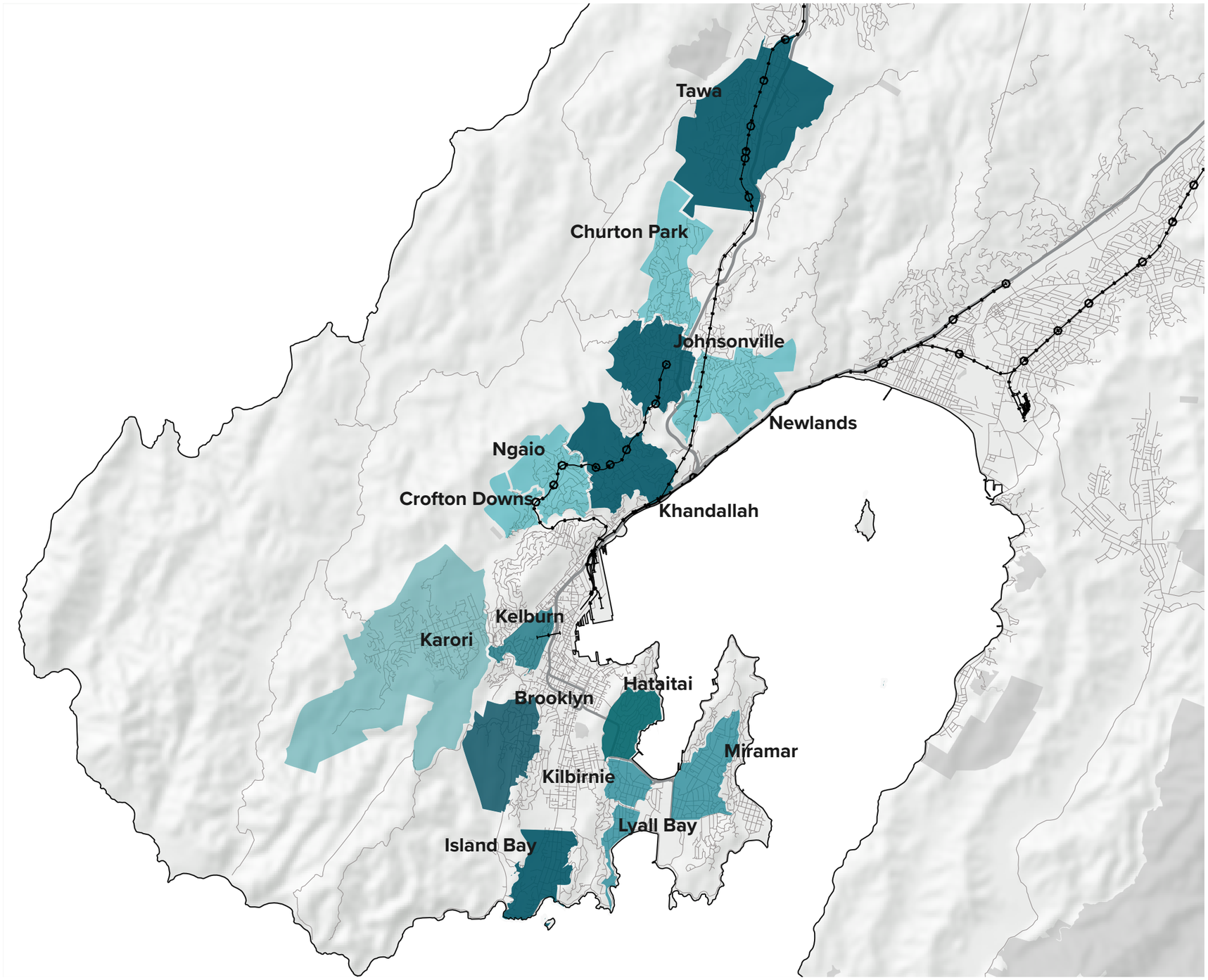
SUBURB ASSESSMENT



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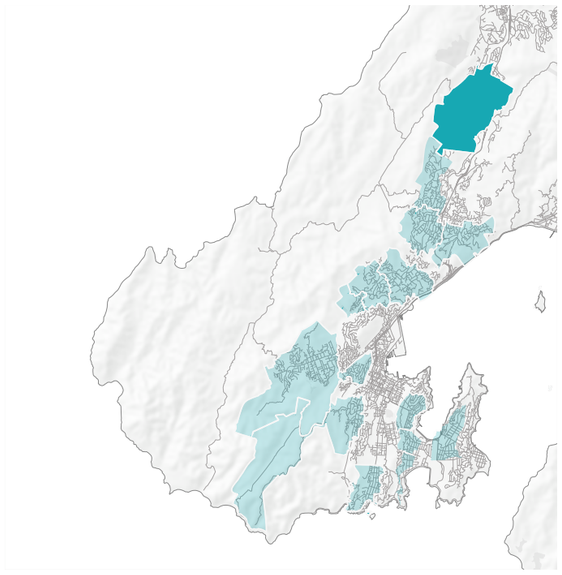
TAWA



Tucked in a long low valley with ranges on both sides, Tawa (named after a broadleaf tree) is a suburb with origins dating back to the 1840s. The Old Porirua Road can be traced through Tawa,in a route now marked by bronze plaques.

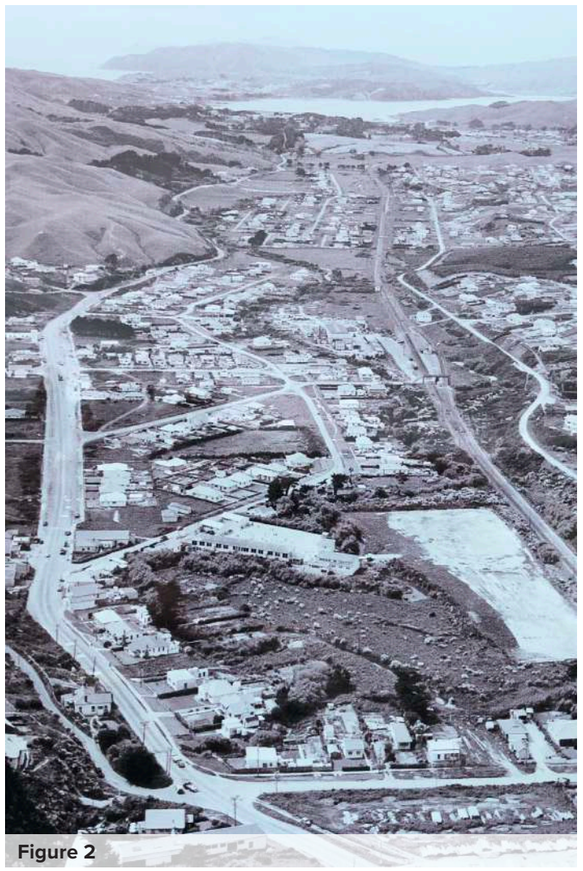


Figure 2

CHARACTER SUMMARY

Tawa is a large suburb approximately 17km north of the city centre and just south of Porirua. It is the farthest suburb from the city centre out of the 15 in this study. It is serviced by a trunk line and 4 rail stations that provide easy access to the city centre. Tawa is anchored by 2 main centres at Tawa and Linden, and a number of nodal developments along its length with zones of business, light industrial, an outlet mall and 2 large supermarkets. It is a long linear suburb characterised by the flat gridded streets on the east and windy sloped streets to the west. The Porirua stream, the rail line and the Johnsonville Porirua Motorway run parallel along the length of the suburb from north to south further emphasising the linear nature of the suburb. Tawa is home to a large number of churches with potential heritage values. A range of medium to high density housing can already be found here.

