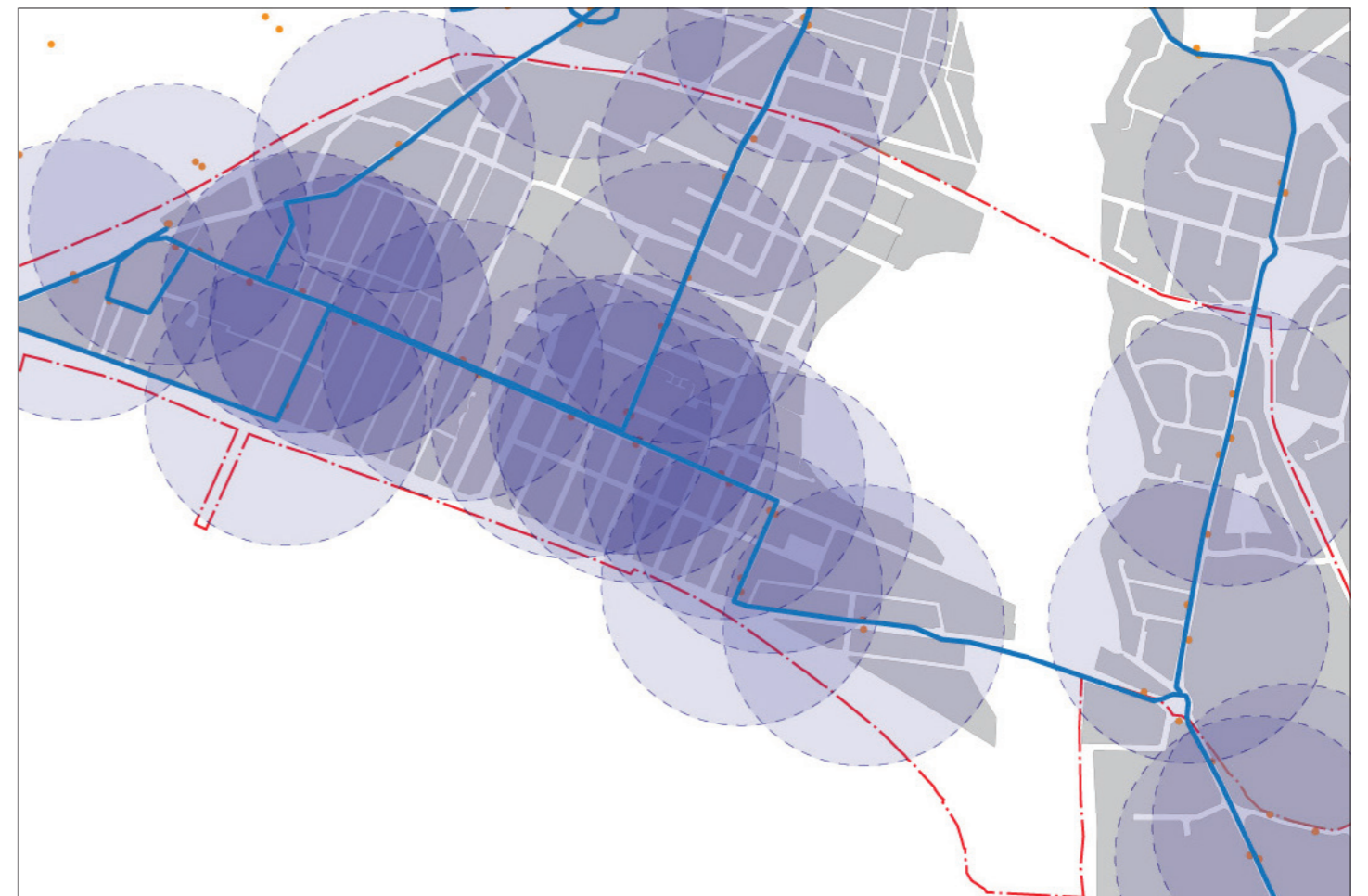


Figure 5.3.2: Bus Stops and 5minute (400m) walk distance

#### 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.

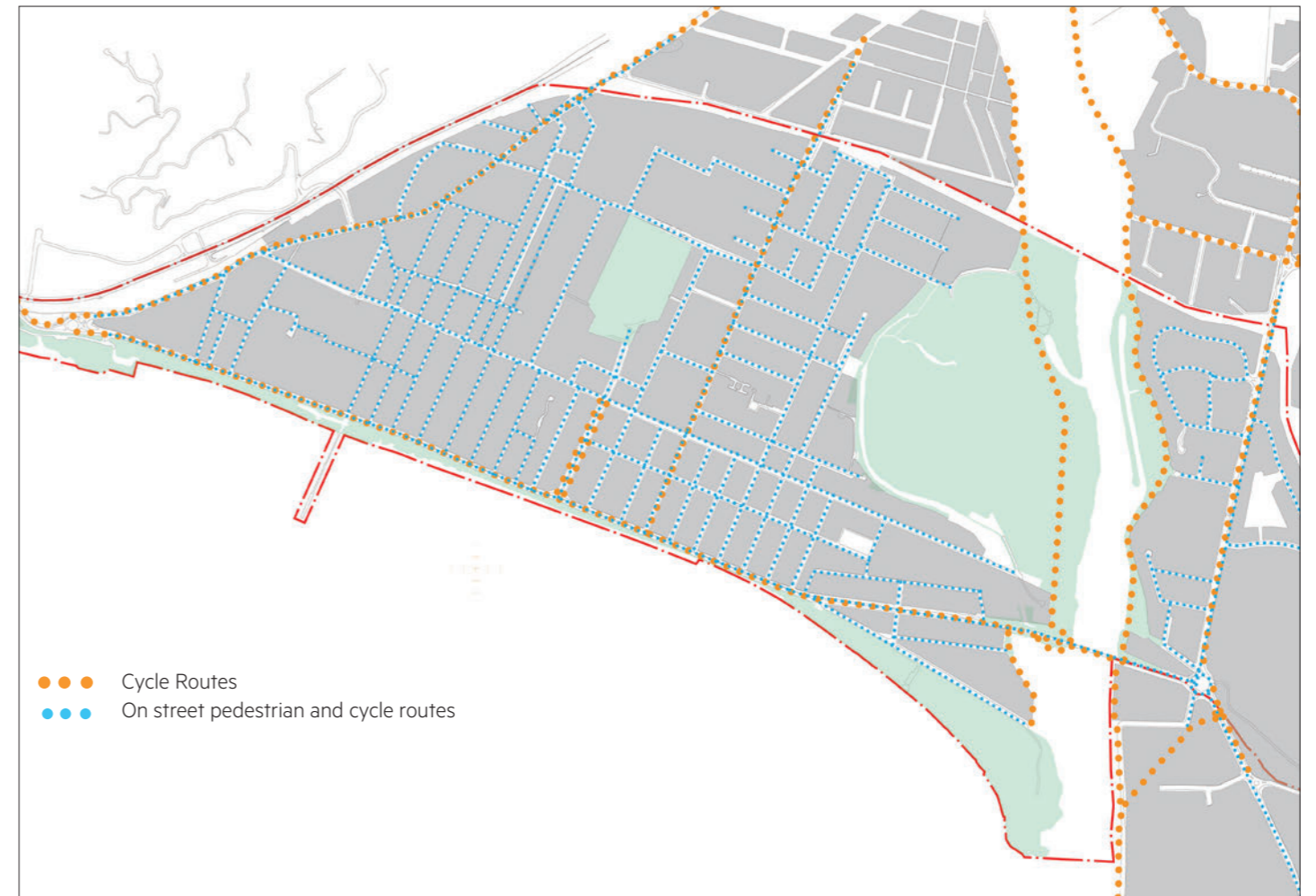


Figure 5.4.1: Pedestrian and cycle access



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. On 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 improve amenity along The Esplanade and the Petone Foreshore. These outcomes are identified in Hutt City’s strategies and plans. However, the reviewed documents have little to say about CVL’s impact on Moera.

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

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

## THE ESPLANADE

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

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

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

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

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

## 6.3 Comparative Review

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

# Jackson Street Heritage Area (Area 1)

PETONE VISION	HUTT CITY INTEGRATED VISION	HUTT CITY GROWTH STRATEGY	INFRASTRUCTURE STRATEGY	LEISURE AND WELLBEING
<p><b>Heritage &amp; Character</b> Investment is welcomed Safeguards ensure sympathetic change Reinforce existing character and scale</p> <p><b>Managed Change</b> More housing options More attention to look and feel Greater use of design guides Greater clarity about “where and what” Medium density but no loss of character</p> <p><b>Real Place</b> Diversity is encouraged</p>	<p><b>Heritage &amp; Character</b> Heritage makes Petone unique Preserve heritage &amp; character</p> <p><b>Managed Change</b> Mixes apartments with village setting</p> <p><b>Real Place</b> Petone is eclectic and diverse</p>	<p><b>Heritage &amp; Character</b> Memorable business/retail centres</p> <p><b>Managed Change</b> Low-rise apartments Sympathetic to look and feel Higher density subject to design guides</p> <p><b>Real Place</b> Improve housing affordability</p>	<p><b>Managed Change</b> “Catastrophic subsidence” possible 440-year flood could be 50-year event Risk increases with further investment Region needs more water by 2035</p>	<p><b>Managed Change</b> Community assists planning &amp; design</p> <p><b>Real Place</b> Community facilities build community</p>
<p><b>Vibrant Village Culture</b> Attractive to families Retain small businesses Retain less well-off Retain working-class roots Create a Cultural Heart Promote walking, cycling &amp; PT More attention to design quality and fit</p>	<p><b>Vibrant Village Culture</b> Petone is a “Boutique Destination” Promote Petone as “vibrant village” Small to medium sized enterprises High-end shopping &amp; bargains Develop “third space” for community Connect Jackson St &amp; Esplanade Accessible by public transport</p>	<p><b>Vibrant Village Culture</b> Anchor sense of place Commercial and retail hub</p>		<p><b>Vibrant Village Culture</b> Community facilities add value to city Libraries provide valued civic spaces Libraries sit at the community’s heart</p>

**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
<p><b>Managed Change</b> Hubs sited to avoid negative impacts</p> <p><b>Real Place</b> Establishing hub builds community</p> <p><b>Vibrant Village Culture</b> Community hubs rejuvenate the city Hubs compensate for declining retail Hubs are clustered with other assets Hubs linked to retail centres &amp; parks Hubs are served by public transport Hubs contribute to place making Hubs often based on library or school</p>	<p><b>Real Place</b> Jackson St has no community reserves</p> <p><b>Vibrant Village Culture</b> Sportsville model for Petone Rec Petone reserves flexible open spaces Broader range of uses on Petone Rec</p>		<p><b>Heritage &amp; Character</b> Distinctive form, style and character Alterations are restricted discretionary Design performance standards apply Protect Historic Retail Precinct</p> <p><b>Managed Change</b> 10m height limit Retail activities less than 1000m2 Small scale commercial activities Residential above ground level Hazards versus risk of lost investment</p> <p><b>Vibrant Village Culture</b> Enhance gateway experience Areas 1 and 2 are complementary Residential activities provide vitality Protect local residential amenity</p>	<p><b>Heritage &amp; Character</b> Heritage is main point of difference Jackson St is Heritage Gateway to Hutt Retain existing buildings Give protection to individual buildings More incentive to strengthen buildings Obligation to consult HNZ Heritage focal point around Old Jail</p> <p><b>Managed Change</b> Clearer expectations for new buildings</p>

**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
<p><b>Heritage &amp; Character</b>                      Iwi re-establish links to important sites                      Maori history is a defining element                      Collaborate with Te Ati Awa and Tenth's</p> <p><b>Managed Change</b>                      More local employment                      More housing options                      More attention to look and feel                      Greater use of design guides                      Greater clarity about "where and what"                      "Game Plan" retains Petone qualities                      Railway station improvements                      Esplanade improvements</p> <p><b>Real Place</b>                      Diversity is encouraged                      Investment in urban design</p> <p><b>Vibrant Village Culture</b>                      Retain small businesses                      Engage harbour                      Promote walking, cycling &amp; PT                      More attention to design quality and fit                      Housing part of mixed-use development</p>	<p><b>Heritage &amp; Character</b>                      Tangata whenua involvement</p> <p><b>Managed Change</b>                      Establish gateway to Petone                      Office development not industrial</p> <p><b>Vibrant Village Culture</b>                      Petone is a "Destination"                      Mixed use including apartments                      Connect Jackson St &amp; Esplanade                      Foreshore makes Petone unique                      Beautification of The Esplanade</p>	<p><b>Heritage &amp; Character</b>                      Memorable business/retail centres</p> <p><b>Managed Change</b>                      Higher density subject to design guides                      Review SH2/Korokoro entrance                      Good urban design for SH2 interchange                      Enhanced amenity at gateway</p> <p><b>Real Place</b>                      Multi-storey apartments permitted</p> <p><b>Vibrant Village Culture</b>                      Mixture of activities encouraged                      Commercial and retail hub                      Regional aquatic recreation hub                      "Urban upgrade"                      Public space improvements                      Attractive environment for residents</p>	<p><b>Managed Change</b>                      "Catastrophic subsidence" possible                      440-year flood could be 50-year event                      Risk increases with further investment                      New strategies for storm water required</p>	<p><b>Vibrant Village Culture</b>                      Recreation facilities add value to city                      Facilities attract families, home buyers                      Facilities attract developers                      Petone West possible regional hub</p>

**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 tsunamis. At the same time, the co-location of road and rail corridors means that Petone West is one of the most accessible places in the Wellington Region. Whereas more intensive development increases the risk from natural hazards, lack of investment undermines competitiveness and limits the area's economic potential.

