

HUTT ROAD & PETONE STATION



Shared surface, Station Square



Roadside landscape treatment



Landscape treatment; industrial

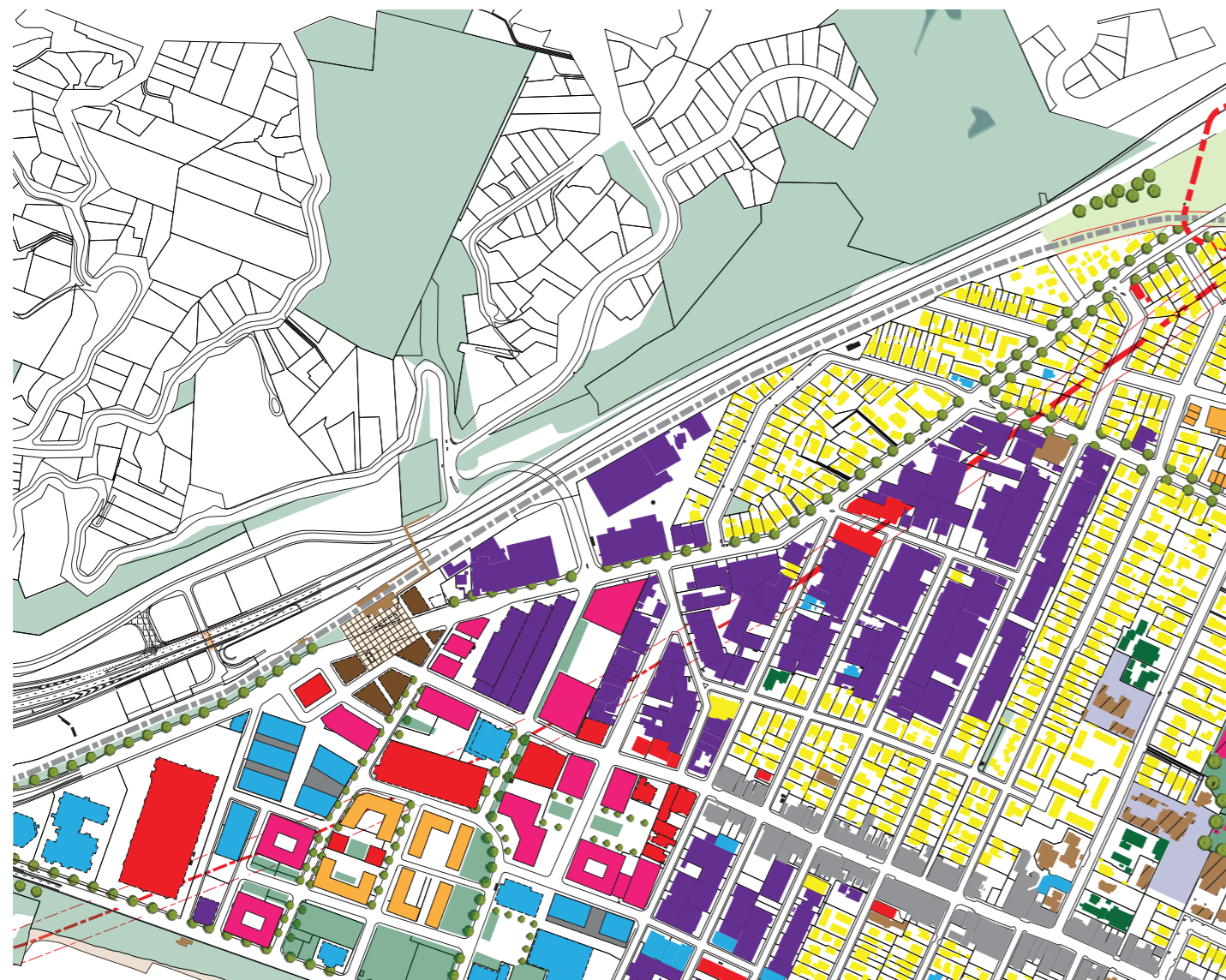


Figure 9.5.1: Hutt Road and Petone Station

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

Proposal

Overall Description

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

Gateway Boulevard

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

Petone Station enhancements

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

Architectural Quality

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

9.6 The Esplanade

Introduction

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

Existing Conditions

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

Opportunities

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

Proposal

Overall Description

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



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



The Esplanade looking east towards Seaview/Gracefield

THE ESPLANADE



Figure 9.6.1: The Esplanade

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

Streetscape

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

Built Edge

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

Foreshore Landscape

- Foreshore landscape separates into three recognisable sections:
 - West of Nelson, softer more natural landscape
 - Nelson to Cuba, engineered urban edge
 - East of Cuba, ecological emphasis

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

Foreshore Landmarks

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

9.7 North Park Village Gateway Area

Introduction

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

Existing Conditions

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

Opportunities

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



Larger scale existing industry (Imperial Tobacco)