SITE VISIT NOTES

LANDSCAPE

Tawa is a long linear suburb that occupies the wide flat base of the valley becoming hilly to the east and west. The linear nature of the main street is accentuated by the mature vegetation associated with the adjacent stream corridor and reserve land following the rail line. A number of open space and recreation opportunities are placed along this linear axis. Residential areas behind the main centre are generally quiet with wide streets and berms.

URBAN DESIGN

The main arterial that spans the suburb of Tawa is just over 4kms long. Along this arterial road are a number of centres and business zones. There are 2 recognised centres; a suburb centre in the north called Linden and the main centre which is the Tawa town centre. Additional to this are a number of business and retail zones; Tawa Junction, a light

industrial area by Redwood Rail station, Outlet City and the large Countdown supermarket off Takapu Road.

Linden suburb centre is a cluster of small scale convenience based retail with some existing shop top housing and terraces. The rail line bisects the centre.

Tawa town centre is a high street based centre with shop top housing above (up to 3 storeys). There is on street angled parking on both sides of the road and a number of zebra crossings at regular intervals through the main street. The town centre offers a full range of services; retail, business, civic and food and beverage. The large supermarket can be accessed off the main strip via a newly refurbished public plaza.

The neighbouring street patterns are gridded and well connected, providing easy walkability and access to and around the centres. There is also a dedicated cycleway that runs parallel and adjacent to the rail line.

Tawa is serviced by the main trunk line. There are 4 rail stations located off the main arterial;

- Linden Station; just south of the suburb centre;
- Tawa Station; located at the rear of Tawa town centre and Tawa Junction;
- Redwood Station; located south of Tawa school; and
- Takapu Road Station; off the Takapu roundabout located next to Willowbank reserve

A number of regional and local standard bus services provide connections to and from the city centre.

East west connections across the valley are limited to a few crossing points as both the rail line and the Johnsonville Porirua State Highway create long linear barriers running north south. There is a single vehicular access to the State Highway off Takapu Road.

ARCHITECTURE

Tawa has a few key landmark buildings. The housing is predominantly single storey detached with some two storey examples sprinkled through. There are few examples of early 20th century housing with a significant number of mid-century through to 1990's housing examples.

There are examples of multi-unit housing including semi-detached housing, townhouses, and apartments. The social housing includes 'star plan' housing blocks and a number of two storeyed blocks especially around the Linden area. There are also examples of higher density detached housing similar to a retirement village model while a new multi-unit development utilises modular housing to unlock a tricky site.

HERITAGE

Tawa is located on the old Porirua Rd, which developed from a Māori track leading to the Kapiti area. Tawa was settled by Europeans in the mid 1800s, with it's 100 acre blocks being the rural portion of the 1 acre city block combination.

Tawa was connected to Wellington by train in 1885, but it wasn't until the late 1930s and early 1940s that a new route and a quicker connection made it more popular as a suburb. The construction of the motor way also improved access to the area, and the building increased in the 1950s, continuing in the 1970s.

The area warrants careful assessment to understand the significance of the 1950s and 1960s domestic architecture. The Parade of Houses is an interesting example of how housing was developing nationwide. These are examples of modernist commercial architecture in the centres.

Tawa is noted for the number of churches of multiple faiths. Several of these churches are noteworthy, as both architecture, and landmarks.

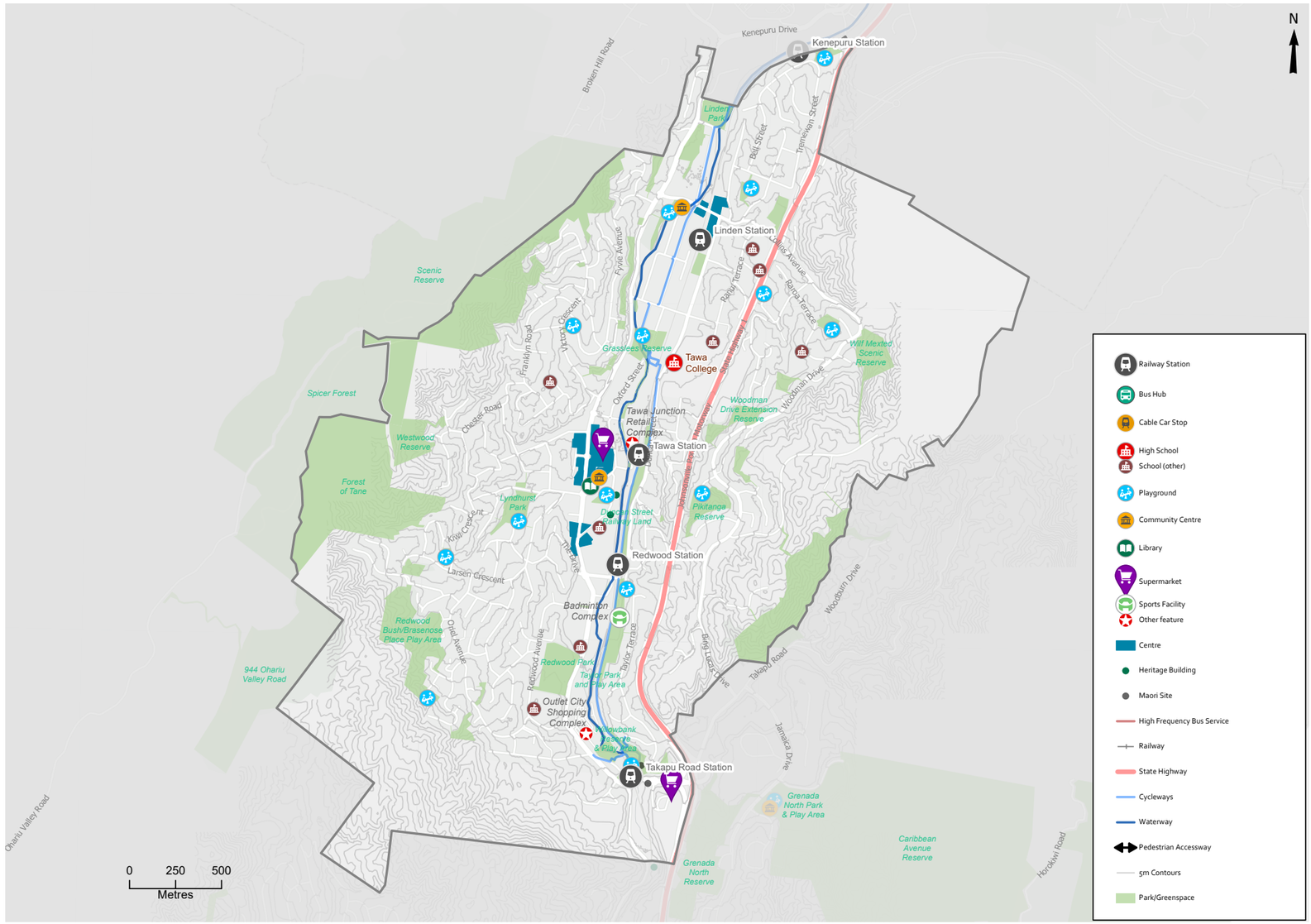
Tawa contains substantial area of state housing that presents as established and complete streetscapes, and deserves further consideration for its integrity and authenticity.