COMMUNITY FACILITIES PLAN	VALLEY FLOOR RESERVES REVIEW	VISION SEAVIEW GRACEFIELD	HUTT CITY DISTRICT PLAN	JACKSON STREET STUDY
<p><b>Heritage &amp; Character</b> Water sports hub planned at Korokoro Collaboration with Mana Whenua Cultural activities accommodated</p> <p><b>Real Place</b> Family activities at water sports hub</p> <p><b>Vibrant Village Culture</b> Hubs are clustered with other assets Hubs linked to retail centres &amp; parks Hubs are served by public transport Opportunity for multi-use facility</p>	<p><b>Vibrant Village Culture</b> Area 1 has no green public space Needs public &amp; private open spaces More pedestrians/cyclists on Esplanade Smaller car parks along foreshore Sheltered areas along foreshore Plan for Honiana Te Puni Reserve Regional water sports hub Neighbourhood uses within reserves</p>	<p><b>Managed Change</b> Complementary activities needed</p>	<p><b>Heritage &amp; Character</b> Consistent with context and locality Protect urupa</p> <p><b>Managed Change</b> Retail activities greater than 500m2 Mixed-use Activity Area Design Guide Mitigate conflicts between activities Enhanced gateway experience Pedestrian amenity, safety, accessibility Frontages along Jackson Street Landscaped setback on Esplanade Assess natural hazards &amp; mitigate risk Hazards versus risk of lost investment</p> <p><b>Vibrant Village Culture</b> Multi-storey construction Complementarity between Areas 1 &amp; 2 Flexibility creates vibrant area Residential activities provide vitality Protect local residential amenity</p>	<p><b>Heritage &amp; Character</b> Lack of overall vision for Jackson Street More consistent streetscape &amp; sections</p> <p><b>Vibrant Village Culture</b> West end Jackson Street less vibrant Enhance visual links to foreshore</p>

**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
<p><b>Heritage &amp; Character</b> Investment is welcomed Safeguards ensure sympathetic change Reinforce existing character and scale</p> <p><b>Managed Change</b> More housing options Sustainable growth More attention to look and feel Greater use of design guides Greater clarity about “where and what” “Game Plan” retains Petone qualities Medium density but no loss of character Intensification occurs near amenities</p> <p><b>Real Place</b> Diversity is encouraged Long-term residents remain in place Sense of community is maintained</p> <p><b>Vibrant Village Culture</b> Attractive to families Place for the less well-off Working-class roots are retained Promote walking, cycling &amp; PT More attention to design quality and fit Engage harbour and river</p>	<p><b>Heritage &amp; Character</b> Heritage makes Petone unique Preserve heritage &amp; character Heritage/character homes a strength</p> <p><b>Managed Change</b> Mixes apartments with village setting</p> <p><b>Real Place</b> Petone is eclectic &amp; diverse Supportive community is distinctive</p> <p><b>Vibrant Village Culture</b> Promote Petone as “vibrant village” Petone is a “Residential Village” Range of schools is distinctive</p>	<p><b>Heritage &amp; Character</b> Reinforce heritage look &amp; feel</p> <p><b>Managed Change</b> Targeted infill &amp; intensification Multi-unit development is permitted Higher density subject to design guides Proximity to transport &amp; other amenities Reduce concentration of State housing</p> <p><b>Real Place</b> Improve housing affordability</p> <p><b>Vibrant Village Culture</b> Home of choice for families Public space improvements More street trees More retirement villages</p>	<p><b>Managed Change</b> “Catastrophic subsidence” possible 440-year flood could be 50-year event Climate change affects storm water Risk increases with further investment Managed retreat one possible response Region needs more water by 2035</p>	<p><b>Managed Change</b> Community assists planning &amp; design Need for open space rises with density Reserves change to meet new needs</p> <p><b>Real Place</b> Facilities prioritised in deprivation areas Areas of deprivation need open space Services &amp; facilities build human capital Community facilities build community</p> <p><b>Vibrant Village Culture</b> Facilities attract families, home buyers Neighbourhood reserves often poor Facilities create opportunities to gather</p>

## 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
<p><b>Managed Change</b> Hubs must have good fit with context Hubs sited to avoid negative impacts</p> <p><b>Real Place</b> Hubs prioritised in areas of deprivation Establishing a hub builds community Hubs provide facilities for families</p> <p><b>Vibrant Village Culture</b> Community hubs will rejuvenate the city Hubs compensate for loss of retail trade Hubs provide facilities that families want Hubs attract development Hubs contribute to place making</p>	<p><b>Real Place</b> Petone reserves often cater to niches</p> <p><b>Vibrant Village Culture</b> Outdoor spaces within developments Neighbourhood uses within reserves Improved public space; street trees Improve access to Petone Rec New &amp; upgraded recreational pathways More attractive Te Mome Stream More attractive river banks</p>	<p><b>Managed Change</b> Housing competes for scarce flat land Avoid reverse sensitivity issues Retain natural/open space buffers</p> <p><b>Vibrant Village Culture</b> Hutt Park “great outdoor green space” Hutt Park good outdoor events venue Hutt Park could be high-quality space</p>	<p><b>Heritage &amp; Character</b> Maintain &amp; enhance character New buildings appropriate to context Retain vegetation</p> <p><b>Managed Change</b> Smaller lots, greater coverage Multi-unit development permitted Control height, scale, intensity, location Med Density Housing Design Guide</p>	<p><b>Vibrant Village Culture</b> Good north-south connectivity Poor east-west connectivity Enhanced links Jackson St to foreshore</p>

**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.

PETONE VISION	HUTT CITY INTEGRATED VISION	HUTT CITY GROWTH STRATEGY	INFRASTRUCTURE STRATEGY	LEISURE AND WELLBEING
<p><b>Heritage &amp; Character</b> Safeguards ensure sympathetic change Reinforce existing character and scale</p> <p><b>Managed Change</b> More housing options More attention to look and feel Greater use of design guides Medium density but no loss of character Intensification occurs near amenities Roading changes improve local amenity</p> <p><b>Real Place</b> Diversity is encouraged Long-term residents remain in place Sense of community is maintained</p> <p><b>Vibrant Village Culture</b> Attractive to families Place for the less well-off Working-class roots are retained Small scale commercial &amp; retail Promote walking, cycling &amp; PT Better connections with river</p>	<p><b>Heritage &amp; Character</b> Safeguards ensure sympathetic change Reinforce existing character and scale</p> <p><b>Real Place</b> Affordable living; community spirit Kindergarten &amp; primary school Local churches Moera marae</p> <p><b>Vibrant Village Culture</b> “Residential Village”; shopping centre Hutt River Trail; cycleway extensions Better connections to river More community use of Hutt Park Council facilities “reconfigured” York Park improvements</p>	<p><b>Heritage &amp; Character</b> Memorable business/retail centres</p> <p><b>Managed Change</b> Trend to smaller households Targeted infill &amp; intensification Higher density subject to design guides Sympathetic to look and feel Proximity to transport &amp; other amenities State housing often low land utilisation Reduce concentration of State housing Work with NZTA on Cross Valley Link</p> <p><b>Real Place</b> Increasing housing affordability issue Growing number of retired people</p> <p><b>Vibrant Village Culture</b> Suburban centres struggle to compete State housing often in poor repair Public space improvements More street trees Comprehensive cycling network Recreation facilities combined in hubs</p>	<p><b>Heritage &amp; Character</b> Awamutu Stream widened &amp; deepened</p> <p><b>Managed Change</b> “Catastrophic subsidence” possible 440-year flood could be 50-year event Climate change affects storm water Risk increases with further investment Managed retreat one possible response Region needs more water by 2035</p> <p><b>Vibrant Village Culture</b> Upgrade to stop banks underway</p>	<p><b>Managed Change</b> Community assists planning &amp; design Need for open space rises with density Reserves change to meet new needs</p> <p><b>Real Place</b> Facilities prioritised in deprivation areas Areas of deprivation need open space Services &amp; facilities build human capital Community facilities build community</p> <p><b>Vibrant Village Culture</b> Community facilities add value to city Facilities attract families, home buyers Neighbourhood reserves often poor Libraries provide valued civic spaces Libraries are at the community’s heart</p>

**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
<p><b>Real Place</b> Hubs prioritised in areas of deprivation Establishing a hub builds community</p> <p><b>Vibrant Village Culture</b> Moera below 5,000 threshold for hub Hubs should be well distributed</p>	<p><b>Real Place</b> Deprivation areas have reserves nearby Petone reserves often cater to niches Neighbourhood uses within reserves</p> <p><b>Vibrant Village Culture</b> Sports fields can be used informally Improved public space; street trees Public reserves better connected Loop paths of various lengths New &amp; upgraded recreational pathways More attractive river banks; river access Opportunities for “linear recreation”</p>	<p><b>Heritage &amp; Character</b> Identify potential wetlands on streams</p> <p><b>Managed Change</b> Housing competes for scarce flat land Avoid reverse sensitivity issues Retain natural/open space buffers Hutt Park good outdoor events venue Potential for alternative transport modes Seaview rail line could be revived</p> <p>Vibrant Village Culture Improve &amp; beautify Moera retail area Waiwhetu Stream recreation corridor Hutt Park “great outdoor green space” Hutt Park good outdoor events venue Hutt Park could be high-quality space Green spaces should be connected</p>	<p><b>Heritage &amp; Character</b> Maintain &amp; enhance character New buildings appropriate to context</p> <p><b>Managed Change</b> Smaller lots, greater coverage Multi-unit development permitted Control height, scale, intensity, location Med Density Housing Design Guide Restricted non-residential activities Commercial buildings’ impact mitigated</p>	

**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
<p><b>Heritage &amp; Character</b> Heritage is celebrated Safeguards ensure sympathetic change Reinforce existing character and scale Petone history is nationally significant Maori history is a defining element Iwi re-establish links to important sites</p> <p><b>Managed Change</b> More housing options More attention to look and feel Greater use of design guides Greater clarity about “where and what” Medium density but no loss of character Walking, cycling &amp; PT more attractive Rooding changes improve local amenity Esplanade improvements</p> <p><b>Real Place</b> Long-term residents remain in place Sense of community is maintained Investment in urban design</p> <p><b>Vibrant Village Culture</b> Promote walking, cycling &amp; PT More attention to design quality and fit Petone engages with harbour Esplanade upgrade gives harbour link Links between foreshore &amp; Jackson St</p>	<p><b>Heritage &amp; Character</b> Preserve heritage &amp; character Wharf maintenance Establish gateway to Petone Foreshore helps make Petone unique</p> <p><b>Managed Change</b> Need to beautify Esplanade Foreshore improvements rely on CVL Resolve traffic congestion</p> <p><b>Vibrant Village Culture</b> Connect Jackson St &amp; Esplanade Foreshore makes Petone unique Beautification of The Esplanade</p>	<p><b>Managed Change</b> Higher density subject to design guides Review SH2/Korokoro entrance Good urban design for SH2 interchange Enhanced amenity at gateway Traffic detracts from amenity Likely subduction in major quake Short term improvements prior to CVL</p> <p><b>Real Place</b> Multi-storey apartments in Petone West</p> <p><b>Vibrant Village Culture</b> Public space improvements Comprehensive cycling network Regional aquatic recreation hub “Urban upgrade” at Petone West Public space improvements</p>	<p><b>Heritage &amp; Character</b> Climate change damages wharf</p> <p><b>Managed Change</b> “Catastrophic subsidence” possible 440-year flood could be 50-year event Climate change affects storm water Risk increases with further investment Managed retreat one possible response</p>	<p><b>Heritage &amp; Character</b> Petone Settlers Museum Nationally significant site</p> <p><b>Vibrant Village Culture</b> Petone West possible regional hub Encourage more people walk &amp; cycle</p>

## 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
<p><b>Heritage &amp; Character</b> Water sports hub planned at Korokoro Collaboration with Mana Whenua Cultural activities accommodated</p> <p><b>Managed Change</b> Need more analysis of water sports hub</p> <p><b>Vibrant Village Culture</b> Hubs are clustered with other assets Hubs linked to retail centres &amp; parks Hubs are served by public transport Hubs contribute to place making</p>	<p><b>Heritage &amp; Character</b> Three separate reserves Te Puni / Petone Foreshore / Hikoikoi Beach &amp; dune restoration on foreshore Korokoro Stream compromised Narrow foreshore dominated by parking</p> <p><b>Managed Change</b> Esplanade blocks access to foreshore Frequent pedestrian crossings needed Shift emphasis from car to pedestrian Foreshore is amenity for higher density</p> <p><b>Real Place</b> Diverse cultures need variety of spaces Neighbourhood uses within reserves</p> <p><b>Vibrant Village Culture</b> Wide range of recreation on foreshore Plan for Honiana Te Puni Reserve Water sports on western foreshore Public reserves need better connection River Trail meets Great Harbour Way More pedestrians/cyclists Climate limits use of foreshore Smaller car parks; sheltered areas</p>	<p><b>Managed Change</b> Traffic congestion reduces efficiency Potential for alternative transport modes Seaview rail line could be revived</p> <p><b>Vibrant Village Culture</b> Junction Great Harbour Way/River Trail</p>	<p><b>Heritage &amp; Character</b> Maintain &amp; enhance character Need to avoid monotonous buildings Built edge contrasts with panorama Setback from urupa</p> <p><b>Managed Change</b> Higher density subject to design guides Review SH2/Korokoro entrance Harbour edge deserves quality design Enhanced gateway experience Landscaped street frontage Taller buildings along Esplanade (west)</p> <p><b>Vibrant Village Culture</b> Doors and windows address Esplanade Flexibility creates vibrant area Residential activities provide vitality Protect local residential amenity</p>	<p><b>Vibrant Village Culture</b> Enhanced links Jackson St to foreshore</p>