Existing big box retail



Commercial quality



Poor connection over rail lines to Alicetown

NORTH PARK VILLAGE GATEWAY

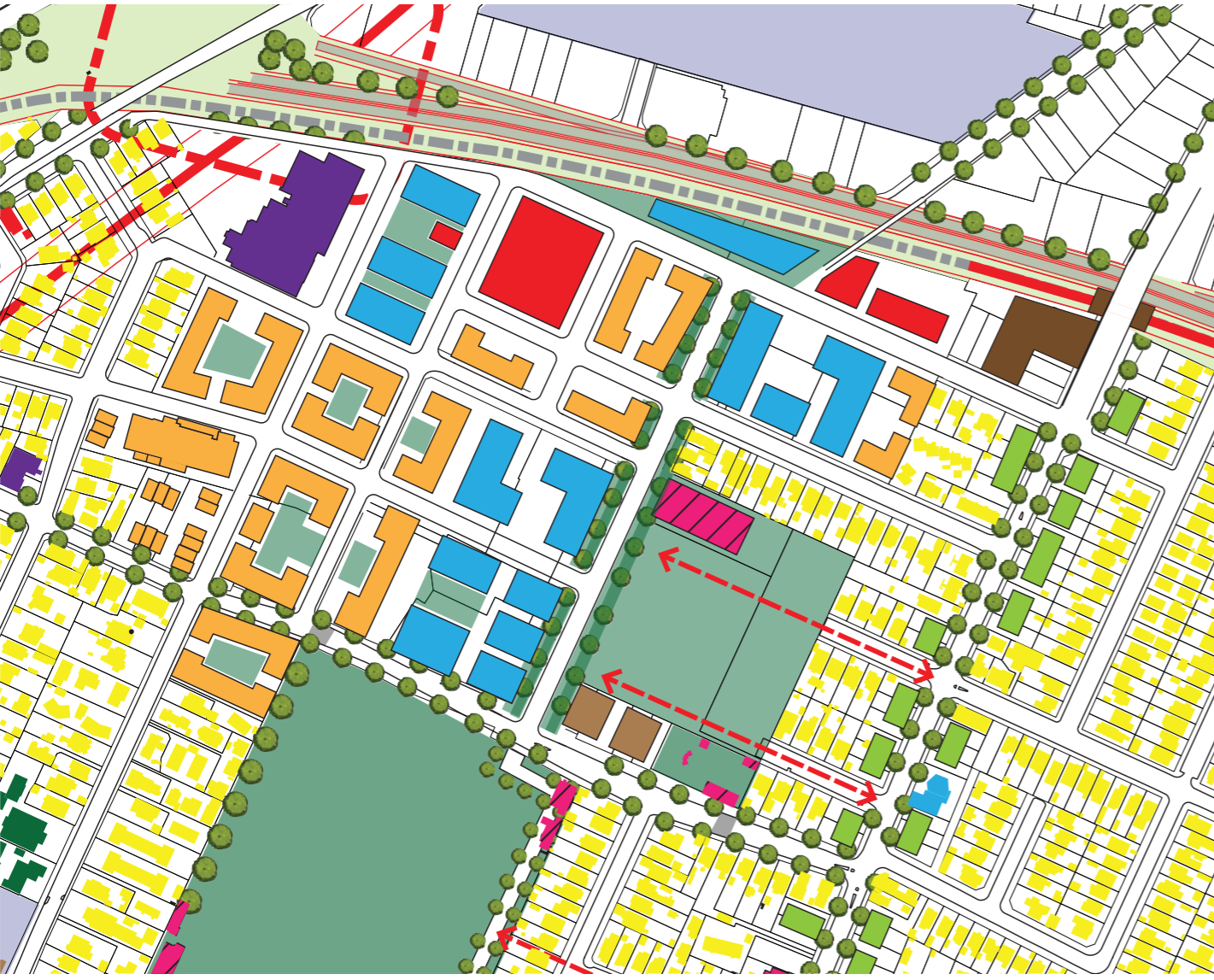
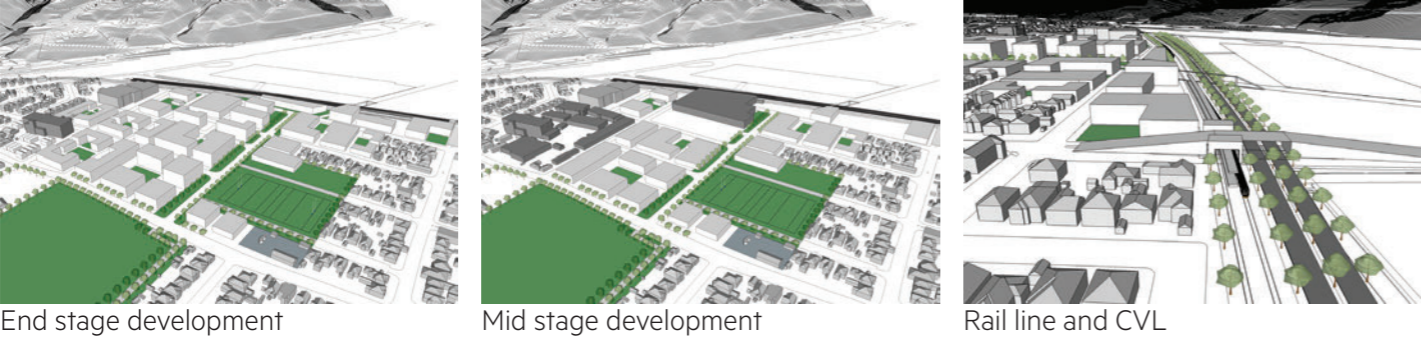


Figure 9.7.1: North Park Village Gateway

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

Proposal

Overall Description

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

New Street Pattern

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

Links to Alicetown

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

Extension of Amenity Corridor

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

North Park Sportshub

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

North Park Train Station

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

9.8 Jackson Street Heritage Precinct

Introduction

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

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

Existing Conditions

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

Opportunities

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



Historic centre



Retained historic character



Lower quality redevelopment occurring



Relationship of larger development to surrounding residential

JACKSON STREET HERITAGE PRECINCT



Addition above heritage building

Heritage retail precinct with residential

Heritage streetscape

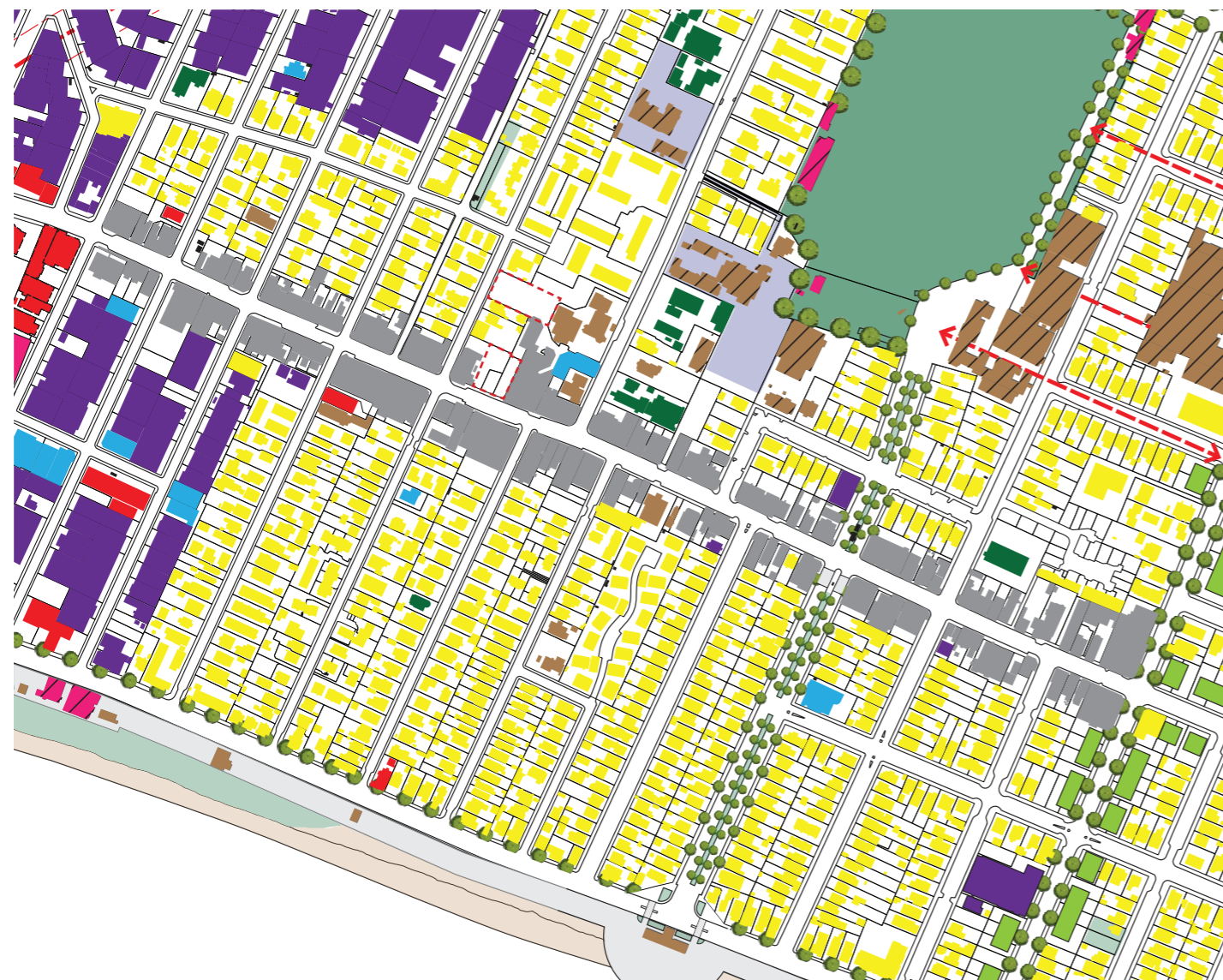


Figure 9.81: Jackson Street Heritage Precinct

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

Proposal

Overall Description

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

Heritage Streetscape

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

Mixed-Use intensified development

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

Jackson Street west (Victoria Street to Hutt Road)

