

6 HCC Planning Policy and Strategies

6.1 Documents Overview

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

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

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

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

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

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

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

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

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

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



6.2 Key Findings

JACKSON STREET HERITAGE AREA (AREA 1)

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

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

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

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

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

PETONE WEST MIXED USE ACTIVITIES AREA (AREA 2)

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

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

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

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

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

MEDIUM DENSITY RESIDENTIAL ACTIVITIES AREA

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

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

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

MOERA

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

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

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

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

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

THE ESPLANADE

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

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

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

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

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

6.3 Comparative Review

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

Jackson Street Heritage Area (Area 1)

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

SPATIAL PLAN ISSUES

Petone welcomes development including the increased housing choices that result from higher density. However, new building should be sympathetic to their context, particularly on Jackson Street where much of Petone’s heritage character is concentrated. Design guidelines already show how contemporary construction can preserve this character. However, on their own, rules and guidelines cannot guarantee high-quality design and construction. There also need to be clearer and more consistent expectations about quality within the consenting process. Residential apartments add to the vitality of Jackson Street, but what effect will the new seismic code have on Jackson Street redevelopment? Should the Council provide more incentives for strengthening and refurbishment? Should individual buildings be given heritage protection? Is a harbour view part of what makes a Jackson Street apartment attractive? If taller buildings line The Esplanade, how would this affect demand for upper-level apartments on Jackson Street? Much attention has been focused on the relationship between new and existing fabric on Jackson Street itself. But how satisfactory is the relationship between the apartments and neighbouring residential properties to the north and south?

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

SPATIAL PLAN ISSUES

Jackson Street's small to medium-size businesses are part of Petone's identity. Together with the heritage buildings they occupy, these businesses create a sense of place and help to define Petone as a vibrant urban village. However, the street lacks a heart. Although the library and the Community House act as de facto community centres, Petone does not have a single recognised assembly place or an obvious home for its cultural activities. Hutt City's sports and recreation facilities are currently being updated and centralised. Because it is centrally located and well served by public transport, Petone Recreation Ground would make an ideal site for a Sportsville hub. The hub's visitors would support Jackson Street businesses, and Weltec's sports training would benefit from state-of-the-art facilities. However, the "Rec" is perceived by some as a high-quality heritage landscape, which deserves to be retained. Although a Sportsville hub would be more intensively used, the Recreation Ground's "unprogrammed" space provides a flexible and inclusive venue for all manner of community events.

PETONE WEST MIXED-USE ACTIVITY AREA (AREA 2)

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

SPATIAL PLAN ISSUES

History sets Petone apart from the rest of the Hutt Valley, and Maori feature prominently in this narrative. However, indigenous cultural heritage receives much less attention than, for example, the Victorian and Edwardian fabric of the Jackson Street character area. As the location for two nineteenth-century pā, Petone West is closely associated with Te Atiawa settlement of Whanganui-a-Tara. Yet these historic locations are all but invisible. Some protection is given to the urupa on Te Puni Street, however the cemetery's close context of commercial buildings affords little dignity to burial place of Honiana Te Puni, one of the founders of Wellington. Petone West epitomises the planning dilemma posed by natural hazards. Sitting above the Wellington Fault, the area is subject to shaking, subduction and liquefaction as well as potential tsunamis. At the same time, the co-location of road and rail corridors means that Petone West is one of the most accessible places in the Wellington Region. Whereas more intensive development increases the risk from natural hazards, lack of investment undermines competitiveness and limits the area's economic potential.

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

SPATIAL PLAN ISSUES

Petone West’s so-called “Mixed Use Activities” have been slow to develop. The area is very attractive to large-format retailers. However, small shops are excluded; commercial activities are limited in scale; and there appears to be no market for residential apartments. So, far from being a vibrant urban village, Petone West is fast becoming a “monoculture” occupied exclusively by big-box stores. Plans and strategies call for new open spaces within a high-quality public realm that engages the waterfront. However, recent development suggests that this aspiration will not be met. Petone West’s bewildering array of parking lots possesses no overall spatial structure. Buildings have few active frontages. There is little physical or visual permeability in any direction, much less the anticipated linkages between Jackson Street and the foreshore. As an important road and rail gateway to Hutt City, the area appears to contradict claims about amenity and quality of life in the Hutt Valley. Even by the standards of other “megacentres”, Petone West offers a poor pedestrian environment and an unsatisfactory retail experience.

