

APPENDIX A: Planning Policies & Strategies

Documents overview

River Corridor		Sheet 1	
<p>Liveability Community Amenity Lifestyle Work/life balance Recreation.</p> <p>Identity Uniqueness Character Sense of place Point of difference</p> <p>Connectedness Proximity Pathways Transport Legibility Choice</p> <p>Growth & Productivity Housing Commerce Competitiveness</p> <p>Sustainability Future-proofing Resilience Equity Ecology</p>	<p>CBD VISION 2030</p> <p>Exceptional quality of life. Balance of nature/work/entertainment. New gardens, parks & green spaces. Recreational facilities along river. Views of the river & hills.</p> <p>River stories & river festival. Showcase culture & diversity. Reintroduce traditional uses of river.</p> <p>Greater emphasis on walking & cycling. Connect river promenade to CBD. River heritage trail.</p> <p>No tall buildings along edges.</p> <p>Preserve & enhance natural environment. Ecological repair. Improved water quality. Recycle grey water & manage storm water.</p>	<p>INTEGRATED VISION</p> <p>Vibrant & lively river. Centrally located recreational area.</p> <p>River Trail makes Central Hutt unique. River recreation is a strength.</p> <p>Develop riverside promenade. Make CBD more welcoming & attractive. Grow the local economy.</p>	<p>URBAN GROWTH STRATEGY</p> <p>Apartment development depends on amenity. Riverfront promenade will attract apartments.</p> <p>Enhance water levels & quality. Green corridors between biodiversity reservoirs.</p>
<p>SPATIAL PLAN ISSUES</p> <p>The river is a key element for enhancing the identity and amenity of the Central Area. There is some concern that tall apartment buildings will detract from the character and amenity of the river corridor. Given limited demand for new development, focus on the Central Area's river frontage may mean that other precincts "miss out".</p>			

River Corridor

Sheet 2

LEISURE & WELLBEING STRATEGY

Open space demand increases with density.

INFRASTRUCTURE STRATEGY

Potential replacement of Melling Bridge.
Replacement of riverbank parking.

Upgrade stop banks (Boulcott to Ewen Bridge)

ENVIRONMENTAL SUSTAINABILITY

Develop an "age-friendly" city.
Promote swimmable waterways.
Strengthen human-nature connections.
Combine environmental restoration & education.

Safe, well-connected walking & cycling routes.

"Soft-engineering" hazard reduction preferred.

DISTRICT PLAN

River can provide greater amenity.
Taller buildings should not detract from amenity.

Central area can be oriented towards river.

Increased public access to/from river.

Residential activities are encouraged.

Development future-proofed for flood control work

SPATIAL PLAN ISSUES (continued)

A hard urban edge along the river promenade may conflict with the desire for ecological repair and "soft engineering" in response to natural hazards.
Given its proximity to open space amenity, the edges of the river corridor are well placed to accommodate high-density residential development.
To maximise benefits to the city, river edge development needs to be well connected with adjacent inland areas.

High Street / Queens Drive Spine

Sheet 1

<p>Liveability Community Amenity Lifestyle Work/life balance Recreation.</p> <p>Identity Uniqueness Character Sense of place Point of difference</p> <p>Connectedness Proximity Pathways Transport Legibility Choice</p> <p>Growth & Productivity Housing Commerce Competitiveness</p> <p>Sustainability Future-proofing Resilience Equity Ecology</p>	<p>CBD VISION 2030</p> <p>Planting along streets & lanes. Increased entertainment options.</p> <p>Interesting street culture. Grassroots not corporate. More creative energy than elsewhere. Less emphasis on shopping. Places for young people, e.g. tertiary education. Outdoor venue for festivals, market, etc.</p> <p>Pedestrian & cycle friendly streets. Greater emphasis on walking & cycling. Connect CBD to river promenade. Value walkability of CBD, i.e. size & quality. Integrated public transport terminal. Revise traffic flows to create stronger centre.</p> <p>Managed growth. Retain sense of openness. Tall buildings along central streets. High growth balanced by areas of stability. Demonstration projects for alternative energy. More emphasis on residential.</p> <p>Elevated green spaces, e.g. roof gardens.</p>	<p>INTEGRATED VISION</p>	<p>URBAN GROWTH STRATEGY</p> <p>Some CBD retail is struggling. Vacant retail premises in southern CBD. Growth of traditional retail has slowed.</p>
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SPATIAL PLAN ISSUES

Calls for a recognisable civic & cultural "heart" may conflict with the Central Area's traditionally linear character and with attempts to create a riverfront promenade (also a linear feature).
There is potential for tension between "bottom up" (self help, small scale, locally based) and "top down" (globally competitive, highest quality, talent magnet) growth scenarios.
Weak demand for retail space means it is easier to diversify activities & reduce emphasis on shopping - this facilitates a transition to residential, cultural and recreation/entertainment functions.