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

9.9 Cuba Street Axis

Introduction

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

Existing Conditions

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

Opportunities

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



Variable quality of Cuba Street building stock



View looking north from Cuba St at South St



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

CUBA STREET AXIS



Medium Density Housing

Terraced housing defining street edge

Mixed use, retail and residential

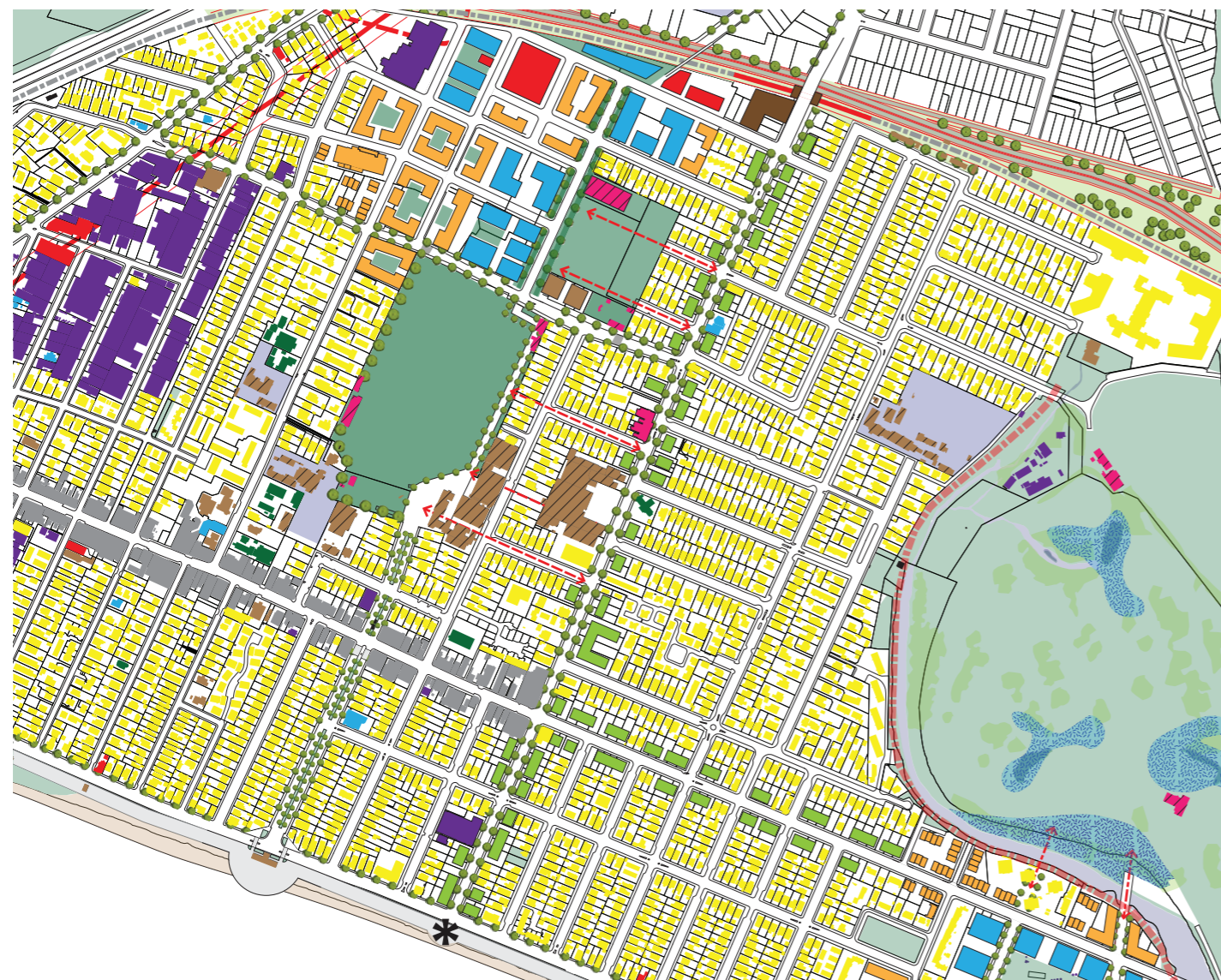


Figure 9.9.2: Cuba Street Axis at 75% redevelopment

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

Proposal

Overall Description

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

Avenue Streetscape

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

Mixed Use intensified development

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

Jackson Street to The Esplanade

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

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

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

9.10 Amenity Corridor

Introduction

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

Existing Conditions

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

Opportunities

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

Proposal

Overall Description

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



Memorial Gates, access to Petone Rec



Artesian Water fountain on corner of Buick and Jackson Streets

AMENITY CORRIDOR



Emphasis on pedestrian amenity

Pedestrian oriented streetscape

Shared Space street crossing

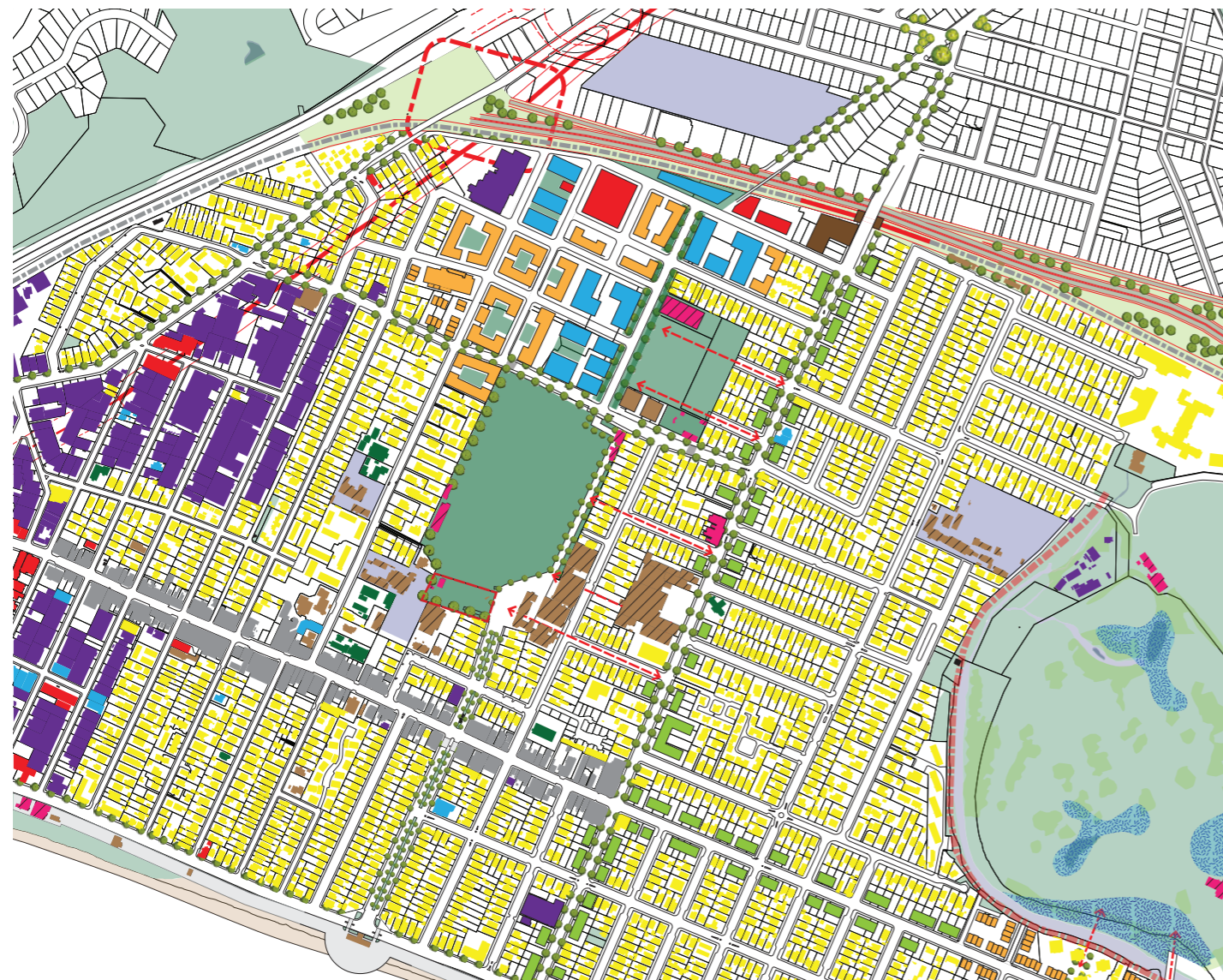


Figure 9.10.1: Amenity Corridor

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

Buick Street

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

Settlers Museum and Esplanade

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

Artesian Well and Jackson Street

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

Memorial Gates

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

Recreation Ground

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

9.11 Petone Rec Frame

Introduction

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

Existing Conditions

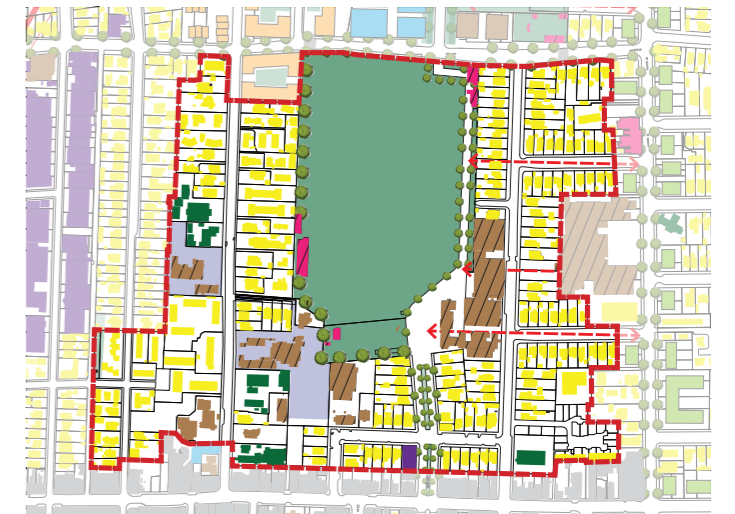
- Amenities are within easy walking distance
- Petone's "Green Heart" is recognised as a civic landscape with unique heritage value
- Surrounding the Rec, the subdivision pattern is characterised by larger lots
- The Rec Frame contains institutional buildings and multi-unit developments
- Older houses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

Opportunities

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