KEY FEATURES

The linear nature of the Main Road, the Porirua Stream, Railway line and state highway all following the alignment of the valley floor create an accessible amenity for future density.

The key features that may be the core drivers to encourage density in Tawa are around transportation and community amenity, such as:

- Good walkability to four railway stations and a fifth railway station just on the northern boundary of the study area allows for good public transport access into Wellington city for employment and leisure.
- Two supermarkets within 2 kms of each other provide a good walkable catchment to residents.
- A strong town centre with diverse offerings such as retail, commercial, library and civic functions allows residents to work and play within their neigbourhood.
- A wide central main street with urban public space that includes a high frequency bus route creates a good quality area for medium density development.
- Reasonably flat land on the valley floor with a green linear public open space that follows the Porirua Stream corridor provides a high value open space corridor that will enhance proposed medium density living.



EVALUATION

AMENITY AND HAZARDS HEAT MAPS

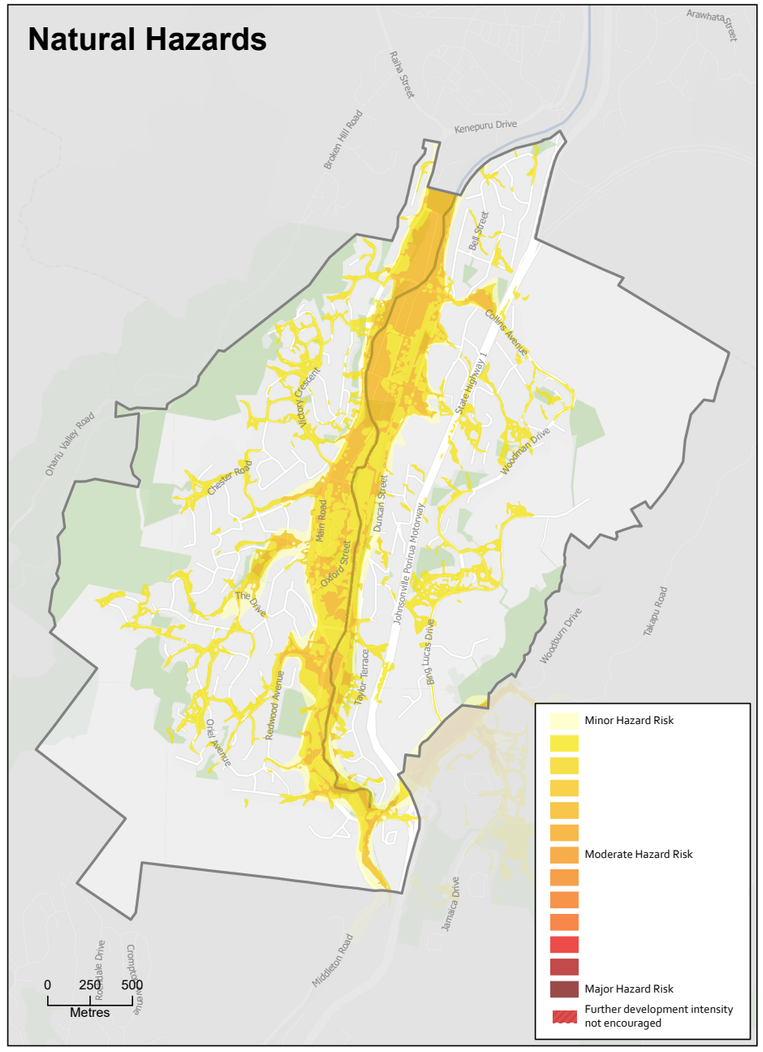
In comparison with many of Wellington's suburbs, Tawa has few hazards. In most cases these hazards can be mitigated with infrastructure investments at a suburb level and with building standards at a individual residential section level.

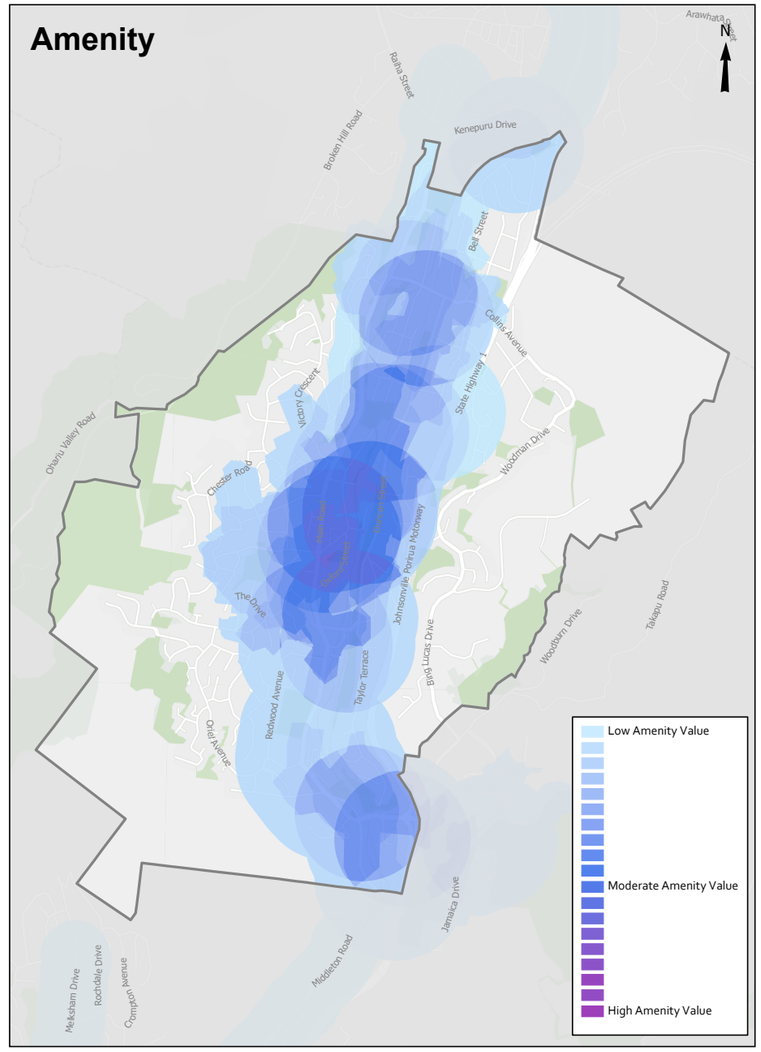
The main Hazard issues are a reflection of Tawa's valley floor locations and the Porirua Stream. The main issues are:

- Flooding from the Porirua Stream, which can be managed with investments in flood management.
- Liquefaction prone soils, which can be managed with investments in infrastructure and building standards.

The main amenity values (transport, supermarkets, main street, open space) have been mapped with a 400m and 800m walkability circles and show three main patterns:

- A strong focus on the centre of Tawa that has strong retail, amenity, transport and civic values.
- A general linear amenity that follows the Main Road, Porirua Stream and the railway line.
- Slightly high value areas both north and south of the Main Road as a reflection of Linden commercial centre to the north and the supermarket and train station to the south.