**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.

### Tsunami

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

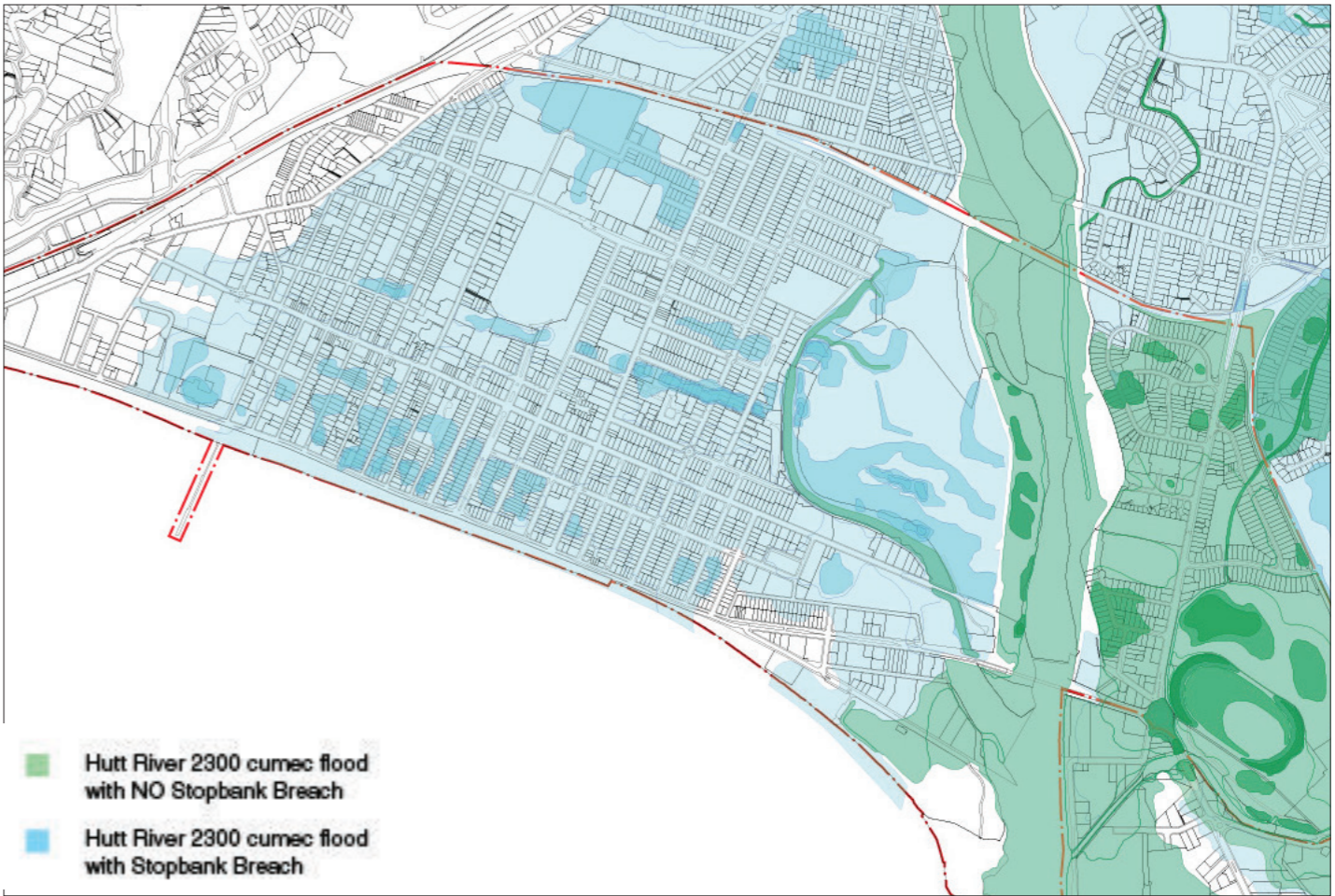


Figure 7.1.2: Hutt River flood hazard

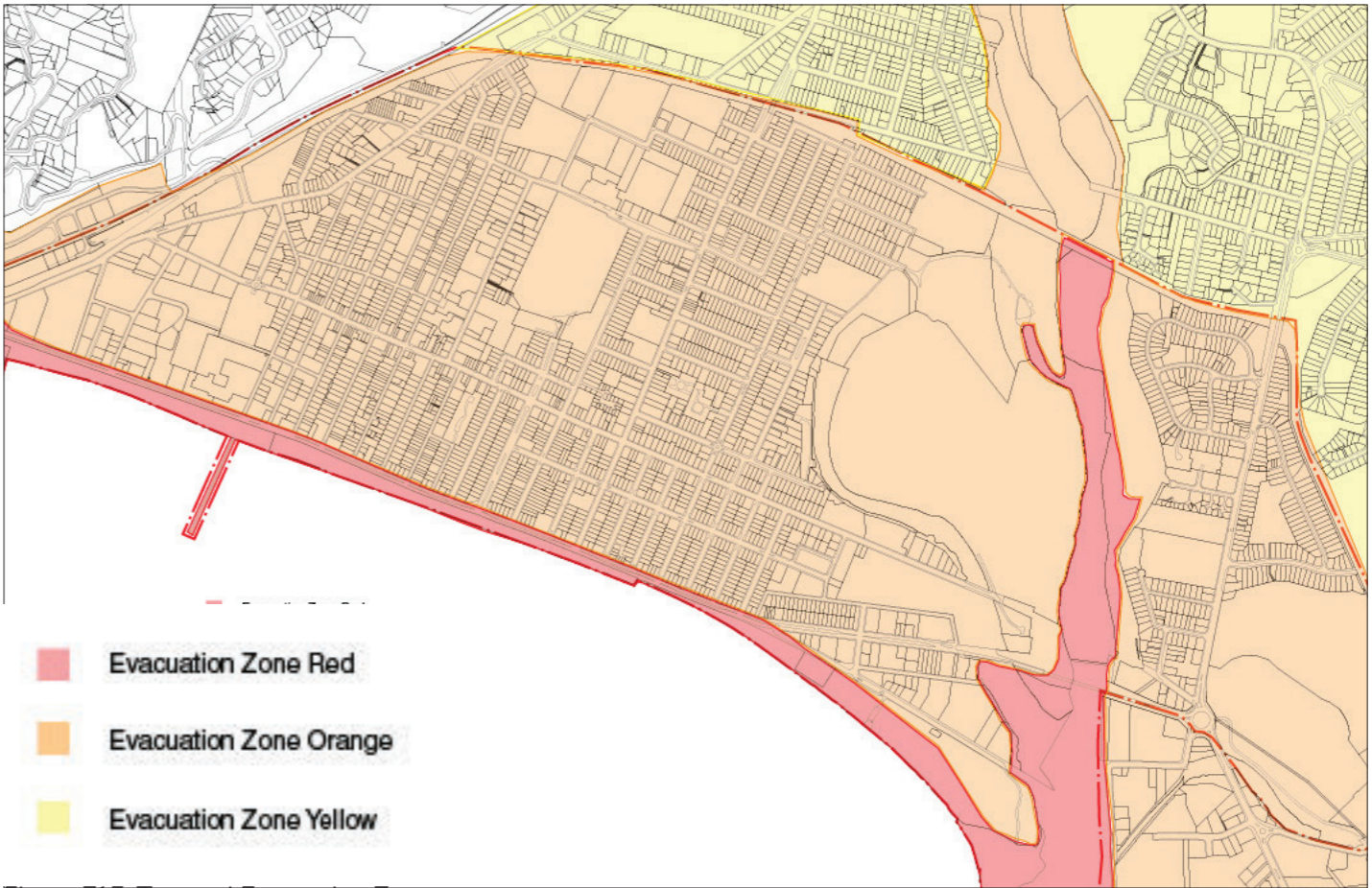


Figure 7.1.3: Tsunami Evacuation Zones

### 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.

### 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.

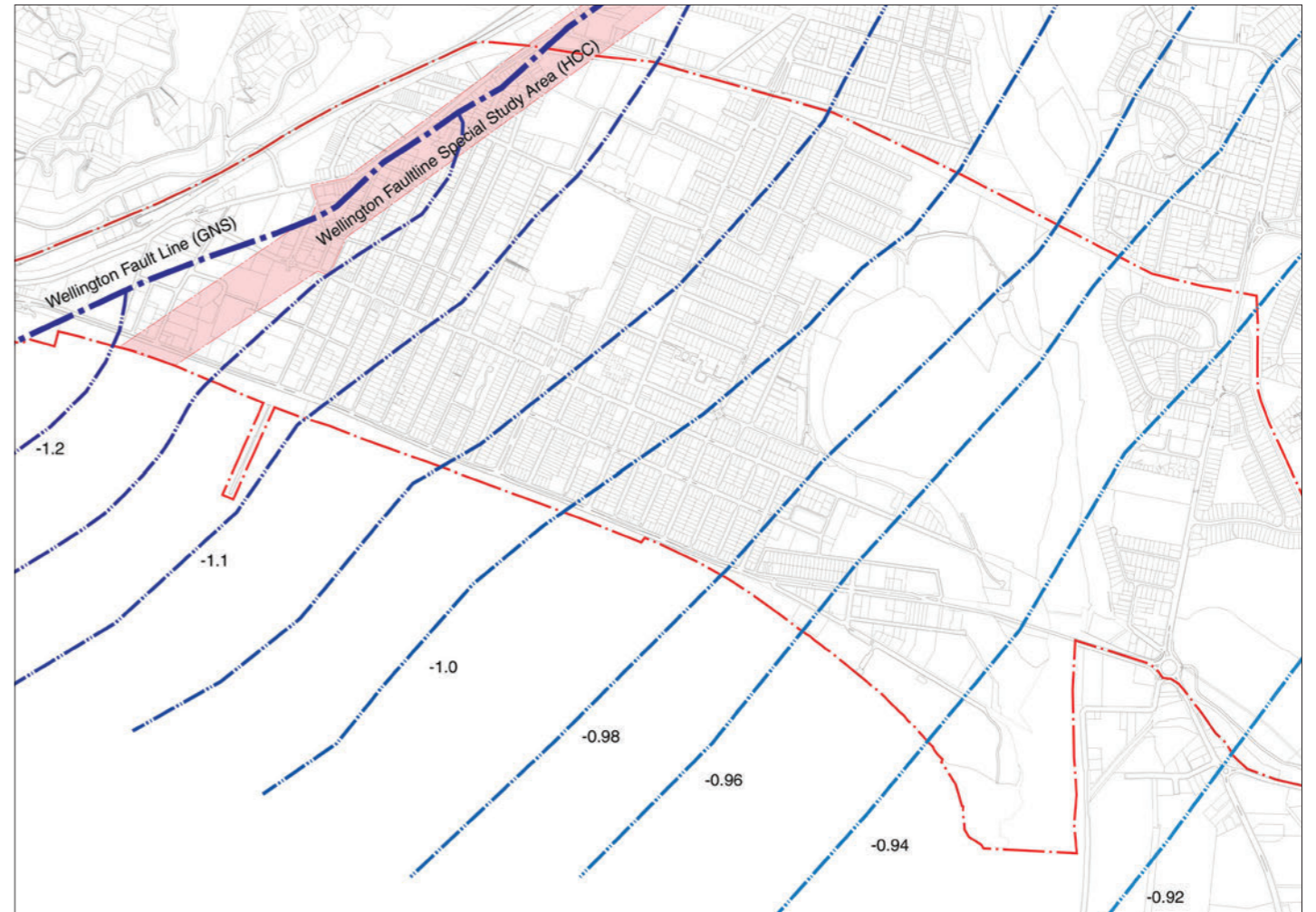


Figure 7.1.4: Seismic Subduction Zones

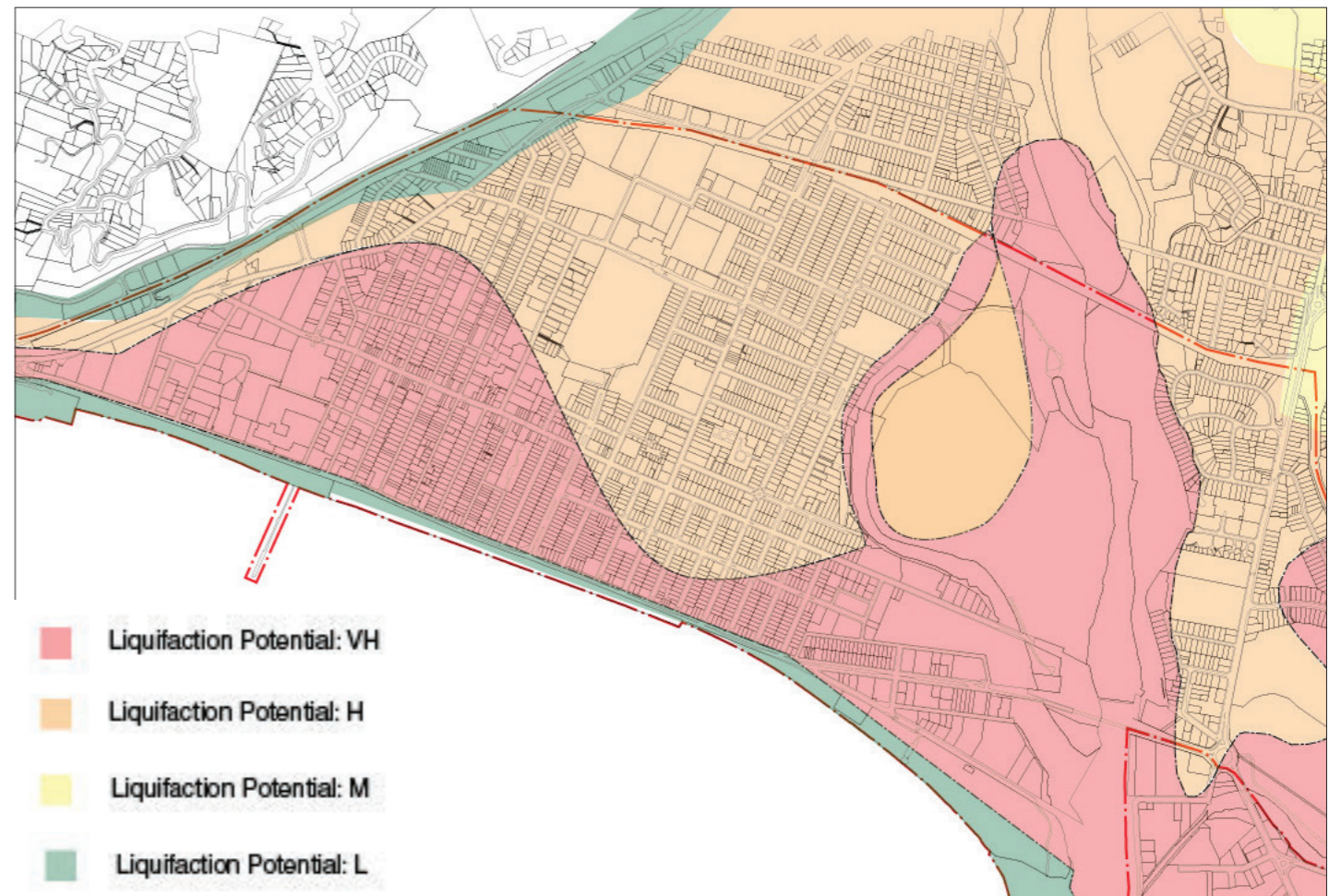


Figure 7.1.5: Liquefaction Potential

### 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.

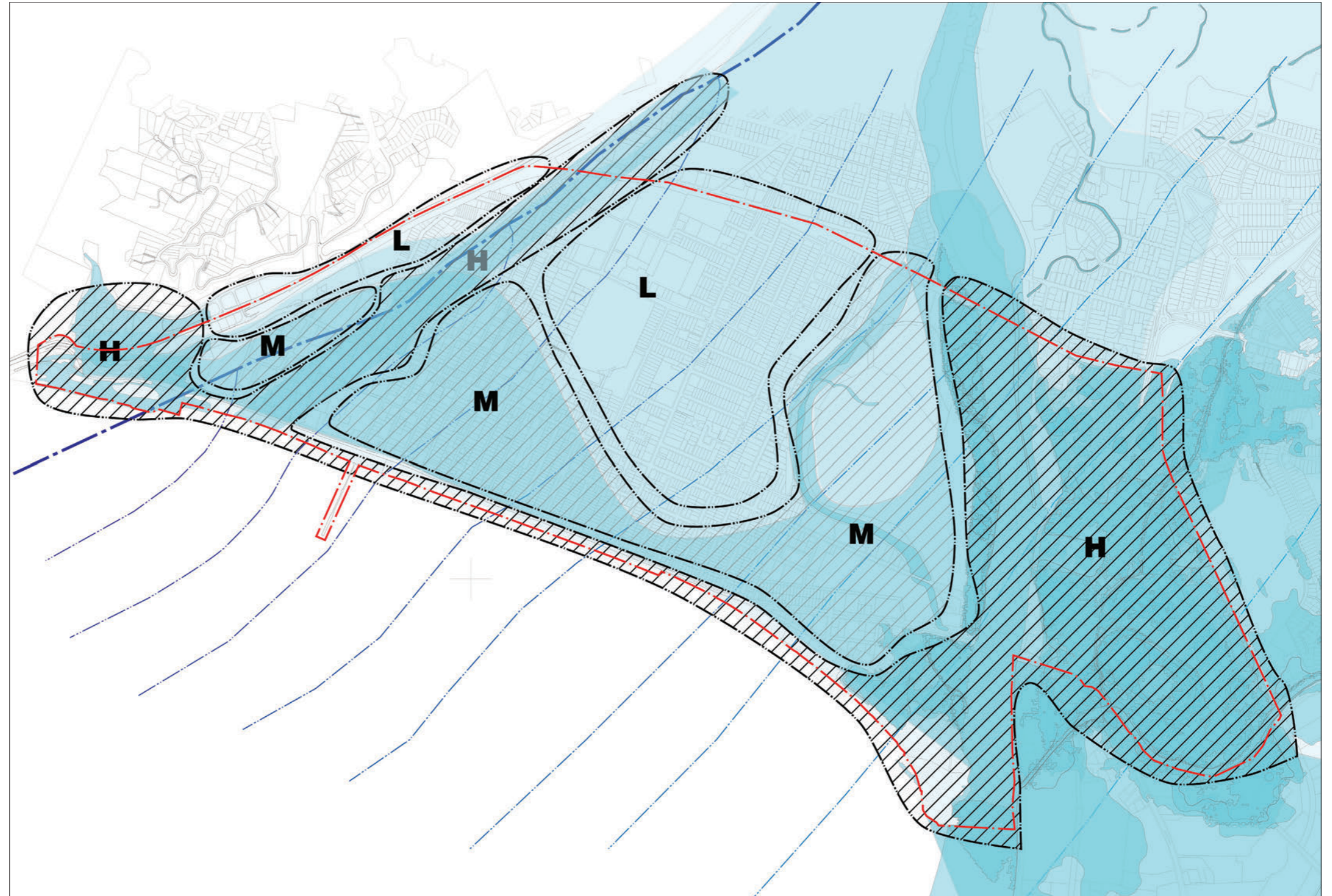


Figure 7.1.6: Hazard Mapping Overlay

## 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.

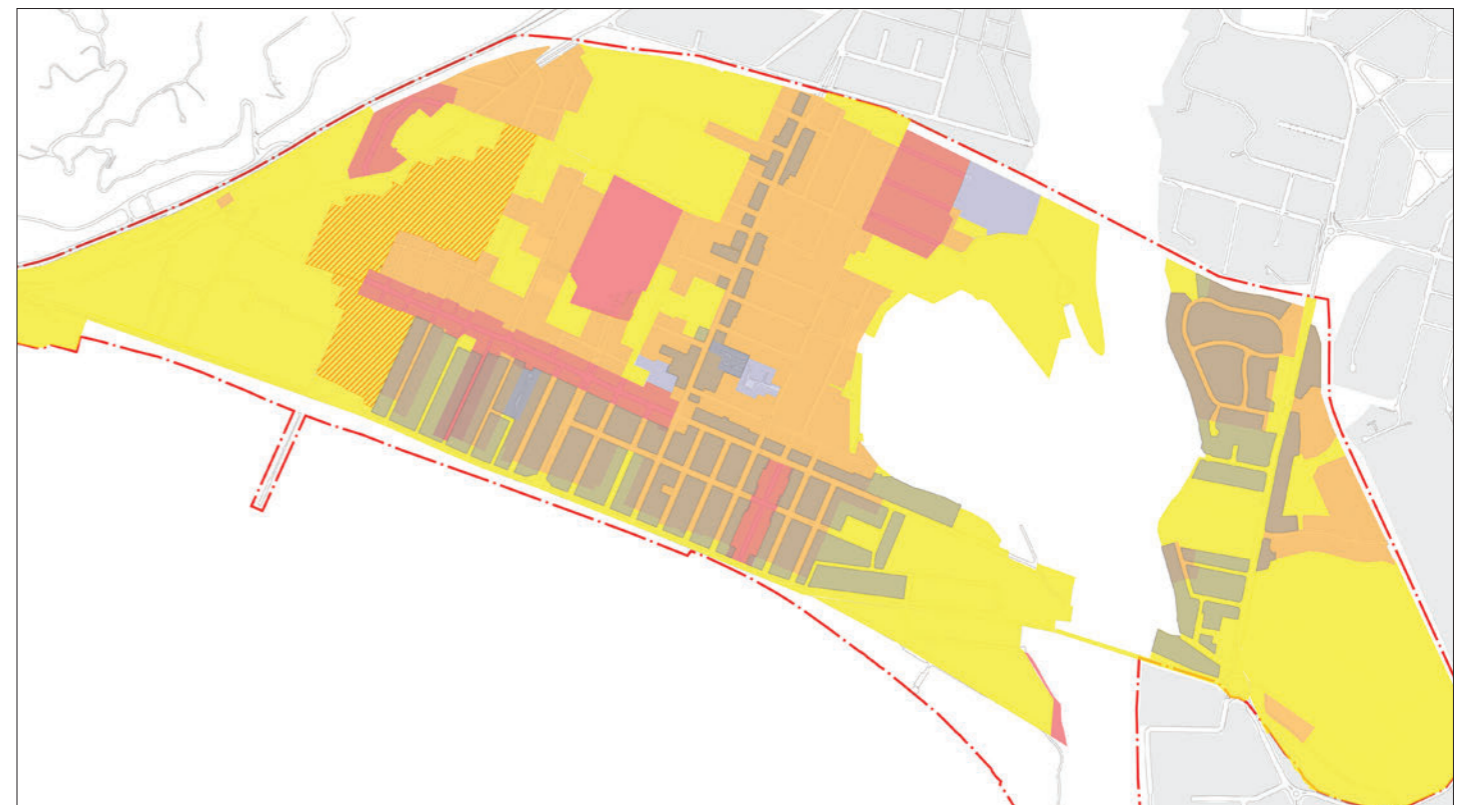