Petone Recreation Ground



Rec Frame Boundary



Larger lots, some quality development



Larger multi-unit development

PETONE REC FRAME



Breathe, Chch (Jasmax & Viva! Project)



Breathe, Chch (Anselmi Attiani Architects)



Park side promenade



Figure 9.11.1: Petone Rec Frame

Existing Land Use Key

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

New masterplanning areas

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

Proposal

Overall Description

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

Petone Rec

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

Increased Intensification

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

Institutional/Community Presence

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

9.12 Petone East Gateway Area

Introduction

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

ripe for redevelopment. If Petone East could realise the full potential of its water frontages, the Unilever land might attract a new generation of knowledge-rich workers and a crop of high-end apartments. This change could have a catalytic effect on the whole area.

Existing Conditions

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

Opportunities

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

Proposal

Overall Description

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

New North-South Routes

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



Commercial character (Waione Street)



Former large industrial sites (Unilever)

PETONE EAST GATEWAY AREA



Petone East Gateway illustrative buildout



Figure 9.121: Petone East Gateway Area

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

Unilever Site

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

Waione Street

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

Traditional Industry

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

Intensive Residential Edge

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

Improved Recreational Pathways

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

Te Mome Stream Upgrade

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

Hikoikoi Reserve

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

9.13 Randwick Road and Moera

Introduction

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

Existing Conditions

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

Opportunities

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

Proposal

Overall Description

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



Large isolated industrial site (Steel & Tube)



Traditional Character Housing (Randwick Cres)

RANDWICK ROAD + MOERA



Asymmetric development along street MDH amongst single dwellings Illustrative York Park Development