EVALUATION

PROPOSED DENSITY

In general, proposed density follows the values set out by the amenity heat map. In general the hazards were not considered significant enough to remove proposed medium density from the proposed density map.

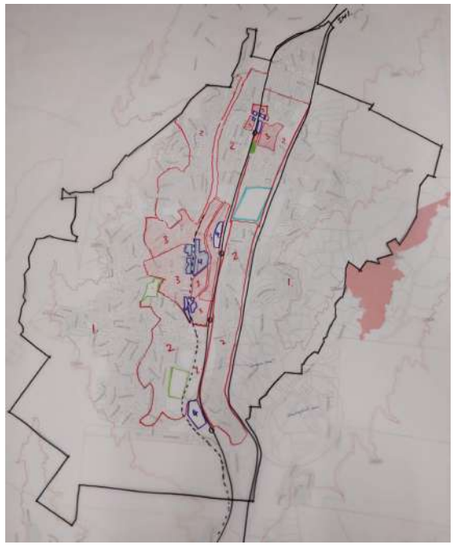
Category 4 has been placed within the retail, commercial and main street centres that allows for a mixed use outcome of retail or commercial on the street level with residential above. It recognizes the potential for the Linden centre building stock to be developed into a strong commercial neigbourhood centre, especially due to its proximity to the Linden railway station.

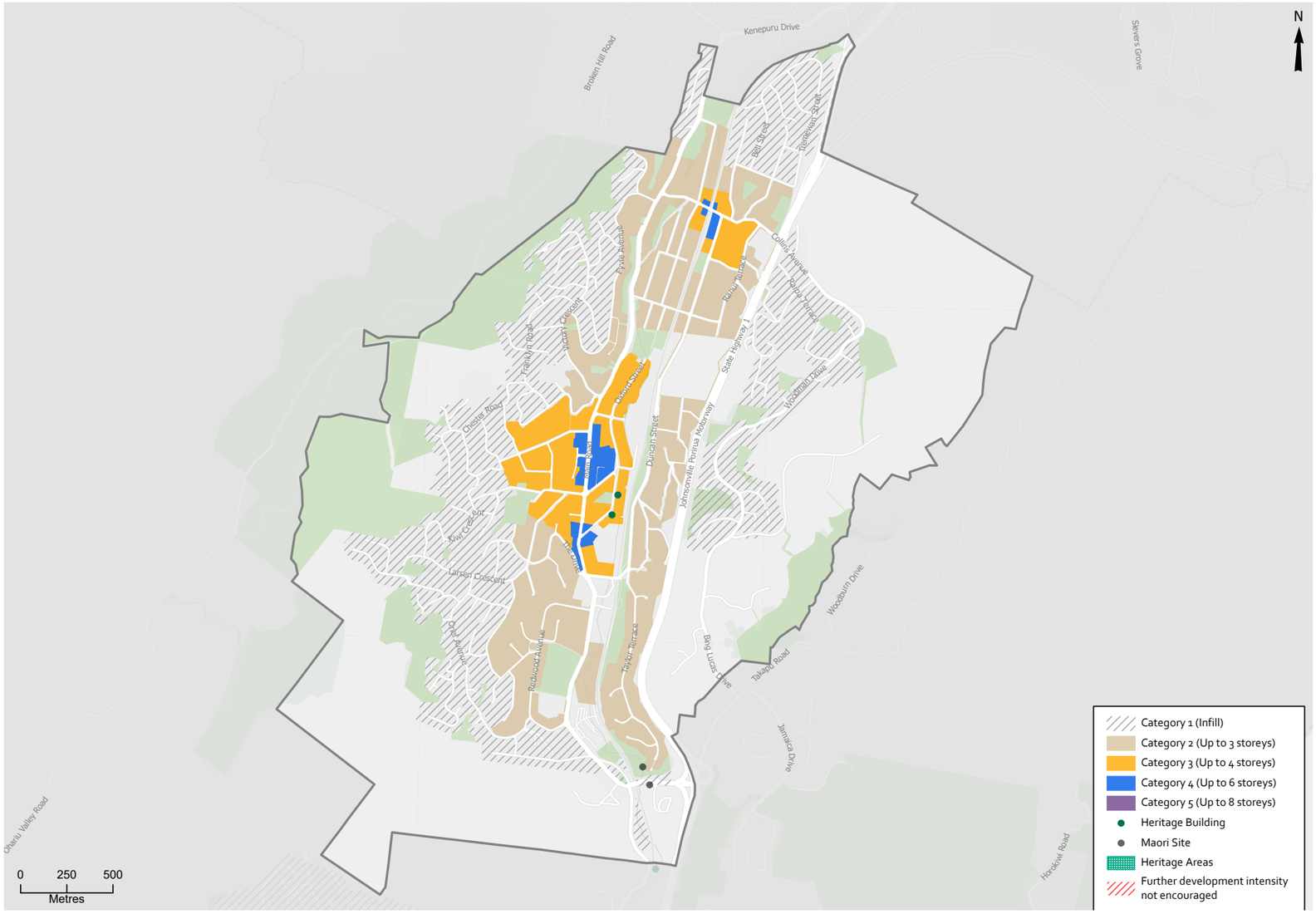
Category 3 tends to be located closer to the areas of highest amenity within a walkable range of 400m. Again, these areas have focused on the central and north commercial centres and their associated railway stations, super markets and civic amenity.

Category 2 has been limited to the flatter valley floor areas or the lower slopes of the western hills. The typical existing road networks on the western hills of Tawa are narrow and will not support too much medium density without having a negative impact on the road network. The type 2 density is also limited by the severance of the state highway to the east of Tawa.

DENSITY MAPPING PROCESS

All density categories locations and types for Tawa were based on analysis of GIS maps, site observations and multi-disciplinary professional collaboration in a two day workshop. This image is of a workshop draft plan used to decide on future density locations. One of the important considerations for Tawa that influenced the final proposed density mapping was the narrow street widths in the western hill area and proximity to four train stations.



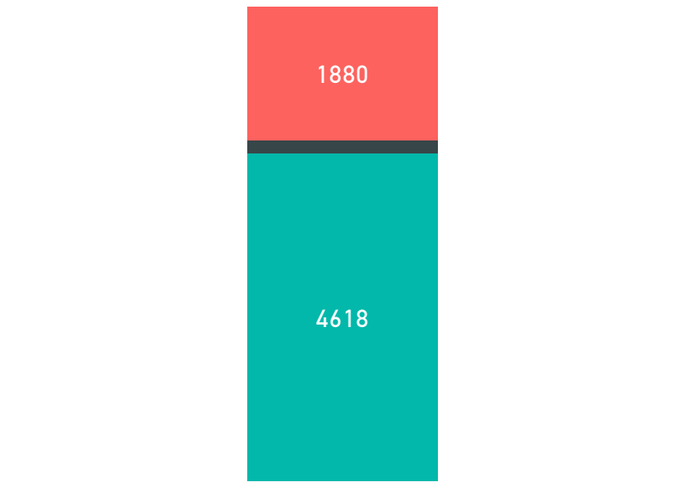


SUBURB SUMMARY

The Tawa community has good access to a range of transport options, retail amenities, supermarkets, good community infrastructure and excellent open space. This together with the flat land, grid street network on the lower valley floor are ideal for supporting medium density development.