Figure 7.2.2: Townscape sensitivity with MDRA overlay



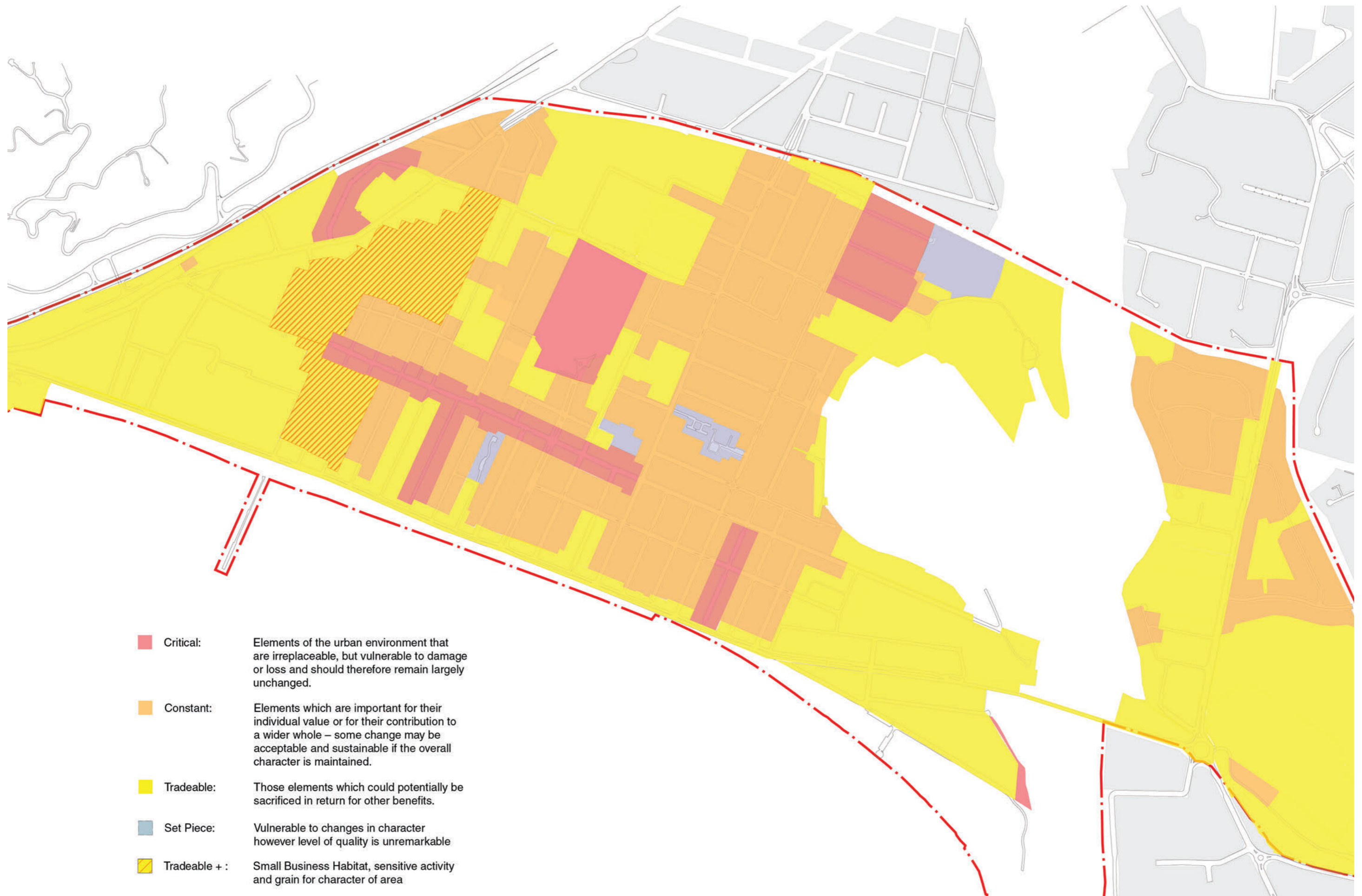


Figure 7.2.1: Townscape Sensitivity analysis

## 7.3 Strategic Opportunities

The diagram at Figure 7.31 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.

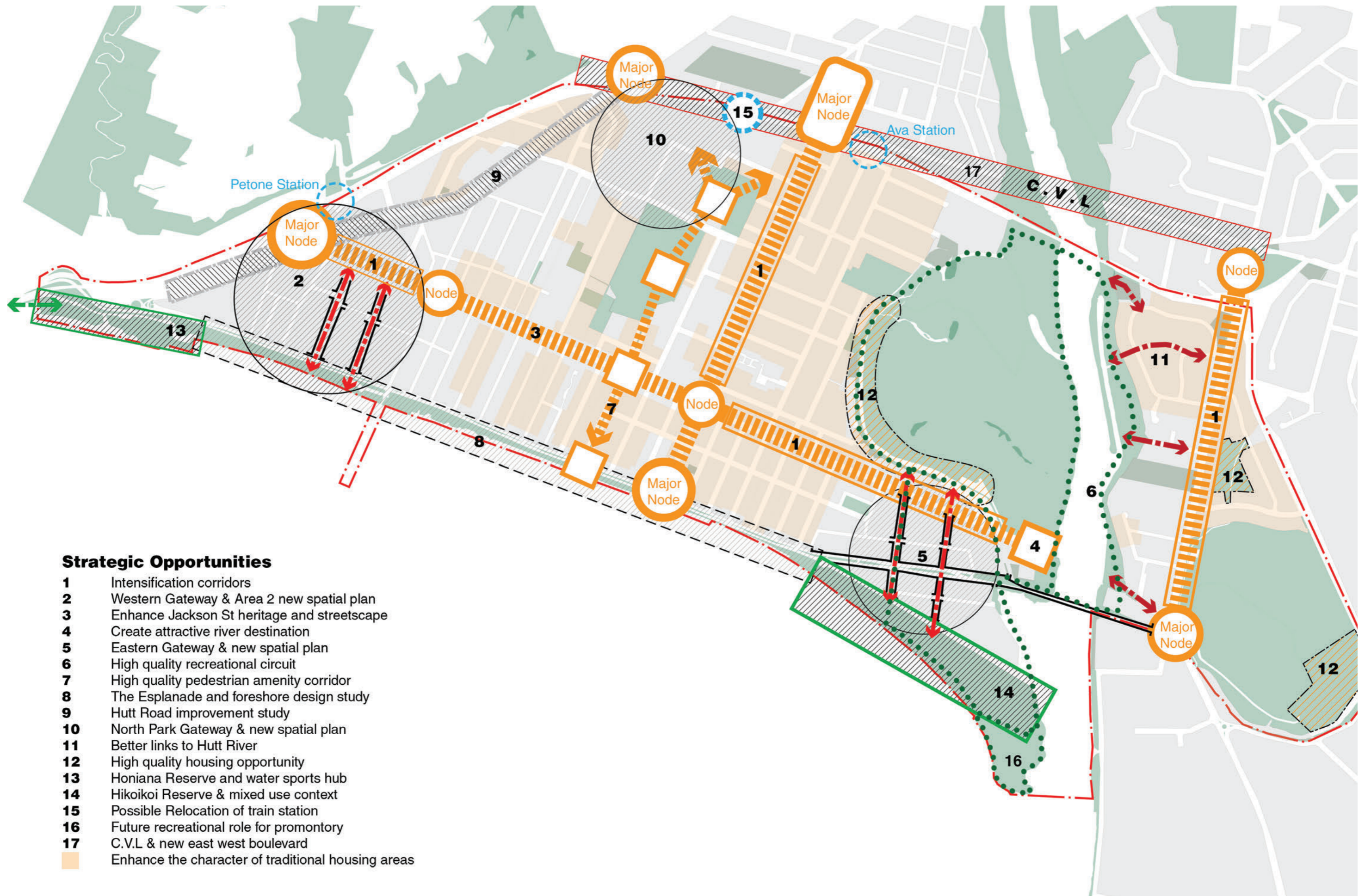
These opportunities are supported by proposals for the preservation and enhancement of character areas as identified in the Townscape Sensitivity drawing at Section 7.2 (above). Character areas are also addressed in the Residential Intensification proposals and Emerging Principles at Sections 7.5 and 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 7.31: 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.