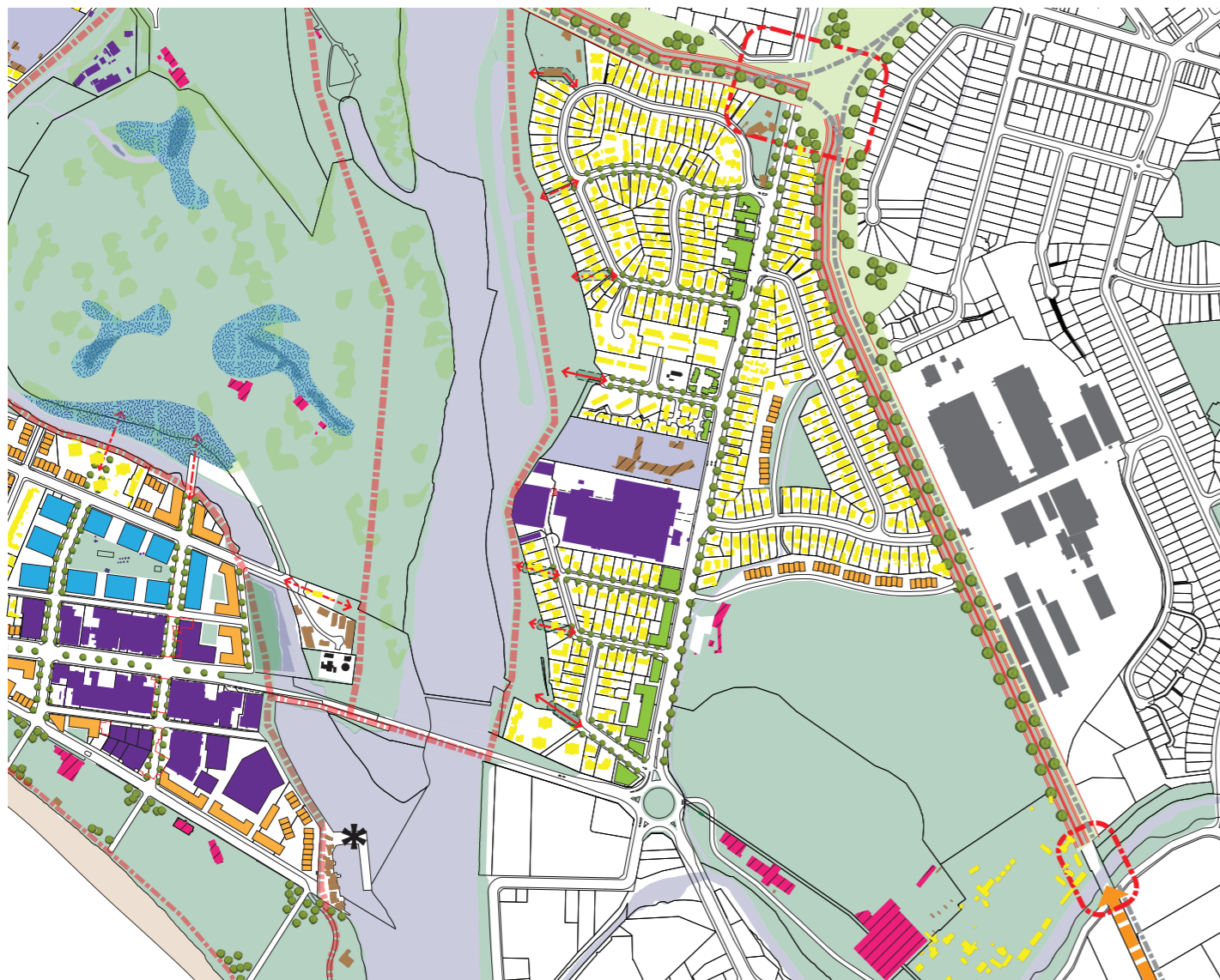


Figure 9.13.1: Randwick Road and Moera

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

Randwick Road Streetscape

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

Village Centre

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

Existing Industry

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

River Connections

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

York Park

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

9.14 Hutt River Corridor

Introduction

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

Existing Conditions

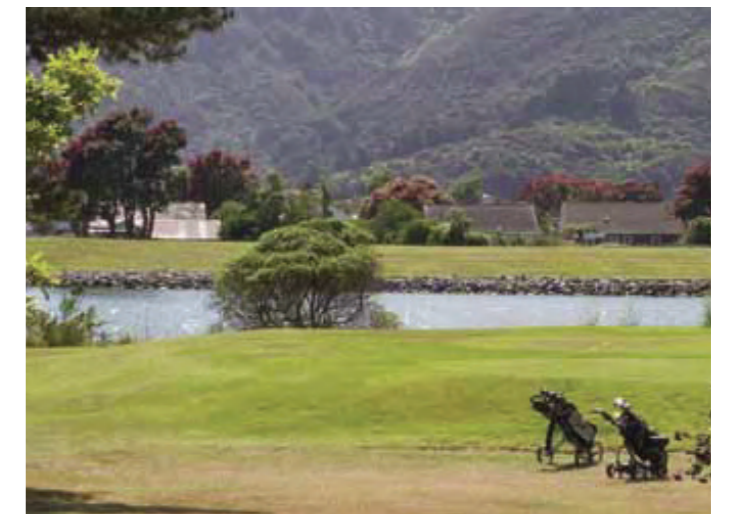
- Along with the foreshore the river corridor is a major open space boundary for Petone/Moera
- Generous open space river corridor offering recreational and ecological qualities
- Includes pedestrian/cycle paths to both sides
- Infrequent connections into the river edges from adjoining areas
- Western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

Opportunities

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



Hutt River Corridor



Shandon Golf Course



River inlet eastern bank



Dredging operation on Hikoikoi reserve

HUTT RIVER CORRIDOR



Asymmetric development along street HCC RiverLink project (Hutt CBD) HCC RiverLink promenade

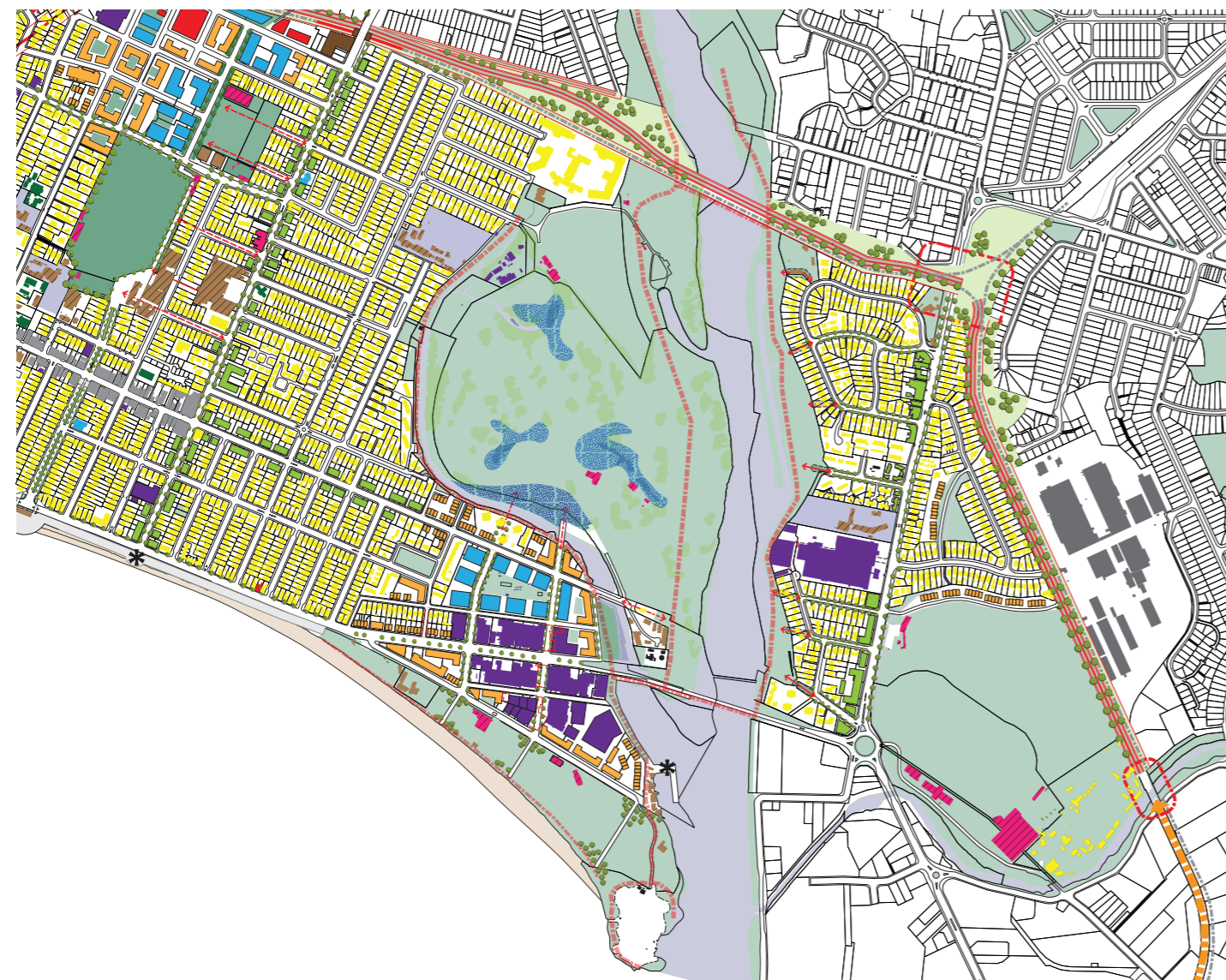


Figure 9.14.1: Hutt River Corridor

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

Proposal

Overall Description

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

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

Hutt River corridor

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

Te Mome stream

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

9.15 Jackson Street East

Introduction

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

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

Existing Conditions

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

Opportunities

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



Residential character between Cuba and Scholefield St's



View looking east past former Unilever site.