It is suggested that the following be considered to support medium density zoning:

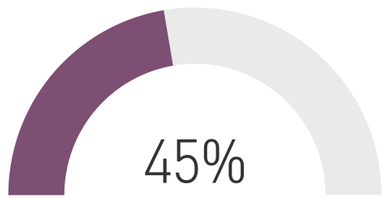
- A heritage character assessment to assess if there are other heritage areas that should be considered and how that might influence medium density zoning.
- An open space assessment to identify future investment in more land or amenities on existing land.
- A community centre assessment to identify future investment in amenities on existing land or buildings.
- An urban tree assessment to assess if tree protection should be considered and how that might influence medium density zoning.



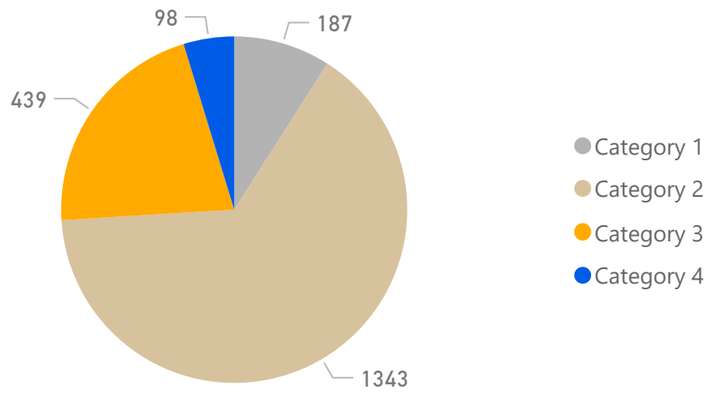
Potential New Dwellings Over Next 30 Years

2,067

Land Suitable to Support Growth
(Categories 2-5)

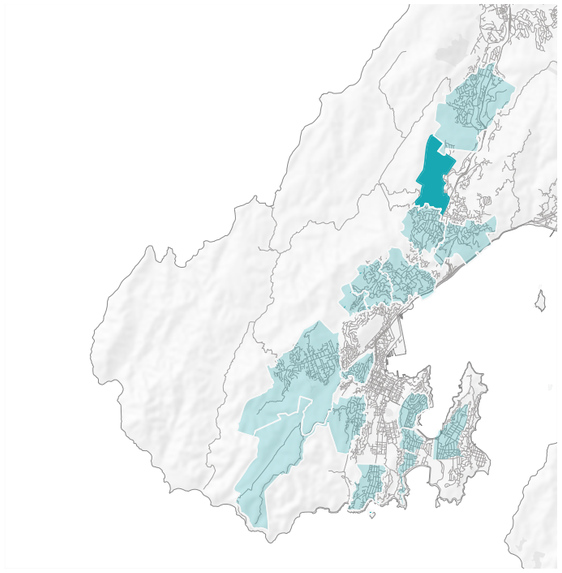


Estimated New Dwellings by Category



The estimation of theoretical dwellings shown here are an indication only. Note that an 'uptake factor' has been applied to these numbers to more accurately reflect that not every available site will be developed. For the methodology surrounding this please refer to the front section of this report.

CHURTON PARK



Originally a sheep farm in the 1850's, Churton Park was developed by John Dick Walker in the mid twentieth century. A vibrant, small, modern and purpose built village, it is centered around a supermarket.

CHARACTER SUMMARY

Churton Park is a planned community located approximately 14km north of the city centre. It is characterised by large houses on hilly topography and windy cul-de-sac streets. The focal point of the suburb is a recent large format based district centre anchored by a supermarket. It has limited access to public transport and is typically accessed via the Johnsonville Porirua Motorway.

SITE VISIT NOTES

LANDSCAPE

Churton Park is a relatively new suburban development set into the hills with rolling topography and a range of, but generally northerly, aspects. Vegetation is generally sparse and limited to low and medium growth and the surrounding hillsides are less vegetated than other parts of Wellington. A number of reserve spaces thread through the subdivision but are related to steep topography and drainage patterns, offering limited ecological or amenity value.

ARCHITECTURE

Churton Park was initially established in the 1970's and is one of Wellington's more recent subdivisions. Its new commercial centre provides the only form of significant landmark. Generally the housing is made up of medium-large detached houses - many two storeyed - on medium-large consistently sized lots with an overall homogeneous impression and a relative lack in diversity. The area currently lacks higher density typologies with just a few examples of multi-unit housing by way of town housing.

URBAN DESIGN

The centre located in Churton Park is classified as a district centre that provides a combination of retail and day to day convenience needs. It is anchored by a large supermarket as well as a local community centre. It is a recently constructed large format based centre with ample carparking designed as a drive to destination.

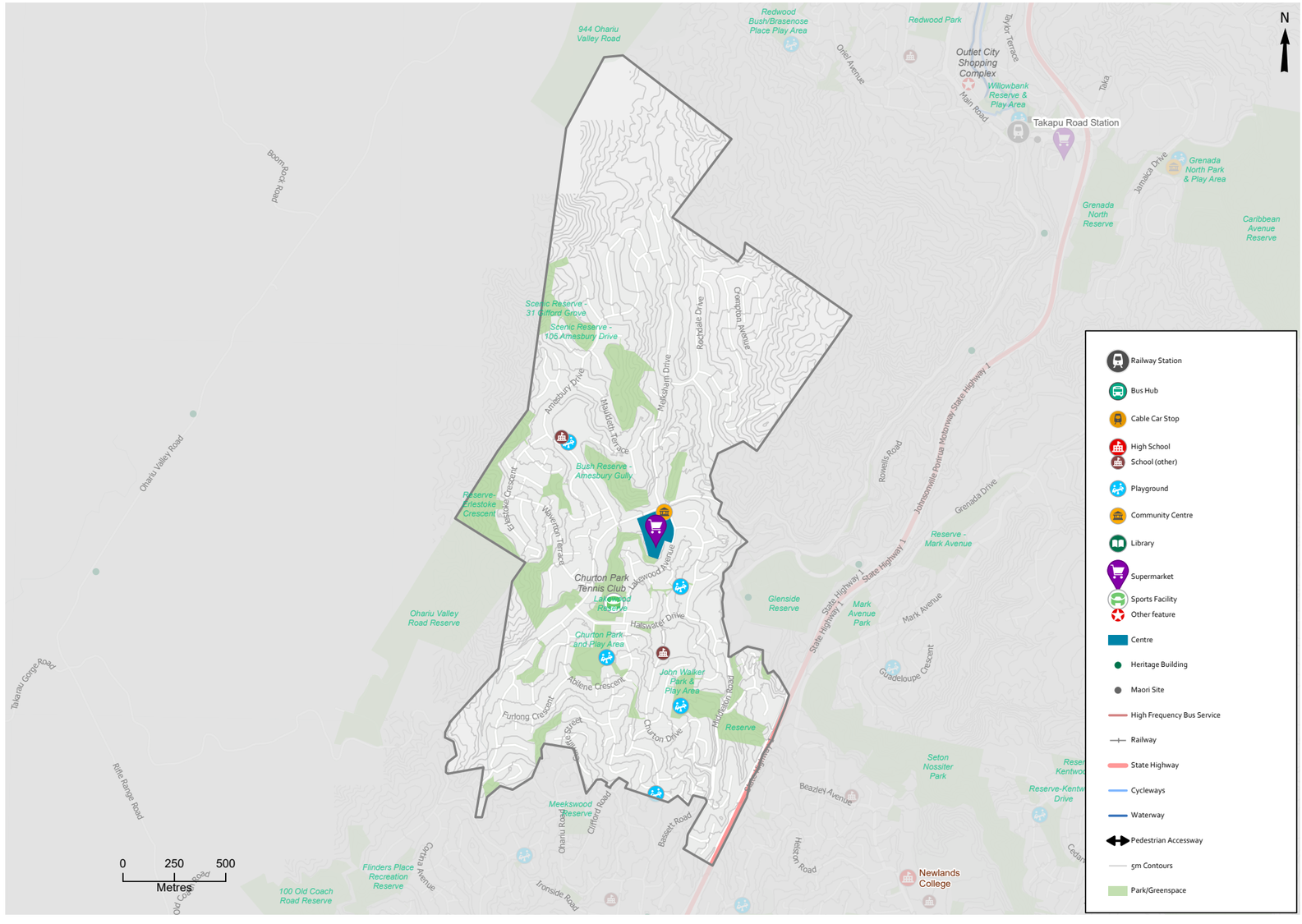
It is not an easily accessible centre due to its topography, poorly connected street structure and lack of legibility and way-finding. Standard and off-peak bus routes provide the only public transport connection in to the city centre. Its proximity to the state highway appears to be the current preferred mode of travel to the city centre.