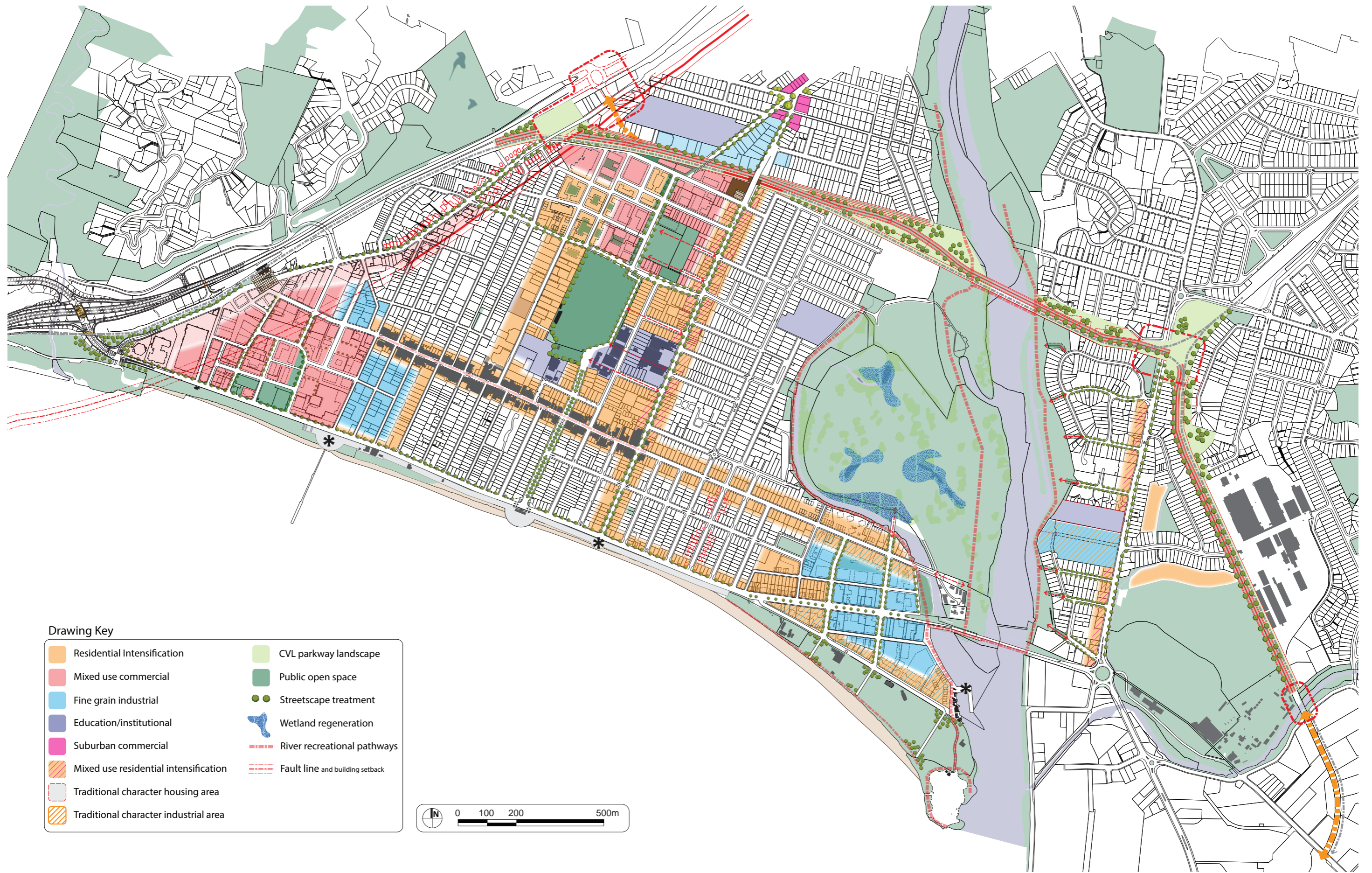


Figure 8.1: Petone Spatial Plan

## 8.2 Community Aspirations

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

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

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

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



Capturing stakeholder workshop findings

### Insights and Aspirations

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

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



**Prioritisation**

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

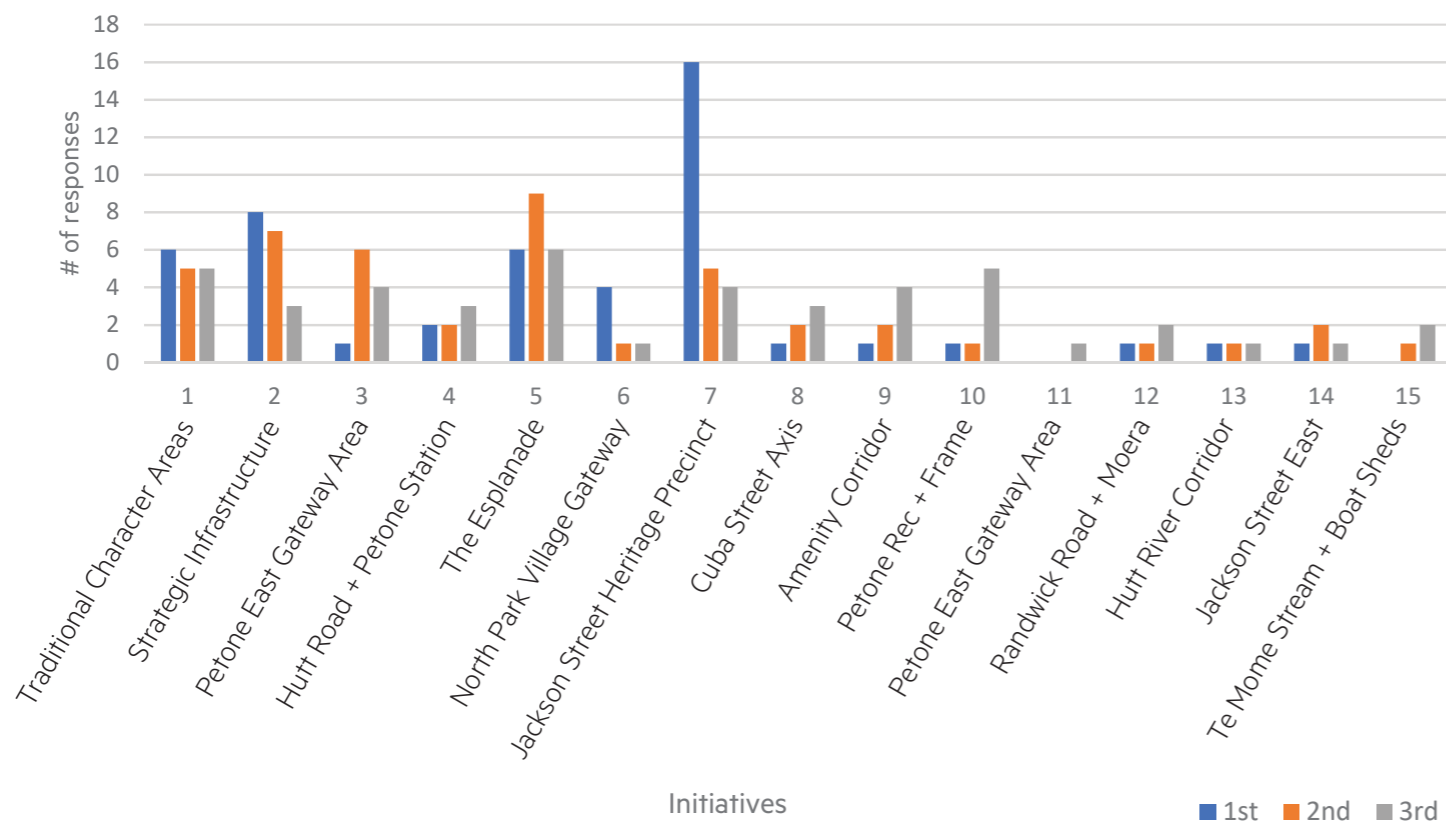
**Feedback and Ideas**

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

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

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

Initiative prioritisation



Stakeholder workshop 7<sup>th</sup> Dec 2016



Public Consultation 28<sup>th</sup> Jan 2017



Public Consultation 28<sup>th</sup> Jan 2017



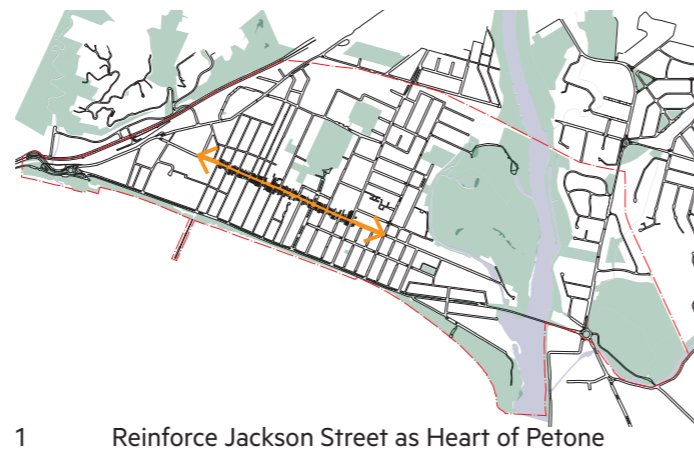
Public Consultation 28<sup>th</sup> Jan 2017

### 8.3 Spatial Planning Principles

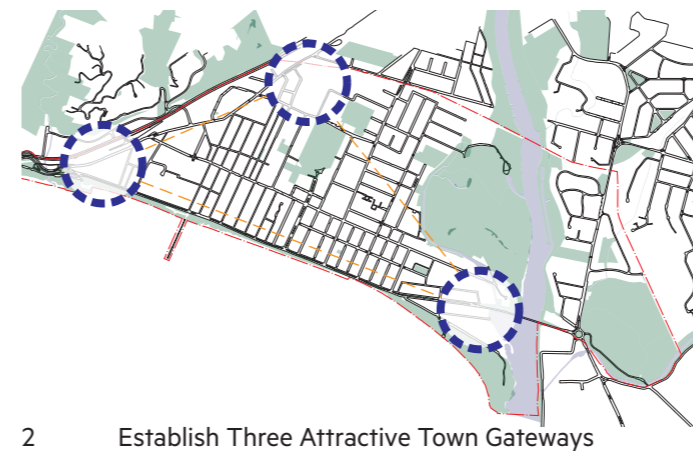
The evidence base developed in Part 1 points to a set of 9 key principles that underpin the PSP. The principles are described across the following 5 pages and a visual summary of all the principles is shown in the adjacent image.

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

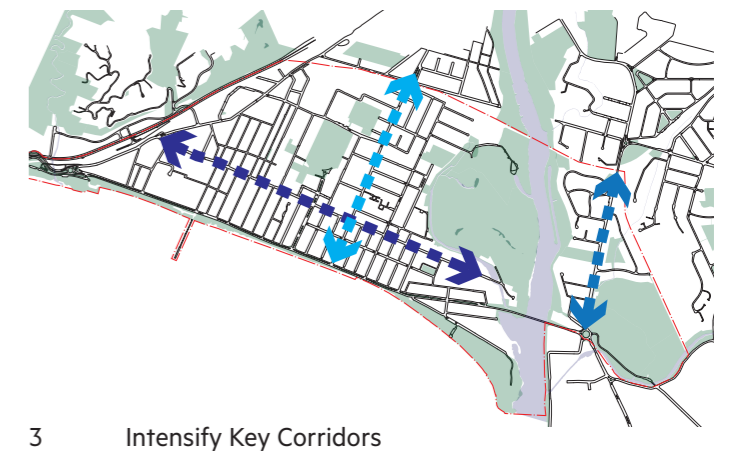
The principles drive the overall direction of the spatial plan and have informed the layered strategies (section 8.4 to 8.7) as well as the individual project initiatives.



1 Reinforce Jackson Street as Heart of Petone



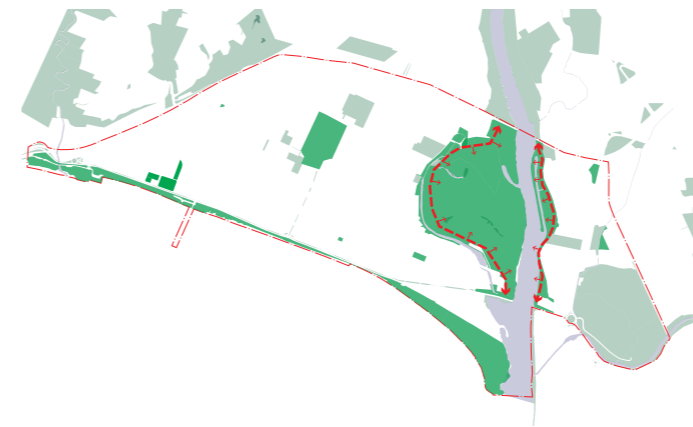
2 Establish Three Attractive Town Gateways



3 Intensify Key Corridors



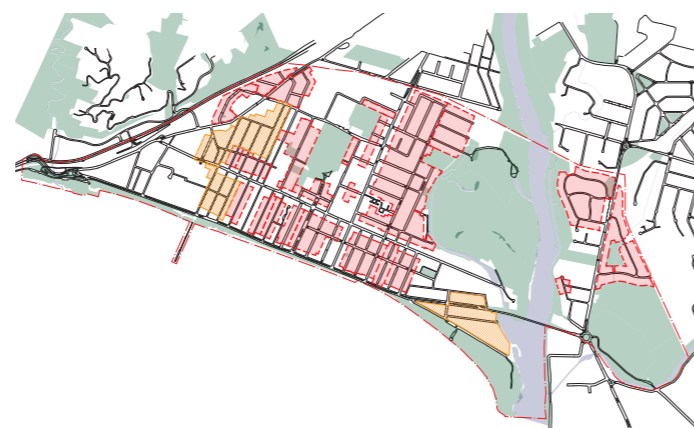
4 Revitalise The Esplanade and Foreshore



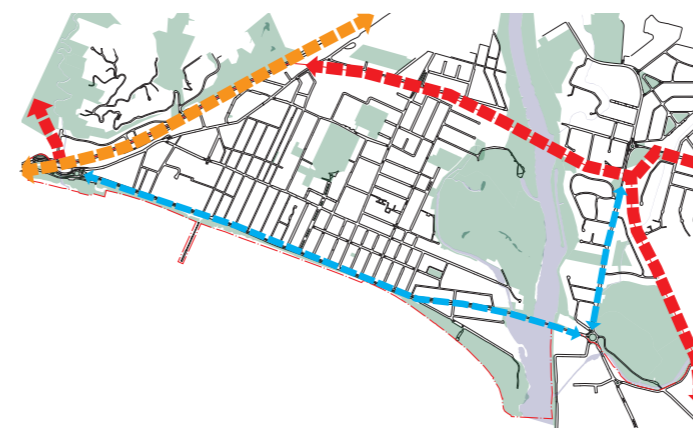
5 Enhance and Augment Petone's Green Open Spaces



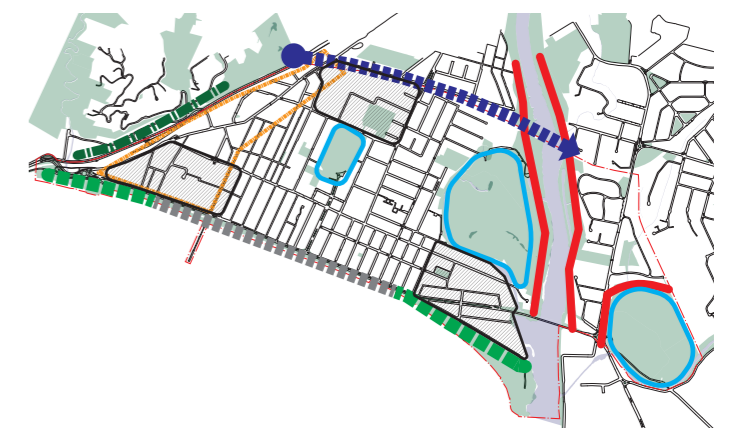
6 Create an Amenity Spine connecting The Esplanade to North Park Village



7 Enhance the Character of Traditional Housing and Employment Areas



8 Plan for and Leverage Improvement from Major Infrastructure Projects



9 Plan for Resilience and Expectant Design

**Principle 1: Reinforce Jackson Street as Heart of Petone**

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

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

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



1 Reinforce Jackson Street as Heart of Petone



2 Establish Three Attractive Town Gateways

**Principle 2: Establish Three Attractive Town Gateways**

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

**Petone West Gateway**

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

**Petone East Gateway**

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

**Petone North Park Village Gateway**

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

### Principle 3: Intensify Key Corridors

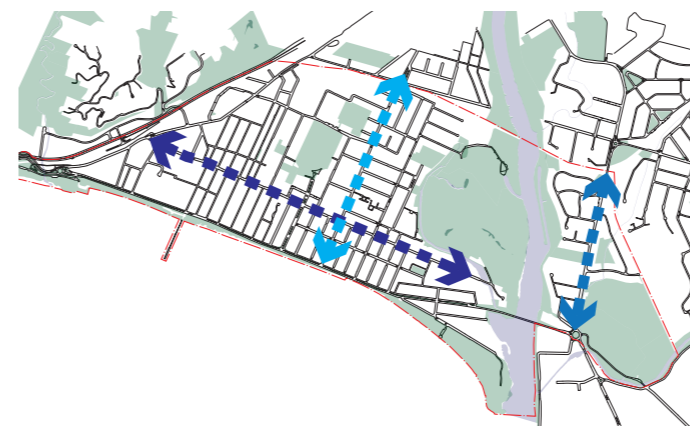
Three movement corridors are identified as key axes that provide structure, organisation and legibility to Petone. These corridors contain a mix of uses to varying degrees; provide a high order of movement and connectivity; and function as integrating spines for neighbourhood areas on either side. The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

#### Jackson Street

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

#### Cuba Street

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



3 Intensify Key Corridors

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

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

#### Randwick Road

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

#### Principle 4: Revitalise the Foreshore and The Esplanade

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

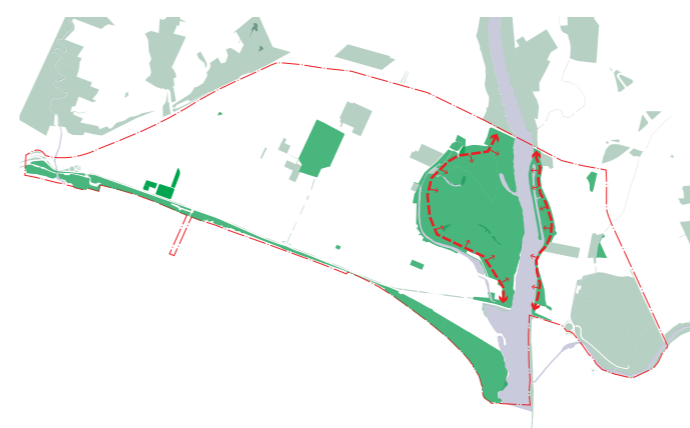
Development fronting The Esplanade is varied in character and quality with some remarkably poor quality built frontages that undermine the pre-eminence of this strategic location.