High Street / Queens Drive Spine

Sheet 2

LEISURE & WELLBEING STRATEGY

INFRASTRUCTURE STRATEGY

ENVIRONMENTAL SUSTAINABILITY

DISTRICT PLAN

Central area requires high quality design.
Buildings contribute to public environment.
Sun is protected within key streets & open spaces.
Wind conditions are not made worse.

Central area is commercial, civic & social 'heart'.
New buildings integrate with context & heritage.
Developments on prominent sites attract scrutiny.

Core area has pedestrian focus.
Public transport is promoted.
Car parking treatment reflects precinct character.

Taller buildings allow greater efficiency.
Activities become more diverse.

Intensification around transport hubs.

SPATIAL PLAN ISSUES (continued)

Taller buildings facilitate intensification and greater efficiency, but they may compromise Lower Hutt's traditionally "open" low-rise character.
As one of the city's pre-eminent public spaces, High Street deserves to have high-quality streetscape and buildings.
Although some through traffic is beneficial, the High Street/Queens Drive spine should have a pedestrian and public transport focus.

Westfield & Environs		Sheet 1	
<p>Liveability Community Amenity Lifestyle Work/life balance Recreation</p> <p>Identity Uniqueness Character Sense of place Point of difference</p> <p>Connectedness Proximity Pathways Transport Legibility Choice</p> <p>Growth & Productivity Housing Commerce Competitiveness</p> <p>Sustainability Future-proofing Resilience Equity Ecology</p>	<p>CBD VISION 2030</p> <p>Improved pathways & cycling routes. Greater emphasis on walking & cycling. Better links to surrounding residential areas.</p> <p>Tall buildings along central streets. High growth balanced by areas of stability.</p>	<p>INTEGRATED VISION</p>	<p>URBAN GROWTH STRATEGY</p> <p>Some CBD retail is struggling. Growth of traditional retail has slowed.</p>
<p>SPATIAL PLAN ISSUES As the largest indoor shopping centre in the region, Westfield Mall is a point-of-difference for Lower Hutt – however, the Westfield precinct is not targeted in any of the City’s strategies. Co-location with a public transport hub, suggests this precinct is well-suited to high-density residential development – yet, surrounding streets do not offer a high level of amenity. Car-oriented commerce is part of the “culture” of Lower Hutt.</p>			

Westfield & Environs			Sheet 2
<p>LEISURE & WELLBEING STRATEGY</p>	<p>INFRASTRUCTURE STRATEGY</p>	<p>ENVIRONMENTAL SUSTAINABILITY</p> <p>Strengthen human-nature connections. River, beach, hills & reserves create quality of life.</p> <p>Intensification around transport hubs.</p>	<p>DISTRICT PLAN</p> <p>On-site car parking does not dominate streetscape. Sun is protected within key streets & open spaces. Wind conditions are not made worse.</p> <p>New buildings integrate with context & heritage. Developments on prominent sites attract scrutiny. Car parking treatment reflects precinct character.</p> <p>Maintain & enhance safe vehicle access. On-site car parking is essential. Core area has pedestrian focus. Public transport is promoted. Car parking treatment reflects precinct character.</p> <p>Vehicle-oriented activities contribute to success.</p>
<p>SPATIAL PLAN ISSUES There is a strong functional relationship between Queensgate and the bus interchange. Safety concerns and poor perception of buses among retailers mean that location of the interchange is a contentious issue. Overall, there is surprising little content relating to Queensgate.</p>			

	CBD VISION 2030	INTEGRATED VISION	URBAN GROWTH STRATEGY
<p>Liveability Community Amenity Lifestyle Work/life balance Recreation</p> <p>Identity Uniqueness Character Sense of place Point of difference</p> <p>Connectedness Proximity Pathways Transport Legibility Choice</p> <p>Growth & Productivity Housing Commerce Competitiveness</p> <p>Sustainability Future-proofing Resilience Equity Ecology</p>	<p>Improved pathways & cycling routes. Greater emphasis on walking & cycling. Better links to surrounding residential areas.</p> <p>Tall buildings along central streets. High growth balanced by areas of stability.</p>		
<p>SPATIAL PLAN ISSUES Car-oriented commerce is part of the “culture” of Lower Hutt. The District Plan recognises the importance of on-site parking and efficient traffic circulation. The Central Area might benefit from greater differentiation between northern (car-oriented) and southern (pedestrian-oriented) precincts.</p>			

Northern Commercial Area

Sheet 2

LEISURE & WELLBEING STRATEGY

INFRASTRUCTURE STRATEGY

ENVIRONMENTAL SUSTAINABILITY

DISTRICT PLAN

On-site car parking does not dominate streetscape.