HERITAGE

Churton Park suburb was developed by “John Dick Walker” (1926-1981). The area of Churton Park near current Lakewood Avenue was originally a swamp and has been recently developed into residential housing and a commercial shopping centre from 1963 onwards.

KEY FEATURES

Churton Park has only a few key features that might encourage density. These are mainly focused around the one existing retail centre and supermarket that is centrally located in the community, as well as plenty of open space and a local bus route. However, Churton Park does not have the diversity of density drivers that are likely to encourage future density, such as public transport options including rail, access to an arterial priority transit or a cycle network, a high school, community facilities like a library or a significant employment centre.



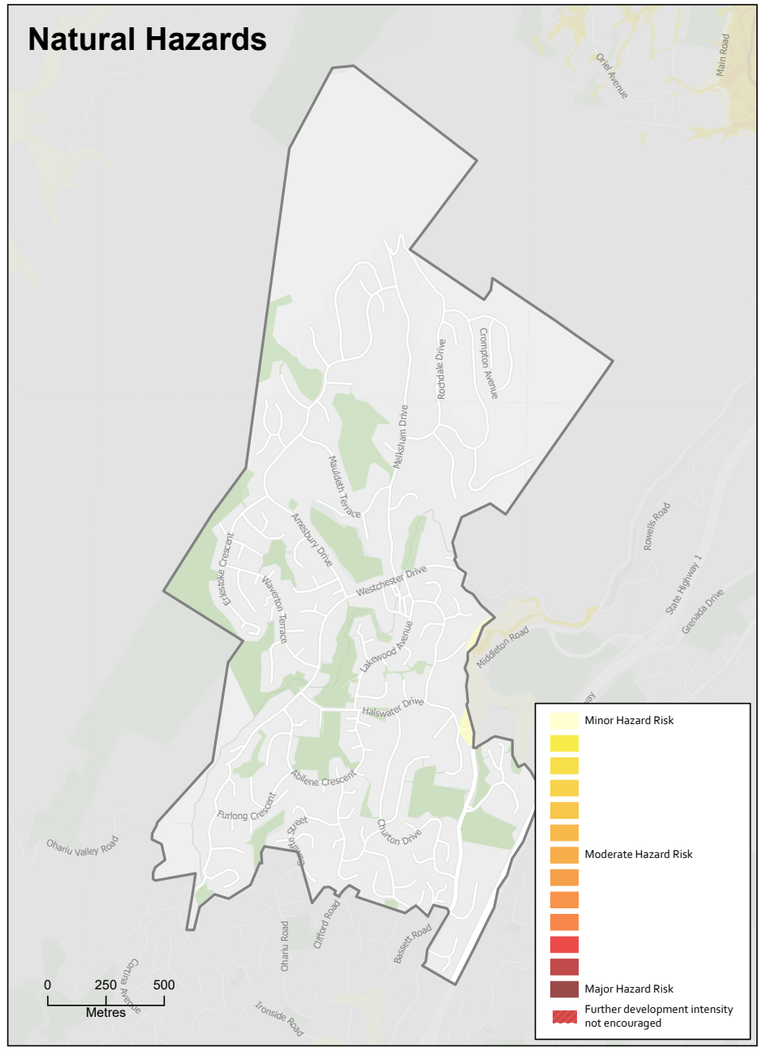
EVALUATION

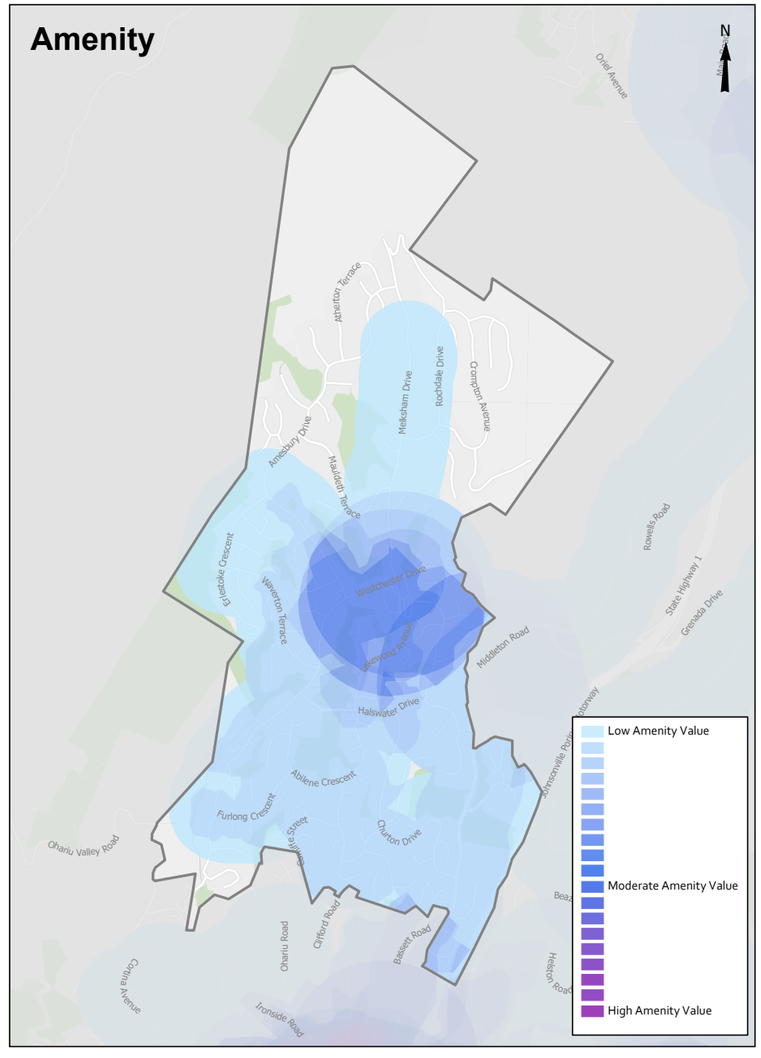
AMENITY AND HAZARDS HEAT MAPS

Churton Park has few hazards. In most cases these hazards can be mitigated with infrastructure investment at a neigbourhood level and with building standards at a individual residential section level.