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

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



4 Revitalise the Foreshore and The Esplanade



5 Enhance and Augment Petone's Green Open Spaces

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

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

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

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

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

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

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



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



7 Enhance the Character of Traditional Areas

### Principle 7: Enhance the Character of Traditional Areas

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

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

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

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

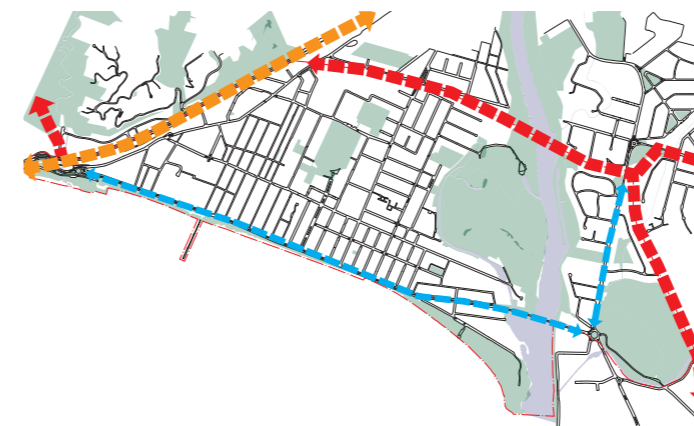
Two significant roading infrastructure projects are being considered that will impact on Petone/Moera to varying degrees. These include the NZTA Petone to Granada link (P2G) and the HCC Cross Valley Link (CVL).

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

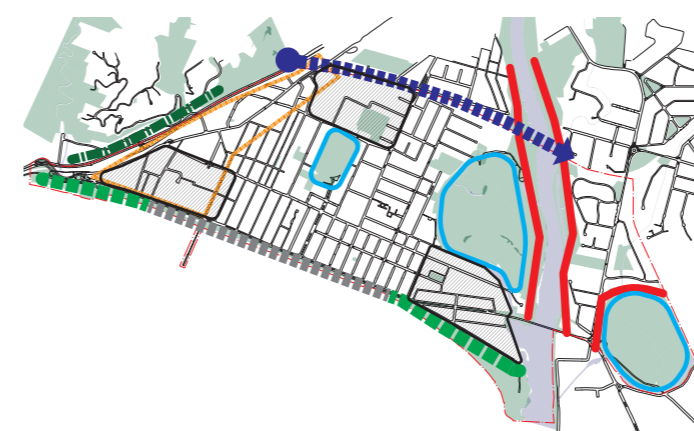
Principle 8 states that the PSP should identify how the local areas including their street networks, amenity provision, open spaces and development opportunities should capture or leverage improvements from these major infrastructure initiatives.

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

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



8 Plan for and leverage improvement from major infrastructure projects



9 Resilience and Expectant Design

### Principle 9: Plan for Resilience and Expectant Design

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

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

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

Key components of an expectant design strategy include:

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

## 8.4 Urban Form and Structure

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

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

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

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

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



Figure 8.4.1: Existing Urban Structure (Figure Ground)





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

## 8.5 Character and Identity

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

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

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

Character areas have been developed according to 5 categories:

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

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

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

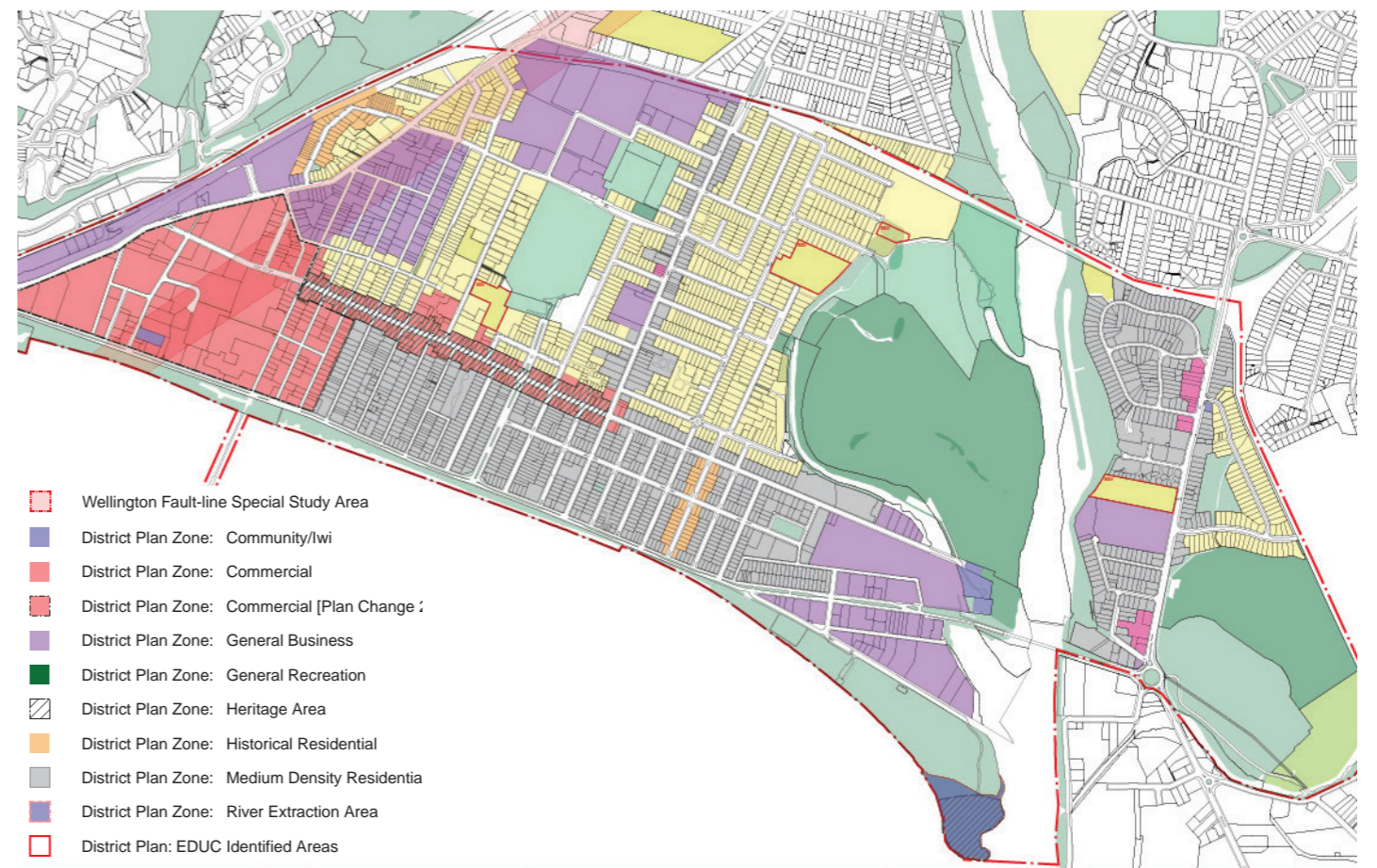
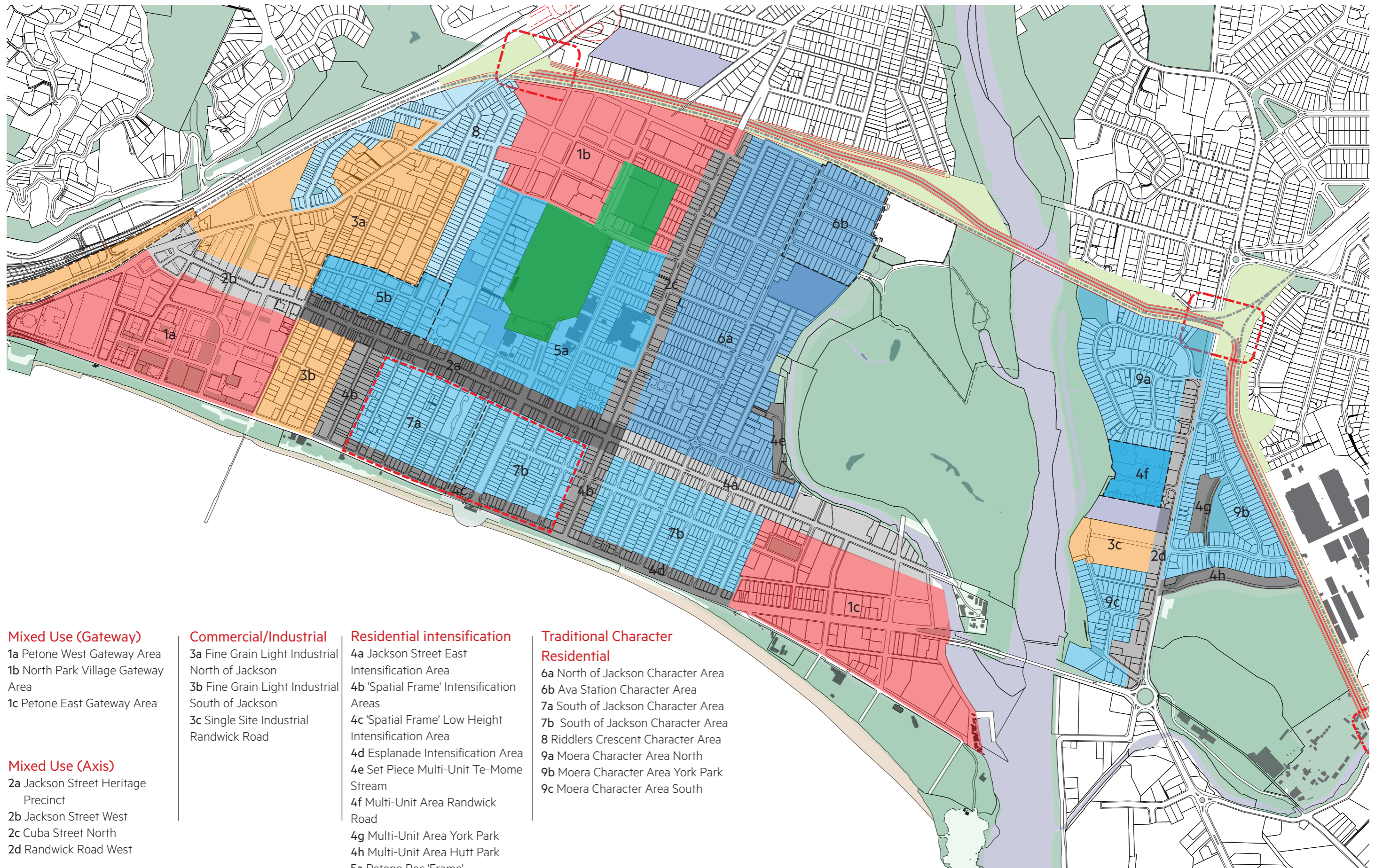