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

JACKSON STREET EAST



Medium density development



Modern MDH alongside traditional



Modern MDH alongside traditional

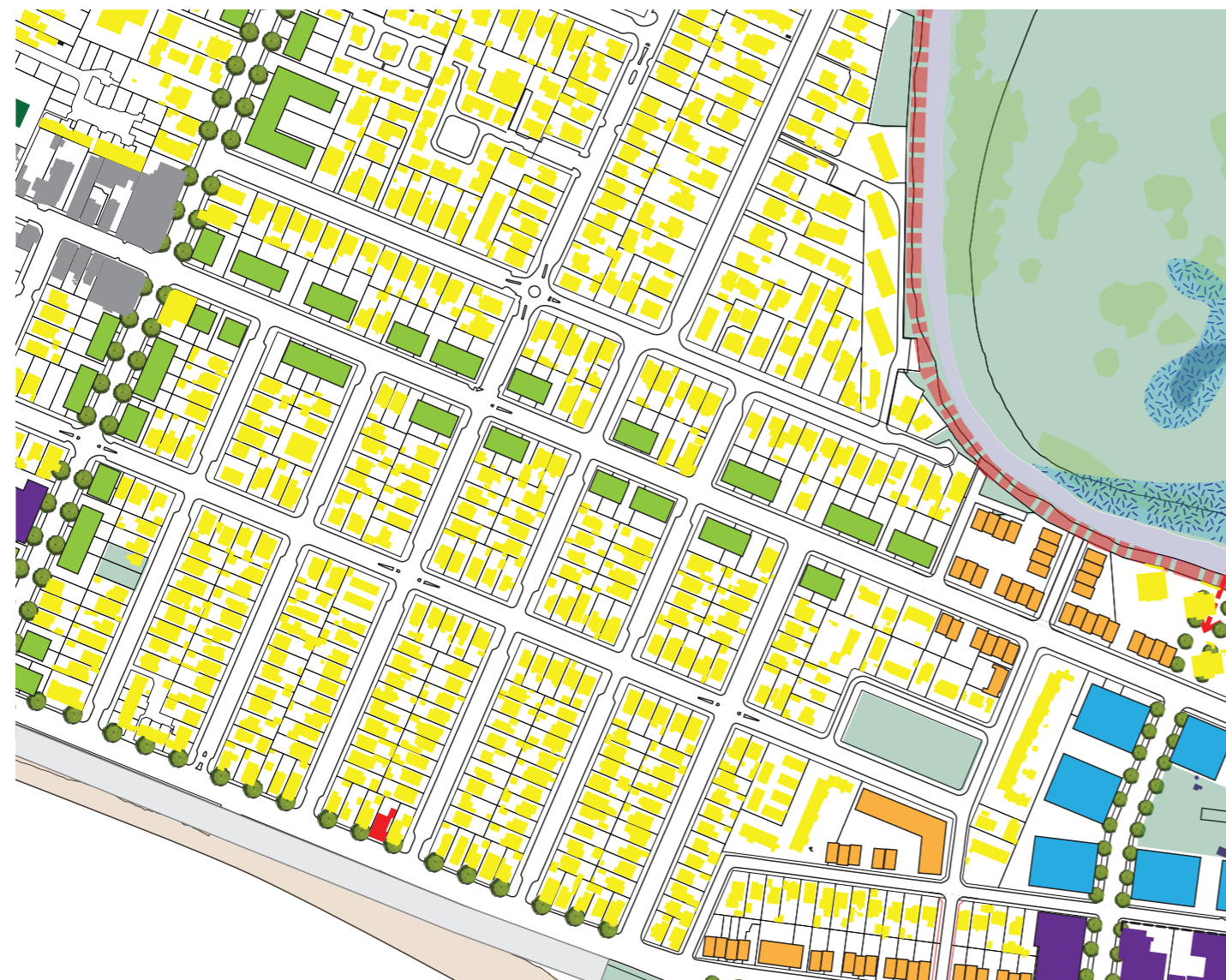
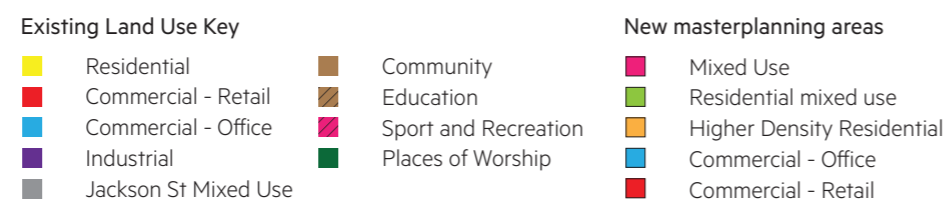


Figure 9.15.2: Jackson Street East at 75% redevelopment



Proposal

Overall Description

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

Intensification

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

Vibrancy and Diversity

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

Improved Connectivity with Surrounding Area

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

9.16 Te Mome Boat Sheds

Introduction

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

Existing Conditions

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

Opportunities

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



Te Mome Stream and Shandon Golf Course



Hikoikoi Boat Sheds



Hikoikoi Boat Sheds



Te Mome Stream at Jackson Street

TE MOME BOAT SHEDS



Boatsheds Paremata Boardwalk and residential development Riverside boardwalk



Figure 9.16.1: Te Mome Boat Sheds

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

Proposal

Overall Description

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

Te Mome Stream Corridor

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

Western Riverbank

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

Hikoikoi Reserve

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

E MOVING FORWARD

10 Implementation

10.1 Overview

10.2 Delivery Constraints and Opportunities

10.3 Moving Forward

10 Implementation

10.1 Overview

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

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

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

Early phase development will:

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

- Can be delivered using existing or accessible budgets or as market conditions dictate.

Medium phase development will:

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

Later phase development will:

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

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

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

10.2 Delivery Constraints and Opportunities

There are four main delivery opportunities/strengths:

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

There are six main delivery constraints/uncertainties:

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

The implementation strategy addresses the following issues:

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

Responding to the Market

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

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

Council Ownership

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

Private Sites

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

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

Delivering the Public Realm Enhancements

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

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

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

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

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

Funding

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

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

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

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

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

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

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

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

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

Phasing

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

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

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

Risks

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

Private owners are unwilling to develop their sites in accordance with the plan:

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



Timing of development:

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

Dependencies and interlinking of projects:

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

Key

-  Timeframe for primary initiatives
-  Timeframe for secondary initiatives

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

10.3 Moving Forward

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

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

As outlined there are a number of mechanisms to carry this out, and their effectiveness varies. Where the Council has the opportunity to dispose of land, asset sales can be a significant source of funding. However, realising capital

value in this manner often entails the loss of an income stream as well as diminished control over the future of the site. When such decisions are made, the Council needs to weigh financial and non-financial considerations.

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

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

APPENDIX

APPENDIX A: Stakeholder Workshop Findings

Attendance

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

Petone 2040 Group

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

Consultant team

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

ISSUES DISCUSSION

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

General Points

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

Residential character and heritage

- Claire Craig presented: build on heritage of place. Petone makes a contribution to New Zealand's national story.
- Understanding value: Jackson St and Patrick Street are Heritage NZ listed historic areas. Plus identified houses, including an 1840s house at Petone West.
- Heritage is special character and environmental baseline.
- Suggest identify what is important from an (experiential) day to day perspective, what you enjoy about your heritage.
- Strengths: heritage places and structures
- Weakness: range of hazards
- Opportunities:
 1. Blue green infrastructure to complement heritage setting.
 2. Phased approach to strengthening rather than 100% right now. That is, 34%, 67%, then 100%
 3. National Heritage incentive funds
- Pastiche can work but really good new design, "the heritage of the future" is also possible.
- Pā site: Should somehow be recognised, potentially with naming - reflection in new street names. There are benefits in interpreting and expressing Maori culture.

