8.3 Spatial Planning Principles

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

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

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

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

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

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

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

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

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

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

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

**Petone North Park Village Gateway**
- A Transit Oriented Development (TOD) with a mix of higher density housing and commercial activities
- A relocated Ava Station at Cuba Street
- A new spatial structure that connects into the surrounding street network
- A quality interface with Petone Rec and North Park open spaces
Principle 3: Intensify Key Corridors

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

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

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

Randwick Road
- A Major Distributor function as identified in the DP Roading Hierarchy.
- This route interconnects the various parts of eastern Petone beyond the Hutt River and is a key N-S spine providing Moera with accessibility and amenity.
- Development character is varied with a range of activities, building styles and types, giving the street edges a mixed quality and providing an unclear identity overall.
- Randwick Road can accommodate a high degree of change and intensification, including higher density residential development.
The foreshore is an extremely important component of Petone’s identity and also offers a regional destination owing to its expansive views of Wellington Harbour. However, The Esplanade presents a barrier to foreshore access due to carriageway widths, streetscape design, limited crossings and traffic volumes. Further the quality of the foreshore is mixed and compromised by large areas of car parking, intermittent tree planting, limited shelter and a general lack of landscape integrity.

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

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

Principle 4: Revitalise the Foreshore and The Esplanade

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

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

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

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

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

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

Principle 6: Enhance the Character of Traditional Areas

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

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

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

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

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

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

Principle 9: Plan for Resilience and Expectant Design

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

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

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

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