Car parking treatment reflects precinct character.

Maintain & enhance safe vehicle access.
On-site car parking is essential.

Vehicle-oriented activities contribute to success.

SPATIAL PLAN ISSUES

Policies and strategies have fewer aspirations for the Northern Commercial area than for any other precinct.
Lack of content could indicate that the area is perceived as successful.
Lack of content could also indicate that there are few expectations for an area that is already perceived as having little character or amenity value.

Civic Centre & Riddiford Gardens

Sheet 1

<p>Liveability Community Amenity Lifestyle Work/life balance Recreation</p> <p>Identity Uniqueness Character Sense of place Point of difference</p> <p>Connectedness Proximity Pathways Transport Legibility Choice</p> <p>Growth & Productivity Housing Commerce Competitiveness</p> <p>Sustainability Future-proofing Resilience Equity Ecology</p>	<p>CBD VISION 2030</p> <p>Places for young people.</p> <p>Integrated Central Library in CBD. Integrated social service hub.</p> <p>Improved pathways & cycling routes. Greater emphasis on walking & cycling. Better links between Civic Centre & CBD.</p> <p>Tall buildings along central streets. High growth balanced by areas of stability.</p>	<p>INTEGRATED VISION</p> <p>Increase usability & safety of gardens.</p> <p>Riddiford Gardens makes Central Hutt unique. Cenotaph forecourt makes Central Hutt unique. Dowse Museum is landmark premium destination.</p> <p>Make improvements to Town Hall & Hort. Hall. Create functioning civic centre. Community services hub. Develop community centre with range of services. Council admin. building strengthening.</p>	<p>URBAN GROWTH STRATEGY</p> <p>Mixed-use CBD needs better open spaces. Redevelopment of central city parks.</p>
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SPATIAL PLAN ISSUES

The Civic Centre and Riddiford Gardens are key components of Lower Hutt's identity – yet these areas are peripheral to the Central Area. Like the southern precinct of the Central Area, the Civic Centre & Gardens are pedestrian-oriented – yet the two areas are not well connected. Lower Hutt's creative culture centres strongly on the Dowse – but there is a desire to express this character more widely within the Central Area.

Civic Centre & Riddiford Gardens

Sheet 2

<p>LEISURE & WELLBEING STRATEGY</p> <p>Integrated facilities as central “community hub”. Open space demand rises with increased density.</p> <p>Dowse a focal point within city’s cultural precinct.</p> <p>Dowse leads development of creative sector.</p>	<p>INFRASTRUCTURE STRATEGY</p>	<p>ENVIRONMENTAL SUSTAINABILITY</p> <p>River, beach, hills & reserves create quality of life. Strengthen human-nature connections.</p>	<p>DISTRICT PLAN</p> <p>Taller buildings do not detract from amenity. Central area requires high quality design. Buildings contribute to public environment.</p> <p>Central area is commercial, civic & social ‘heart’. New buildings integrate with context & heritage. Developments on prominent sites attract scrutiny.</p>
<p>SPATIAL PLAN ISSUES (continued)</p> <p>Not all civic buildings contribute positively to adjacent public space. Privet development sites around the Civic Centre and Gardens are particularly sensitive. Does the Civic Centre act as a local “community hub” for inner city neighbourhoods – or does it stand apart as a city-wide asset with a unique role? Does any further provision need to be made for active recreation in the CBD (especially given anticipated increase in residential population)?</p>			

Interface with Neighbourhoods

Sheet 1

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SPATIAL PLAN ISSUES

Central Area scale and character transition from west to east in order to protect the identity and amenity of neighbouring residential areas.
This “transect” could incorporate target areas within the residential zone, i.e. part of the scale transition could occur as medium-density housing.
Adjacent high-value housing areas are consistent with Lower Hutt’s “garden city” image.