Figure 8.5.1: HCC Operative District Plan Activity Areas



**Mixed Use (Gateway)**

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

**Mixed Use (Axis)**

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

**Commercial/Industrial**

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

**Residential intensification**

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

**Traditional Character Residential**

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

Figure 8.5.2: Proposed Character Areas

## 8.6 Land Use

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

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

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

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

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

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

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

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

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

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

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

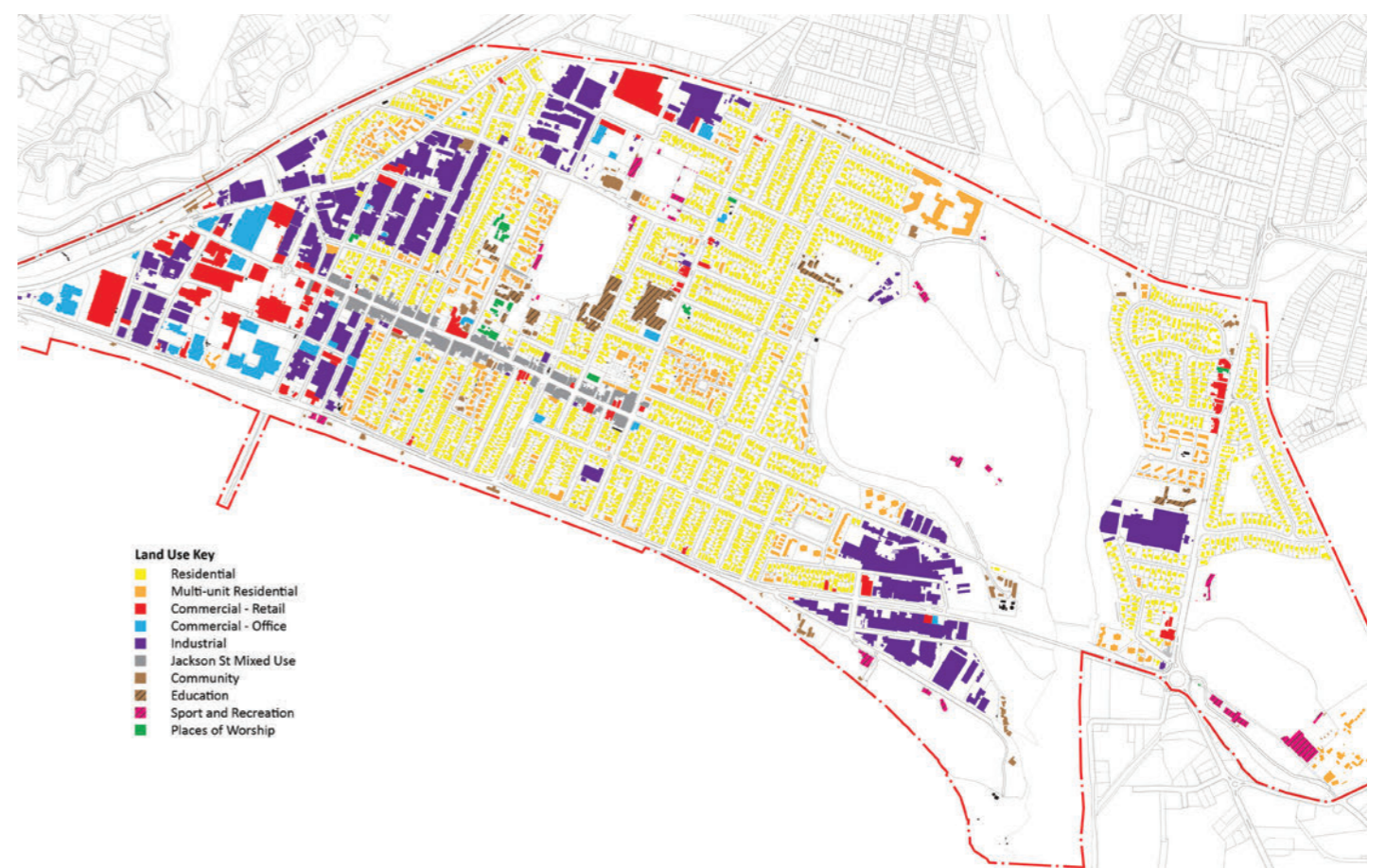


Figure 8.6.1: Existing Land Use Patterns

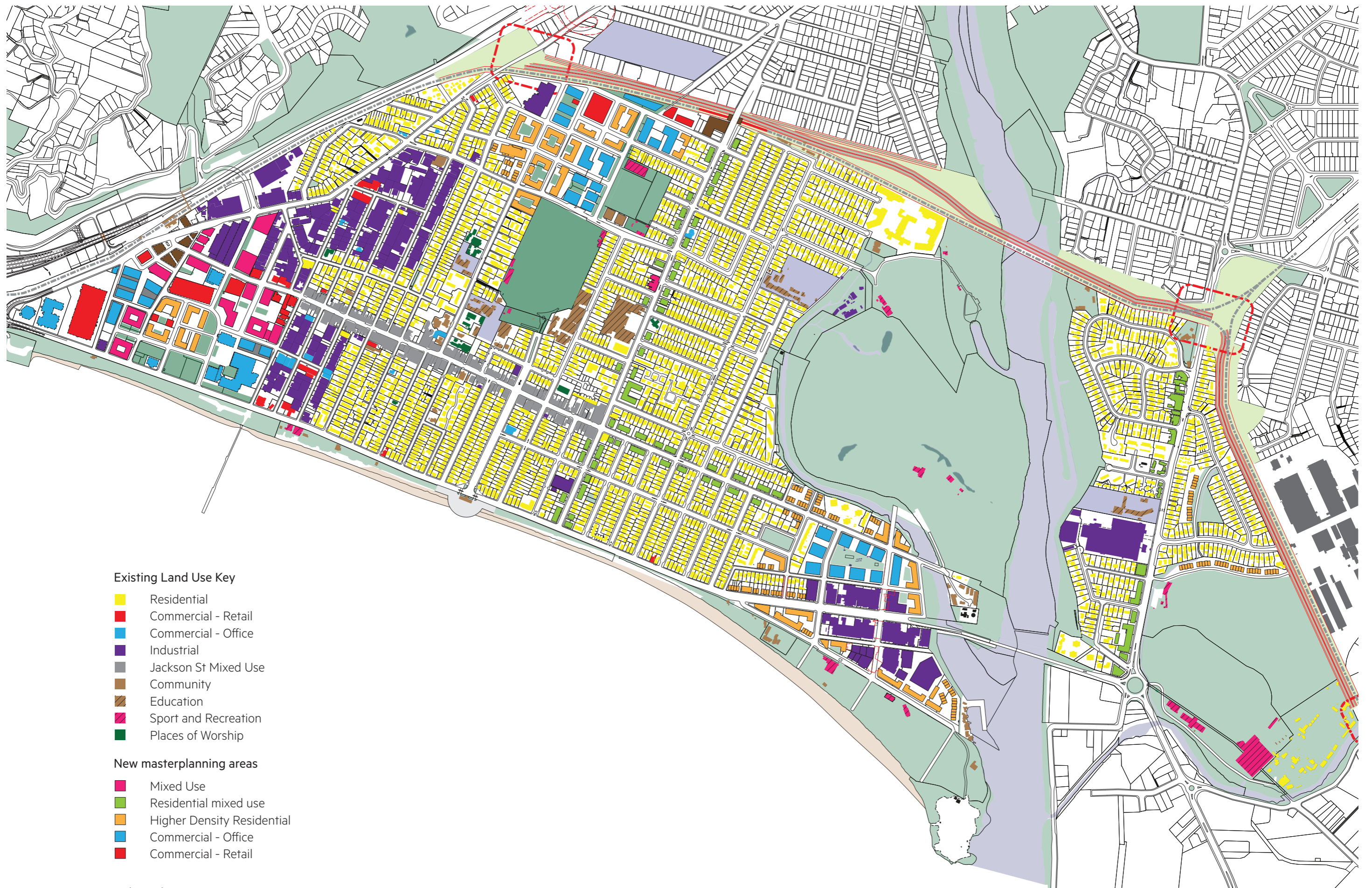


Figure 8.6.2: Proposed Land Use Patterns

## 8.7 Open Space - Play and Recreation

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

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

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

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

**Doorstep playable space:** a place where children under 5 can play (100m walkable catchment);

**Local playable space:** a place where children aged up to 11 can play (400m);

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

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

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

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

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

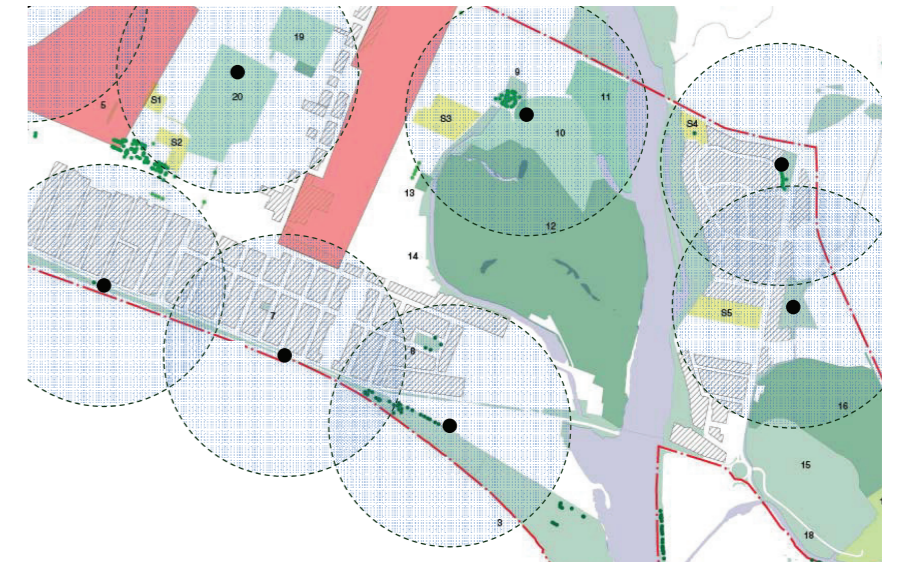
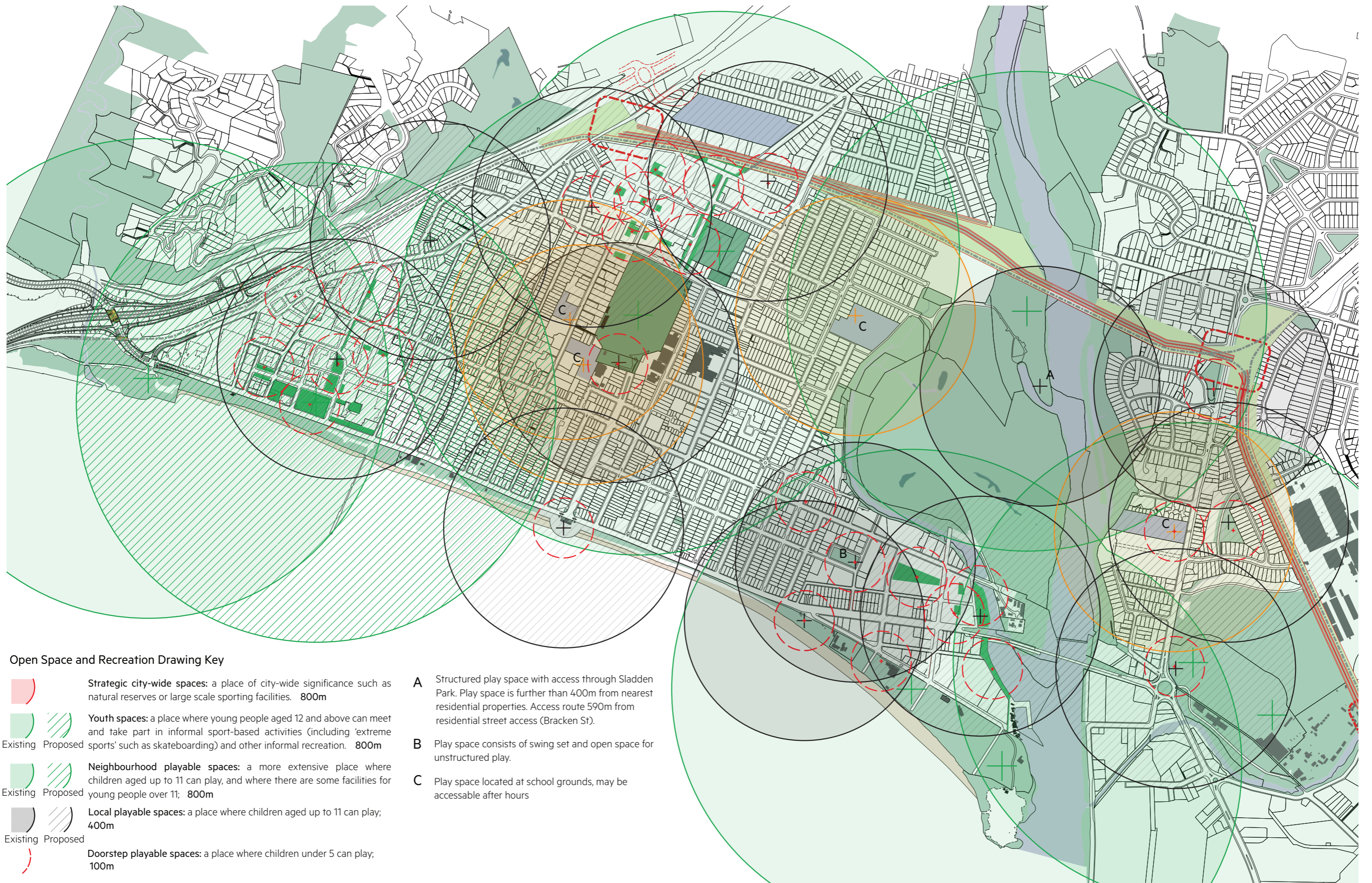


Figure 8.71: Existing open space provision



Figure 8.72: Proposed strategic open space provision



**Open Space and Recreation Drawing Key**

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

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

Figure 8.7.3: Proposed open space including play spaces

## 8.8 Vehicle Movement Network

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

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

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

The following is described and proposed:

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

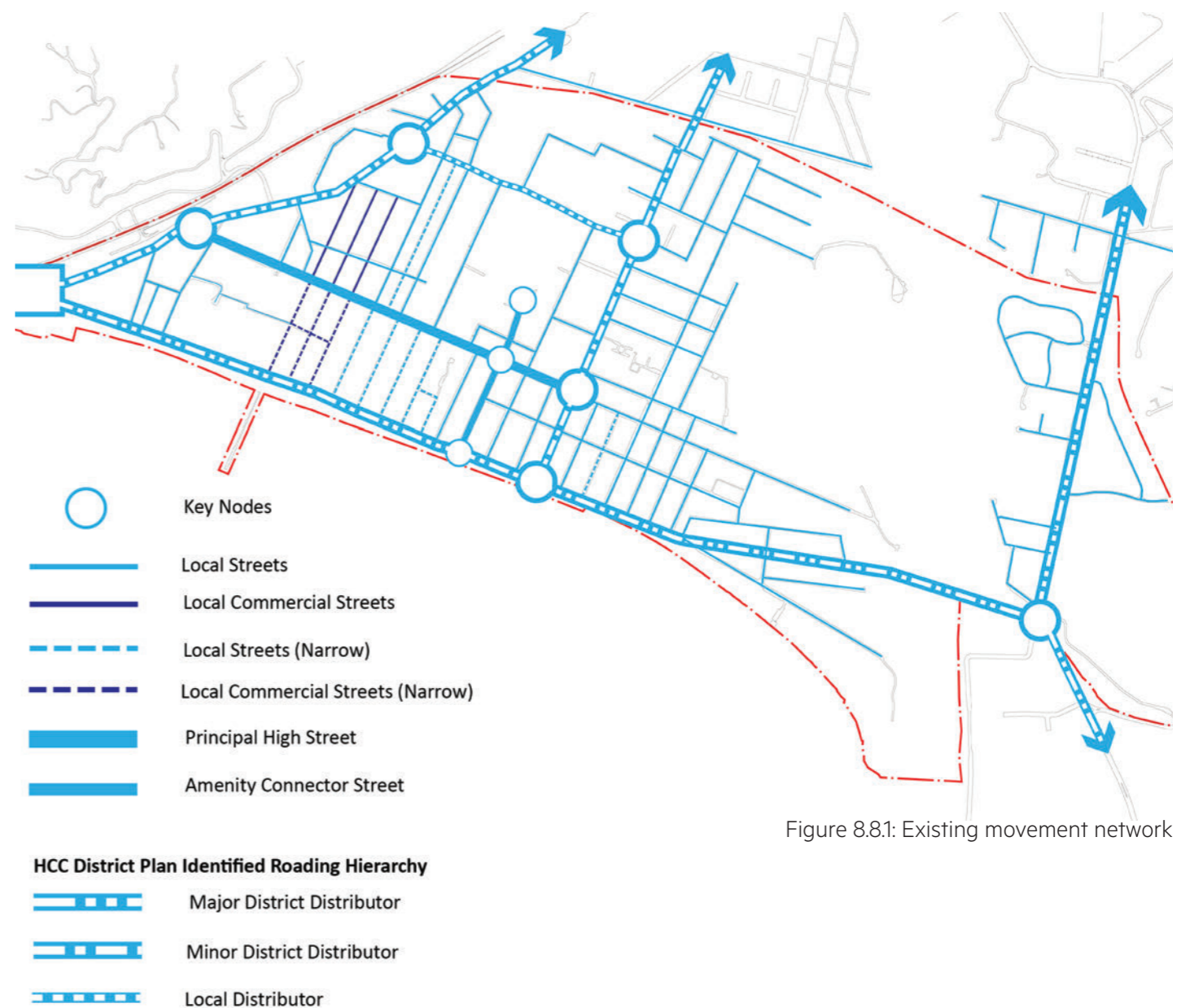


Figure 8.8.1: Existing movement network



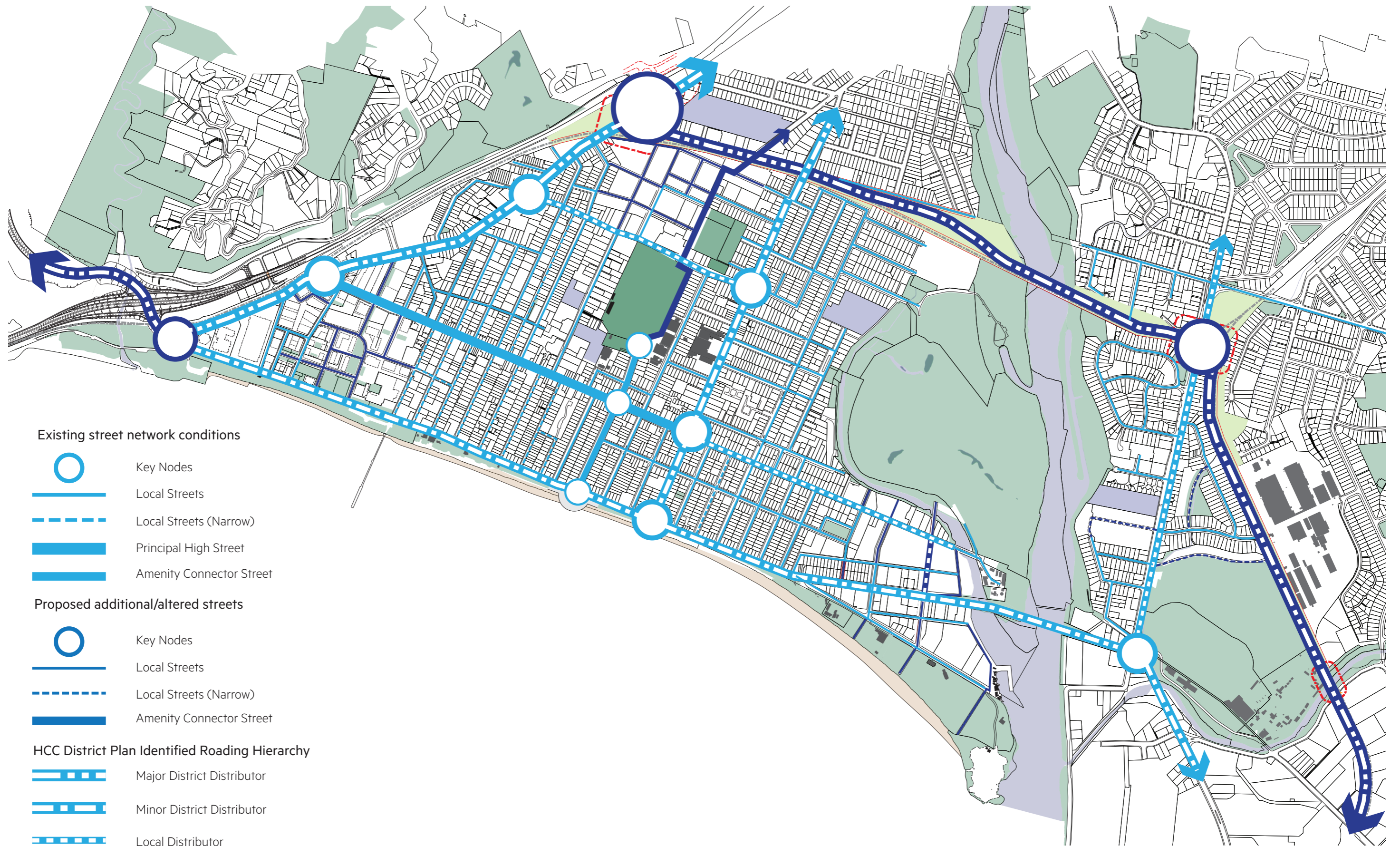


Figure 8.8.2: Proposed movement network

## 8.9 Public Transport

### Rail services

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

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

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

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

### Bus services

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

The PSP however recommends the following:

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

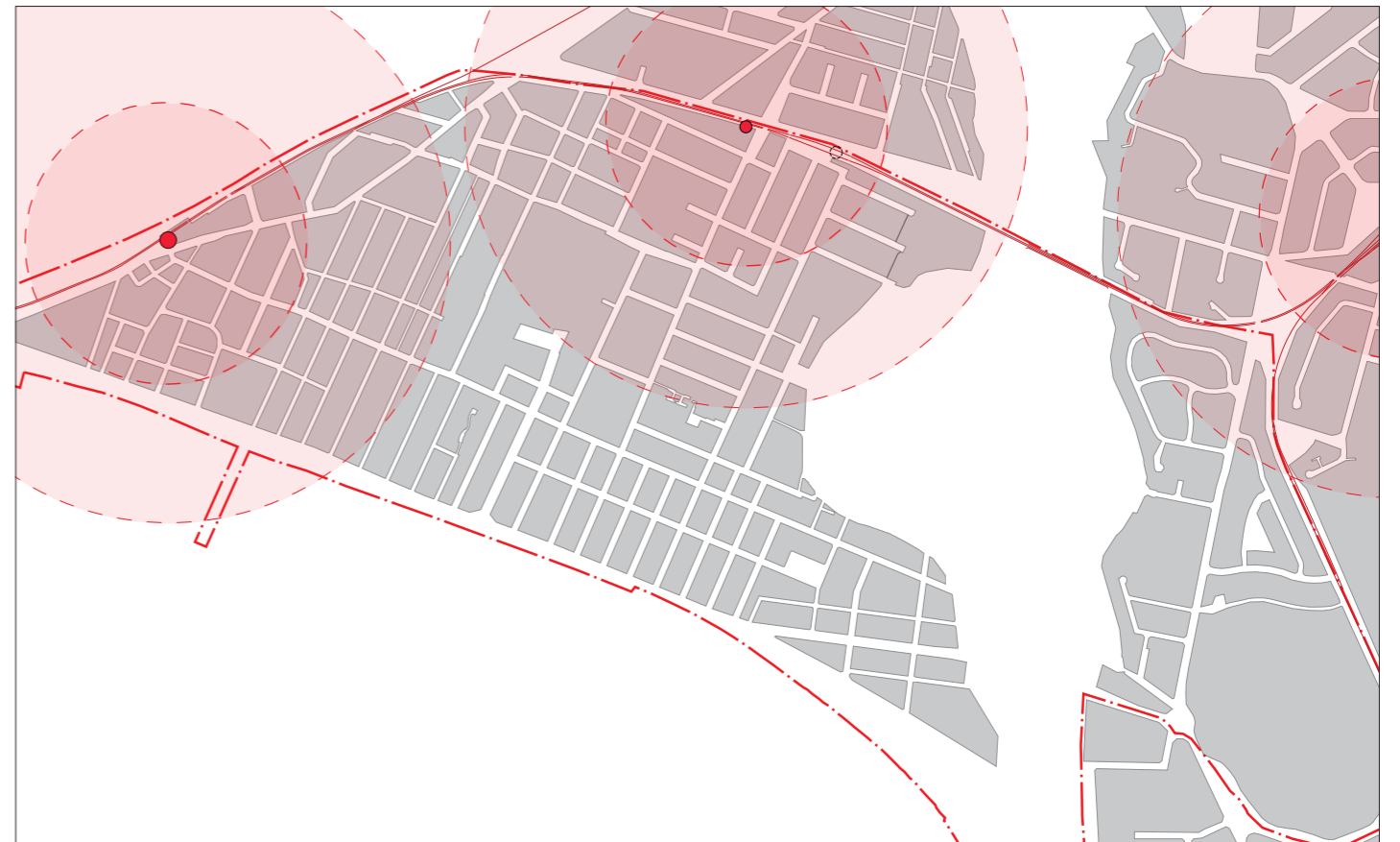


Figure 8.9.1: Proposed rail network - rail stations and 400m/800m walk zones

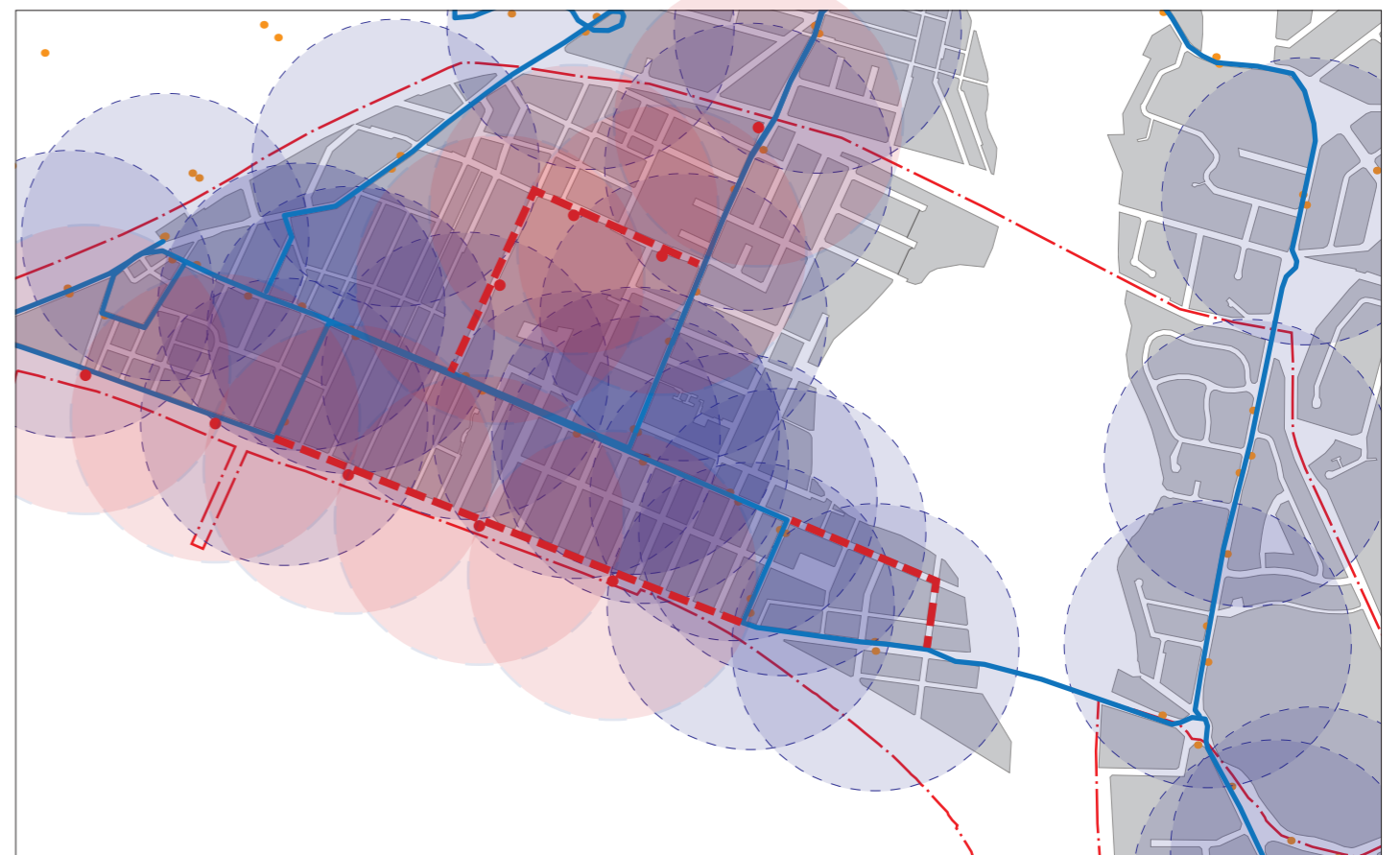


Figure 8.9.2: Proposed bus network - bus stations and 400m walk zones

## 8.10 Walking and Cycling

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

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

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

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

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

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

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

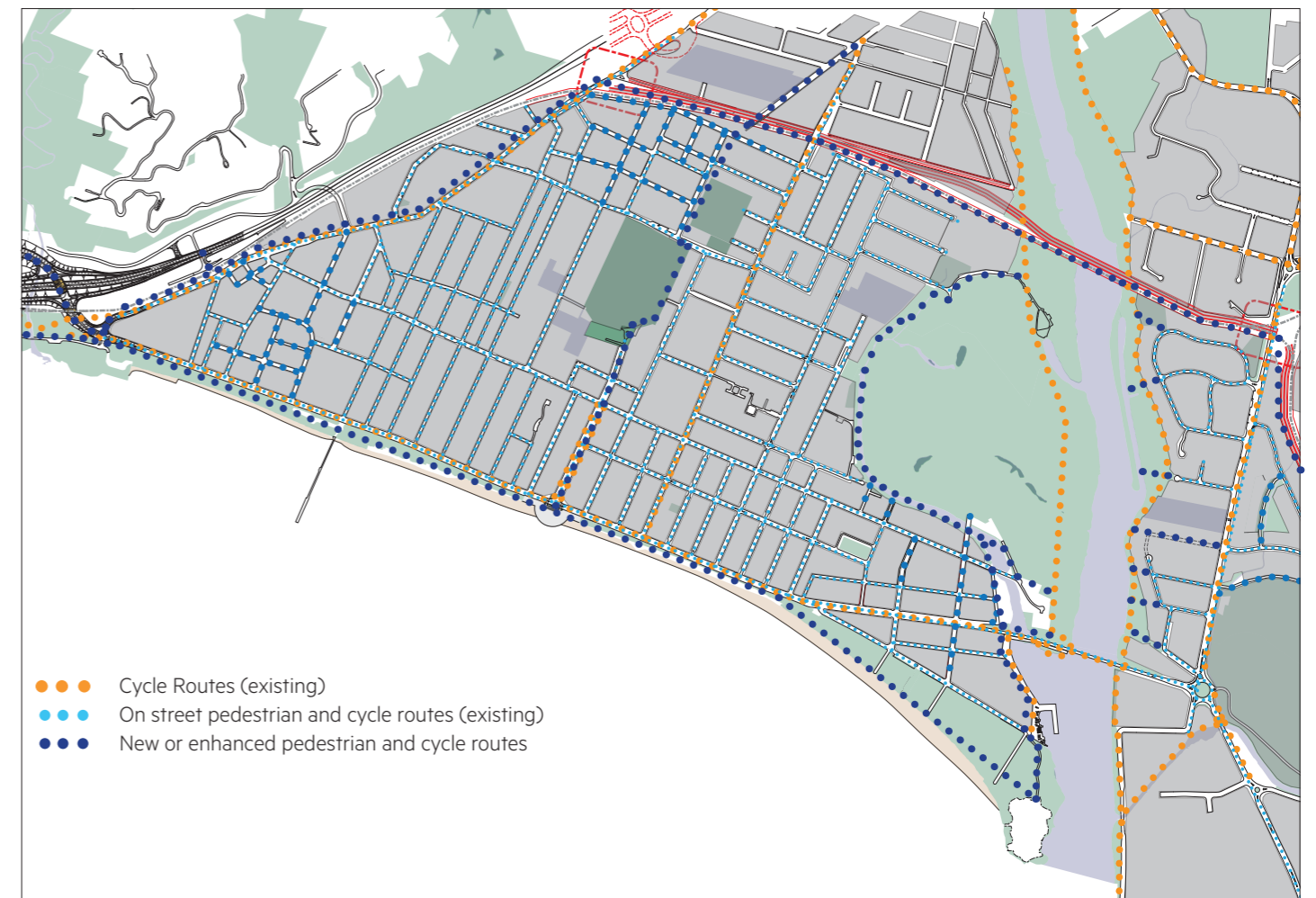


Figure 8.10.1: Proposed pedestrian and cycle routes



### 8.11 Residential Intensification

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

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

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

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

## 1 JACKSON/CUBA AXES

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

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

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

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

### Jackson Street and Cuba Street are receptive to managed change:

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

### Some negative impacts need to be avoided or mitigated:

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

### Development Quantum

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

## 2 NORTH PARK VILLAGE

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

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

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

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

### North Park Village is receptive to comprehensive change:

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

### Some negative impacts need to be avoided or mitigated:

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

### Development Quantum

- Residential (net growth): 1230 new dwellings
- Commercial: 131,200m<sup>2</sup>

## 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<sup>2</sup>

## 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<sup>2</sup>

## 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