The main issue is minor flooding, which can be managed with investments in flood management if needed.

The main amenity values that might encourage density are the supermarket and retail centre which have been mapped with a 400m walkability circle. The proposed density types focus around this central retail centre and Westchester Drive, which is the main bus and vehicle route in and out of Churton Park.





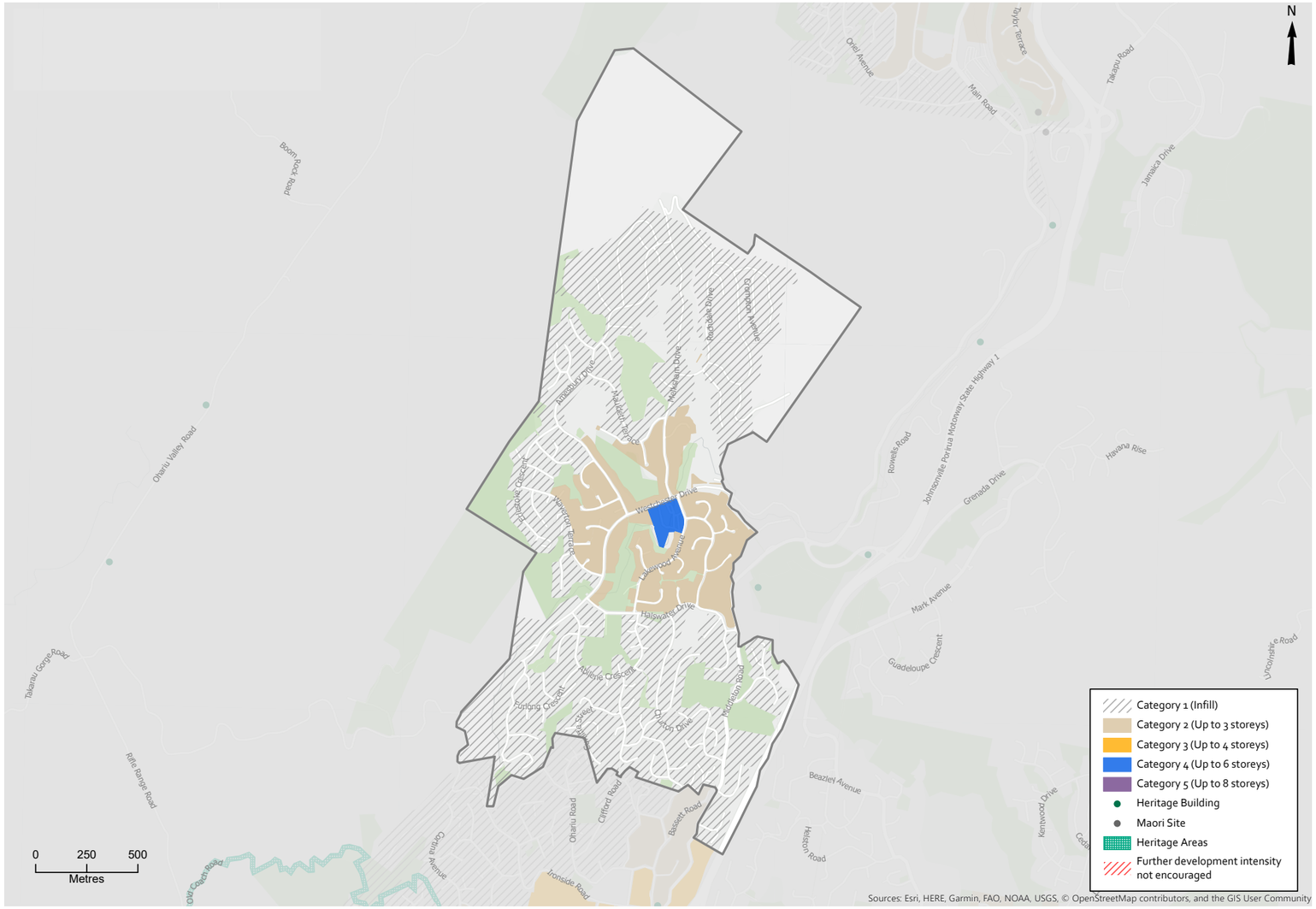
EVALUATION

PROPOSED DENSITY

In general, proposed density is focused around the existing retail centre and supermarket. Due to the lack of density enablers, density has been limited to predominantly the lower density options such as Category 2 and Category 1. Category 4 density has been shown within the main retail centre that allows for a mix use/residential type development.

DENSITY MAPPING PROCESS

All density categories locations and types for Churton Park were based on analysis of GIS maps, site observations and multi-disciplinary professional collaboration in a two day workshop. This image is of a workshop draft plan used to decide on future density locations. One of the important considerations for Churton Park that influenced the final proposed density mapping was lack of public transport options.

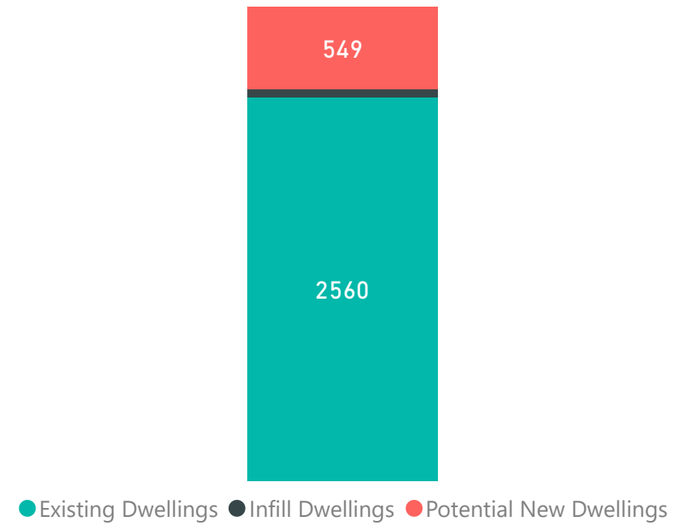


SUBURB SUMMARY

The Churton Park community has average access to a range of public transportation options, retail amenity, supermarket, community infrastructure and open space to support medium density.

It is suggested that the following be considered to support medium density zoning:

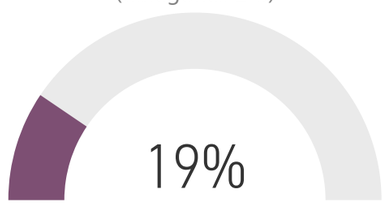
- An open space assessment to identify future investment in more land or amenities on existing land.
- A community centre assessment to identify future investment in amenities on existing land or buildings.
- Public transport options to support increased residential density.