- Consider relationship between heritage and intensification – it is possible with good design to have high intensity.
- Petone could be a case study on how to do intensification in a sophisticated way.
- Consider views, retaining, promoting and framing.
- Heritage is by people for people. It's about connection with people who have lived in Petone before us.
- There needs to be protection and enhancement of heritage buildings
- Both restorations and new buildings need to be of high quality
- View expressed that high-rise buildings (over 4 storeys) do not belong in Petone, and there should be a cap on development over four storeys
- 30m high developments in Petone West were anomalies and should not be allowed to occur again

Jackson Street

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

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

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

P2G Link

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

Petone East/Hikoikoi Reserve

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

Moera

- Perception (by those outside Moera) that the area is unsafe
- Stigma attached to Moera – this sets expectations among young people
- How can this (stigma/perception) be changed?
- There is also a real safety issue along the river trail owing to lack of lighting (lighting only extends as far as the rail bridge)
- Connections between Moera and the river are few in number and poorly lit

- Only one street connects with the river and this is in the southern part of Moera where there is a high concentration of State flats
- Also an issue with rubbish/cleanliness on the riverbanks
- This problem has arisen because Moera's riverbank is "off the radar" (this, in turn, is linked to the stigma attached to Moera)
- It would be easy to provide more access to the river

ASPIRATIONS, BRIGHT IDEAS AND QUESTIONS

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

ASPIRATIONS

Heritage

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

Social Issues

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

Village Environment

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

"Hub"

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

Hazard Management

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

Identity and Development

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

Other

- A place to live out my days

BRIGHT IDEAS

Heritage

Jackson St

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

Housing

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

Community Building; Places + Events

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

Sportsville

For

- Develop a Central Sporting hub to accommodate as many sports as possible in Petone

- Brand new facilities as a sporting hub on Petone Rec
- Sportsville “hub” building = Pavilion ‘heritage’ type building (instead of modern) - Not on the Rec please!

Against

- Ring fence Petone Rec to stop any sportshub development

Connections

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

Drainage/Stormwater

- Well-designed Sustainable Drainage systems
- Public Transport
- Review of Public Transport. There seem to be large areas that are poorly served

Process

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

QUESTIONS

Heritage

- Reality of future commitment to retain historical identity
- How can we incorporate Maori history into heritage? Can we span it across all of Petone?
- Petone is highly diverse: Whilst keeping heritage values intact, can we also develop a contemporary identity too?
- How do we connect the village feel of west Petone to the stigmatised East (public housing in particular)?

- How to preserve/conservate the Petone housing – as a style?
- How are you going to achieve the protection of Jackson St in Particular?
- Can Flood Management complement Petone’s heritage assets?
- What is the long term future of Petone Wharf?

Engagement

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

Open Space

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

Planning Process

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

Other

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

OUTPUTS OF MAPPING EXERCISE

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

What works well

	Whole of Petone	Petone West	Petone Central	Petone East	Moera	
Mix of activity	<ul style="list-style-type: none"> Maintain potential for business – commercial, light industrial and retail - as well as residential Maintain employment in the fine grained light industrial areas north of Jackson Street Industry is important 		<ul style="list-style-type: none"> Petone Workingmen's Club –established for 130 years and has 9,500 members Schools south-west and west of Petone Rec The community facilities clustered just north of Jackson Street and south-west of the Rec are valued, but the configuration of buildings and space needs enhancement The presence of Weltec and students is positive, but observed that students do not contribute significantly to local spending 	<ul style="list-style-type: none"> Mixed use at Waione Street industrial area including residential 		
Heritage and character		<ul style="list-style-type: none"> Concentration of character and heritage dwellings around Riddlers Crescent is valued (incl. 1840s dwellings) 	<ul style="list-style-type: none"> Jackson Street character 	<ul style="list-style-type: none"> Patrick Street valued for it coherence 		
Access and transport		<ul style="list-style-type: none"> Good parking for park and ride across from Petone Station 			<ul style="list-style-type: none"> Bus service along Randwick Road is good 	
Public open spaces		<ul style="list-style-type: none"> Good car parking, seating, walkways and changing landscapes 	<ul style="list-style-type: none"> Maintain Petone Rec. as an open 'village green' Petone Rec is the community heart, and is for causal use Historical range of uses of the Rec as well as current organised use should be considered Keep our green open spaces 	<ul style="list-style-type: none"> Hikoikoi Reserve is 'better than it used to be' following beautification, but better access is required 	<ul style="list-style-type: none"> Riverbank provides great amenity for the community 	

Whole of Petone	Petone West	Petone Central	Petone East	Moera
		<ul style="list-style-type: none"> Leave Petone Rec as a big open space – "it's an asset" Petone Rec is "old NZ" – peaceful and tranquil 		

What doesn't work well/needs to change

	Whole of Petone	Petone West	Petone Central	Petone East	Moera
Mix of activity		<ul style="list-style-type: none"> Should provide for mixed use including residential 	<ul style="list-style-type: none"> Area around Mitre 10 Mega might stay as it is Where do kids go to play? Poor quality play space at south end of Petone Rec How to target or improve the offer along Jackson Street 	<ul style="list-style-type: none"> Stigma of HNZN housing "Socio-economic dichotomy of The Bronx" 	<ul style="list-style-type: none"> Stigma of HNZN housing, predominantly at the south end
Quality of development	<ul style="list-style-type: none"> 'Architectural excellence' is expected 	<ul style="list-style-type: none"> Challenge of scale and mixed quality of development along the Esplanade Poor layout of Countdown supermarket 	<ul style="list-style-type: none"> Challenge of scale and mixed quality of development along the Esplanade Jackson Street provides good activity but many poor quality buildings Consenting processes that allow Queen of Jackson development Accountability of developer who produced Queen of Jackson Dilapidated buildings both sides of North Park.(incl. Bowling Club building) 	<ul style="list-style-type: none"> Challenge of scale and mixed quality of development along the Esplanade Might consider destination/drawcard at south end of Jackson Street, but maintain commercial activity here. HNZN housing at south end of Jackson Street is poor: "the Bronx" 	
Heritage and character	<ul style="list-style-type: none"> Reactive to heritage – need to be proactive instead Poor relation to heritage character in new development 	<ul style="list-style-type: none"> Urupa treatment and setting is poor 	<ul style="list-style-type: none"> Pastiche-type development on some Jackson Street sites (eg Queen of Jackson) and at south end of Patrick Street Character housing Jackson to the Esplanade and west of Cuba is very important 		
Urban structure and connections	<ul style="list-style-type: none"> Develop as a more cycle oriented city 	<ul style="list-style-type: none"> Poor permeability and access, and lack of visual connections within and around the large format retail area Access to Petone Station is poor 		<ul style="list-style-type: none"> Develop connections through the industrial area from south end of Jackson Street to Hikoikoi Reserve Concern over potential for heavy traffic to continue to use the Esplanade rather than the CVL once the P2G link is put in place. 	<ul style="list-style-type: none"> Poor east-west access to river and riverbank from Randwick Road Steel and Tube site creates a barrier, compromises north-south permeability parallel to Randwick Road