Interface with Neighbourhoods

Sheet 2

<p>LEISURE & WELLBEING STRATEGY</p>	<p>INFRASTRUCTURE STRATEGY</p>	<p>ENVIRONMENTAL SUSTAINABILITY</p> <p>Neighbourhood identity enhances environment.</p>	<p>DISTRICT PLAN</p> <p>Taller buildings do not detract from amenity. Building height reduces close to residential areas. Development protects residential areas' amenity.</p> <p>New buildings integrate with context & heritage.</p>
<p>SPATIAL PLAN ISSUES Presence of high-value character housing means there is less scope to intensify development in an area that is otherwise well-suited to medium or high-density dwellings. The city centre would benefit from better linkages with surrounding residential areas. Does the Central Area offer "local" services and amenities to surrounding neighbourhoods as well as increasing numbers of apartment dwellers?</p>			

CBD Generally			Sheet 1
<p>Liveability Community Amenity Lifestyle Work/life balance Recreation</p> <p>Identity Uniqueness Character Sense of place Point of difference</p> <p>Connectedness Proximity Pathways Transport Legibility Choice</p> <p>Growth & Productivity Housing Commerce Competitiveness</p> <p>Sustainability Future-proofing Resilience Equity Ecology</p>	<p>CBD VISION 2030</p> <p>CBD complements surrounding areas. Iconic artwork at entrances to CBD. Improved entrances to CBD, e.g. bridges.</p> <p>Improved pathways & cycling routes. Greater emphasis on walking & cycling. Better links to surrounding residential areas.</p>	<p>INTEGRATED VISION</p> <p>Mix of apartments & premium quality homes. More recreational opportunities for young people.</p> <p>Commercial/light industrial employment hub. CBD is a "Destination". CBD is a "Residential Village". Science/technology installations & events. Business centre and inner-city living</p> <p>Good access to SH2. Good public transport (buses & trains). Good access to Hutt Rec and Huia Pool. Improved pedestrian & cycle connections.</p> <p>CBD development incentives. Apartments & med-high density living. Focus growth on offices not industry. Incentives for apartment/commercial development.</p>	<p>URBAN GROWTH STRATEGY</p> <p>Design guides for all CBD development. Mixed-use CBD needs better open spaces. Redevelopment of central city parks. Beautification of CBD. Street trees alleviate loss of on-site trees.</p> <p>Enhance perceptions of the CBD. CBD recognised heart of the city. Regionally significant centre of commerce. Lower Hutt's commercial and retail hub.</p> <p>Investigate relaxing parking requirements. Improved connection to SH2 at Melling. Reduced congestion in CBD.</p> <p>High-rise apartments allowed in CBD. Incentives for large/dense developments. More non-retail activity to add street life. Land cost prevents low-rise apartments. Retirement-age households grow fastest. Retain existing commercial/industrial zones.</p>
<p>SPATIAL PLAN ISSUES Central Lower Hutt is distinguished from the city's other Central Area (Petone) by virtue of (i) the river, (ii) the Civic Centre & Riddiford Gardens, and (iii) Westfield shopping centre. With a few exceptions, Lower Hutt's "Garden City" image ends at the boundary of the Central Area. This condition supports a call for more street trees. Strategies & plans acknowledge the importance of car-oriented commerce, but also call for more emphasis on walking, public transport & other non-motorised modes of transport. There is possibly a need for clearer distinction between the car-oriented and pedestrian-oriented parts of the Central Area.</p>			

<p>LEISURE & WELLBEING STRATEGY</p> <p>Encourage more people to walk & cycle.</p>	<p>INFRASTRUCTURE STRATEGY</p> <p>Low-impact urban design.</p>	<p>ENVIRONMENTAL SUSTAINABILITY</p> <p>River, beach, hills & reserves create quality of life. Combine environmental restoration & education. Urban spaces are not "people friendly".</p> <p>Active & public transport preferred. Safe, well-connected walking & cycling routes. Balance motor vehicles & other transport modes. Better east-west connections. Better connections to SH2.</p> <p>Intensification around transport hubs. Spatial plans to direct growth & development. Development does not exacerbate risk.</p> <p>Low-impact urban design. Water-sensitive urban design. Greater urban forest cover. More on-site water retention.</p>	<p>DISTRICT PLAN</p> <p>Central area requires high quality design. Buildings contribute to public environment. Sun is protected within key streets & open spaces. Wind conditions are not made worse. Apartments provide amenity to occupants.</p> <p>Central area is commercial, civic & social 'heart'. Central areas has clear boundaries based on use. Area is composed of five recognised precincts. Height reduces from west to east. New buildings integrate with context & heritage. Developments on prominent sites attract scrutiny.</p> <p>Core area has pedestrian focus. Public transport is promoted. Carparking treatment reflects precinct character.</p> <p>Taller buildings allow greater efficiency. Activities become more diverse. Residential activities are encouraged. Central Area has more than enough capacity.</p> <p>Energy efficient development is encouraged. Low-impact urban design is encouraged.</p>
<p>SPATIAL PLAN ISSUES</p> <p>Does the CBD have adequate infrastructure capacity (water supply, waste water, electricity) to accommodate significant numbers of residential apartments? If the Central Area has more than enough capacity for future commercial & residential development, has consideration been given to reducing the area's size?</p>			