MEDIUM DENSITY RESIDENTIAL ACTIVITY AREA

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

SPATIAL PLAN ISSUES

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

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

SPATIAL PLAN ISSUES

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

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

SPATIAL PLAN ISSUES

Moera presents as a self-contained “Residential Village” with its own amenities and identity. The area’s distinct scale and character result from a series of experiments in State-sponsored housing. A mix of picturesque cottages and multi-storey rental units, Moera’s housing stock can appear both charming and dilapidated. Originally built for railway workers and their families, Moera now meets a contemporary demand for smaller, more affordable dwellings with ready access to Seaview, Gracefield and Lower Hutt. The District Plan anticipates further intensification here. New medium-density housing would reduce what some see as an excessive concentration of Housing New Zealand properties. Given the range of lot sizes, investment could take the form of small “infill” projects or comprehensive redevelopment of industrial sites and older housing complexes. Either approach will alter Moera’s appearance. However, the suburb’s special qualities are more likely to survive if planning controls and design guides take account of the locality’s unique features.

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

SPATIAL PLAN ISSUES

The proposed Cross Valley Link addresses two pressing issues: the need for better east-west connectivity and the desire to improved amenity along The Esplanade and the Petone Foreshore. These outcomes are identified in Hutt City’s strategies and plans. However, the reviewed documents have little to say about CVL’s impact on Moera. Randwick Road already causes a degree of severance between the two “halves” of Moera. For residents in the (eastern) York Street area, the separation is more acutely felt because most community facilities are located on the opposite (western) side of Randwick Road. If the link road goes ahead, the volume of through-traffic is likely to increase. The road will also carry a higher proportion of heavy vehicles travelling to and from the Seaview/Gracefield industrial area. Many of the problems that currently beset The Esplanade could be transferred to Randwick Road, which may struggle to perform its traditional role as a “village” centre. As an area with high social and economic deprivation, Moera benefits from having locally accessible services and amenities. The suburb is too small to warrant its own “community hub”, much less a regional “Sportsville” facility. However, if residential intensification continues, it will be important to maximise the value of existing recreational resources such as Hutt Park and the river.

THE ESPLANADE

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

SPATIAL PLAN ISSUES

If built, the Cross Valley Link will syphon vehicles off The Esplanade, and allow the street to become a more attractive destination. This change should also benefit adjacent inland areas. By combining high-quality streetscape with coastal landscape, a new boulevard could re-orient Petone towards the harbour and define the whole district as a waterfront suburb. However, even if The Esplanade is “depowered”, there will still be competition for space along the foreshore. Through-traffic will decline, but the demand for car parking is likely to increase. Regional recreational infrastructure may displace local amenities as Petone exploits its nodal position on the Great Harbour Way and the Hutt River Trail. A crisp urban edge with programmed spaces might yield to dune-scape and ecological repair as the community is forced to choose between rival waterfront visions.

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

SPATIAL PLAN ISSUES

One way to deal with competing claims is to vary The Esplanade's character and assign a unique function to each section of the corridor. To some extent, this already occurs. The foreshore is divided into three spatial components with different recreational potentials. In the west, collaboration between Hutt City and Te Atiawa promises to deliver a regional water sports hub at Honiana Te Puni Reserve. For most of its length, the foreshore is known simply as Petone Beach and offers a series of stand-alone facilities. These are connected only by their maritime themes: Petone Wharf, Yacht Club, Rowing Club and Setters' Museum. In the east, McEwan Park's rugby ground is framed by the unprogrammed hillocks and swales of Hikoikoi Reserve. Varying foreshore character also allows The Esplanade to reflect changes in the adjacent urban fabric. At either end of the street, this environment is more forgiving because neighbouring buildings are large and exhibit a commercial or industrial character. Between Nelson Street and Jessie Street, The Esplanade has a close context of small, single-family houses. Here, the relationship with the waterfront is more sensitive and precludes out-of-scale development.