	Whole of Petone	Petone West	Petone Central	Petone East	Moera
Access and transport		<ul style="list-style-type: none"> Poor quality of existing cycle route Petone to Ngauranga Poor quality of existing cycle access from the Esplanade to this route Better paths are required for all modes at the far western end of the area, and connection towards SH2 	<ul style="list-style-type: none"> Traffic issues along the Esplanade Parking is jammed on sports days School car parking is an issue 		<ul style="list-style-type: none"> Need to address challenge of relocating heavy traffic off the Esplanade Need for better lighting along York Street to Awamutu Grove pedestrian connection Access to Woburn Station on overbridge – need provision for crossing to eastern footpath which has better lighting Poor lighting and poor quality on pedestrian bridge over the Hutt River by the railway Poor lighting along the riverbank Poor cycle connection over the Hutt River bridge
Public open spaces (including streets)	<ul style="list-style-type: none"> Most of the Esplanade lacks shade, is dominated by heavy traffic and there is danger from angle parking 	<ul style="list-style-type: none"> No green sheltered spaces in Petone West 	<ul style="list-style-type: none"> Placing Sports Hub within the open space of the Petone Rec is questioned Use of the Esplanade reserve as a recreation space 	<ul style="list-style-type: none"> Poor streetscape quality around the old Unilever plant 	<ul style="list-style-type: none"> Traffic domination of Hutt Park roundabout Poor visibility and oversight of York Park
Other					<ul style="list-style-type: none"> Little to no consultation on the redesign of park/community facilities at north east corner of precinct, even though these are very good.

Opportunities

	Whole of Petone	Petone West	Petone Central	Petone East	Moera
Mix of activity	<ul style="list-style-type: none"> More cafes along The Esplanade 	<ul style="list-style-type: none"> Medium density housing along the esplanade Demolish existing buildings at the south-western corner of Jackson and redevelop, including a community hall 	<ul style="list-style-type: none"> Redevelop clubrooms in area west of North Park, and across Udy Street north of Petone Rec 	<ul style="list-style-type: none"> Explore potential for high density residential environment onto the Hikoikio Reserve, at river edge and overlooking the Shandon Golf Course Integrate medium density housing along Waione Street in combination with an Arts Precinct and cafes Better quality of and integration of social housing 	<ul style="list-style-type: none"> Consider residential on large site between Randwick Road and the river, but also ensure business can be accommodated (St.&Tube HQ) Consider place old trains in York Park and use as a small business hub. Community centre might be explored related to York Park, to serve south part of Moera (abttere central location)
Heritage and character	<ul style="list-style-type: none"> Stronger guidelines for heritage and character protection 	<ul style="list-style-type: none"> Protection of Petone Wharf Express Maori heritage with street signs and native planting Include Maori heritage 			

	Whole of Petone	Petone West	Petone Central	Petone East	Moera
Urban structure and connections	<ul style="list-style-type: none"> Toll on Esplanade to... 	<ul style="list-style-type: none"> Buildings higher than 3-4 storeys are possible here 	<ul style="list-style-type: none"> Implement measures to attract Jackson Street users into the Petone Rec Consider improved Petone Rec to North Park connection 	<ul style="list-style-type: none"> Enhanced physical connection and green link along the edge of the river from Shandon Golf Course to Hikoikoi Reserve Beautify the track around the western edge of Shandon Golf Course Community gardens around the west side of Shandon Golf course edge, and on the Moera/eastern side of the Hutt River 	
Access and transport		<ul style="list-style-type: none"> Provide information on Jackson Street at the railway station to inform visitors Develop a big 'Welcome to Petone' sign Bike parks and hire bikes on Jackson Street? 			
Public open spaces	<ul style="list-style-type: none"> Shared use of spaces for pedestrians and cyclists Consider New Plymouth waterfront precedent for promenade along the Esplanade. 	<ul style="list-style-type: none"> Explore potential expression of Korokoro Stream, use of swales and wetland Reuse /reconfigure residual open and parking spaces within the large format retail area here. Add facilities such as toilets, recycling, and artesian/fresh water within the coastal reserve area 	<ul style="list-style-type: none"> Upgrade the Esplanade Consider the Esplanade reserve as a buffer Consider clustering of facilities and connection of green spaces – considering Petone Rec and North park together Potential for Sports hub building immediately north of Petone Rec? Consider potential to use some of the smaller and residual spaces around the Petone Rec for building and other facilities Consider use of the space under the grandstand Potential for outdoor performance in Petone Rec 	<ul style="list-style-type: none"> Consider Hikoikoi Reserve for Sports Hub location Consider Hikoikoi Reserve for Sports Hub location, as here it would serve both Moera and petone Consider river bank as a potential linear park, and develop to be a public destination Consider potential use of Shandon Golf Course for residential 	<ul style="list-style-type: none"> Potential for Sports hub on Hutt Park

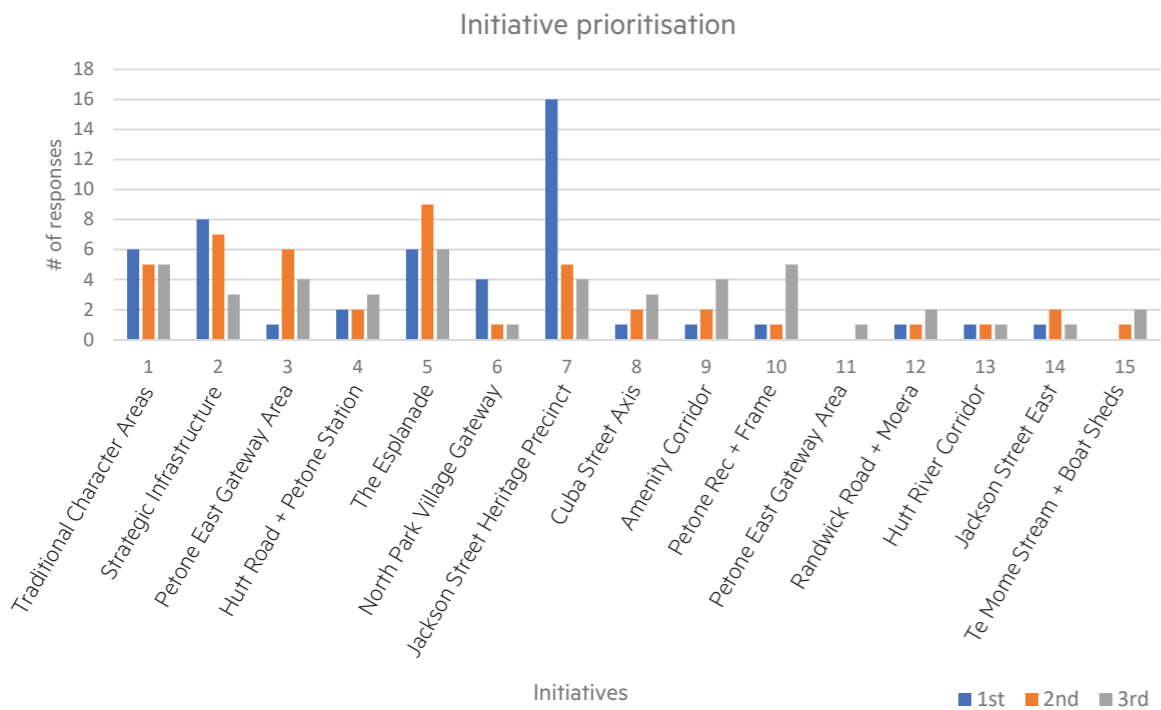
APPENDIX B:

B Summary of Survey Responses

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

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

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



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

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