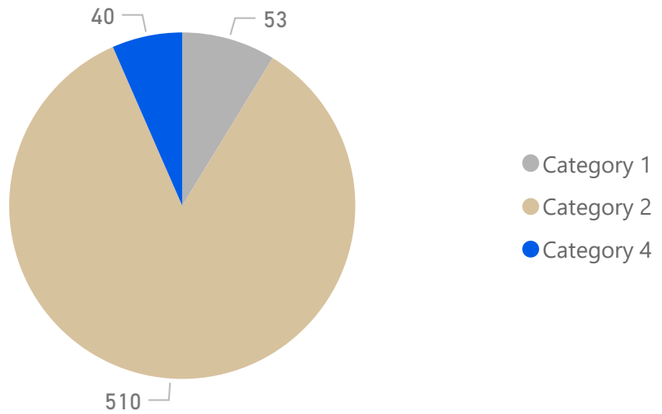
Potential New Dwellings Over Next 30 Years

602

Land Suitable to Support Growth
(Categories 2-5)



Estimated New Dwellings by Category



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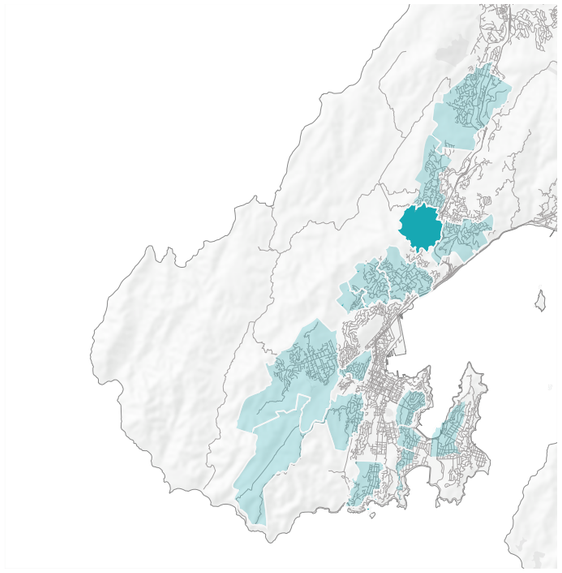
JOHNSONVILLE



With humble beginnings in the 19th century as a small rural service town, Johnsonville grew rapidly after 1938. It boasts of being the site for the first shopping mall in Wellington.

Figure 3

Figure 4

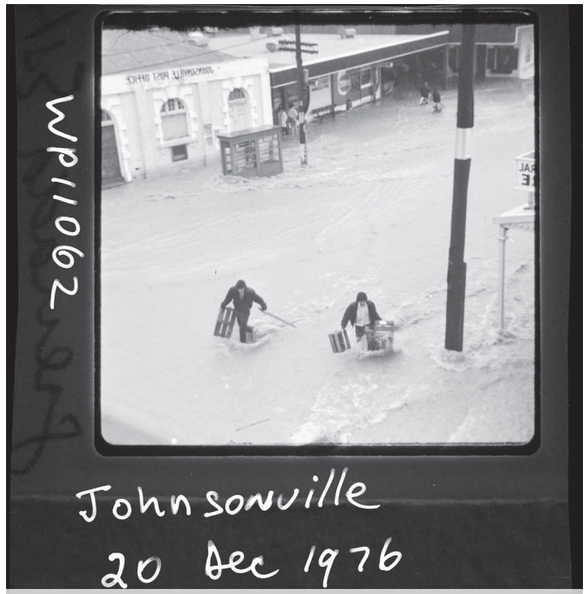


Figure 5

CHARACTER SUMMARY

Johnsonville is situated approximately 10km north of the city centre. It has a large regionally significant centre connected by infrastructure and public transport; rail and bus. The town centre is bisected by the Johnsonville Porirua motorway and the railway line which causes severance issues for residents located mainly to the east of the centre but can also affect areas west of the centre. Outside of the centre, the streets are windy with a range of housing sizes and densities. It is home to two notable landmark buildings; the old St Johns Anglican Church and the newly constructed Library Building.

SITE VISIT NOTES

LANDSCAPE

Johnsonville is a large suburb with a sense of separation from Wellington city. The quality of the public realm within the town centre is poor and dominated by cars. The residential area is generally flat with rolling topography into the foothills, and sunny northerly aspect. There is a green backdrop of ranges to the west, but less vegetated than those in central Wellington. Significant sports and recreation facilities are located in close proximity to the town centre.

URBAN DESIGN

Johnsonville is a regionally significant centre that serves a number of adjacent suburbs. It is the 3rd largest employment area outside of the city centre. The centre comprises some main street shops, two large supermarkets, several big box retail stores and a mall with significant off street carparking. It is also anchored by a newly completed community hub comprising of library, centre, and medical facilities.

The main part of the centre is bounded within 3 main arterials; Moorefield, Broderick, Johnsonville as well as State Highway 1. Upgrades to Moorefield Rd and Broderick Rd have been undertaken in an effort to detune Johnsonville Rd to create a genuine main street. The centre is dominated by infrastructure and fragmented by these arterial roads with their high vehicle movement numbers. There is significant

modal conflict and barriers causing limited walkability and pedestrian cross movement.

Whilst there is direct access to the State Highway, it creates a significant severance for residents on both the eastern and western sides. There are currently two pedestrian underpasses and one bridge access to the centre.

This centre is supported by a sub-regional transport interchange comprising a bus hub and the Johnsonville rail station with an undersized park and ride. A core bus route runs high frequency services in to the city centre as well as a number of standard and off peak services providing additional local connections.

ARCHITECTURE

For its size, Johnsonville has few notable landmark buildings that help create community character. The two notable exceptions are the old St Johns Anglican Church and the new Library Building.

Johnsonville has a variety of housing styles and ages scattered side by side creating a sense of diversity. There are relatively small number of older houses from early 1900's with majority of housing appearing to be 1960's-80s' along with areas of 1930-40's state housing. While housing is predominantly single level detached housing there are many examples of multi-unit housing that has been developed over decades, the majority appearing to be townhouses indicating a long relationship with higher density housing.

While the centre is within a large focused area well connected to public transport and designated as regionally significant, the main central block contains a mall with some sleeved retail that appears old, tired, and undersized for the potential of the site.

HERITAGE

Johnsonville is on the route of the Old Coach Rd, the primary route north for early European settlers. This runs on the western hills above the valley. Prior to the construction of the Wellington-Manawatu railway in the 1880s, the centre of settlement in this area was the Ohariu Valley. The advent of the railway increased access to Johnsonville, and it became a rural hub.

In 1938 the new electric train service linked Johnsonville to the city, and development increased markedly in consequence. In the 1960s Wellington's first shopping mall was built in the suburb.

The varying periods of settlement can be seen in collections of farms, villas, bungalows, state housing, and 1960/70s housing in the suburb. Buildings with rural original such as Daisy Hill Farmhouse (1857) are now part of a 1970's sub division, and there are potentially other remnants of the farming period that are unidentified. There is a line of villas perched above the motorway/rail way on Arthur Carman St that speak to Johnsonville life in the late 1800s. A typical street near the centre will have a villa or two, bungalows, and many builds from the 1960 onwards either behind, or having replaced earlier dwellings. There are also considerable areas of ex-state housing spreading out from the centre into the more rolling topography.

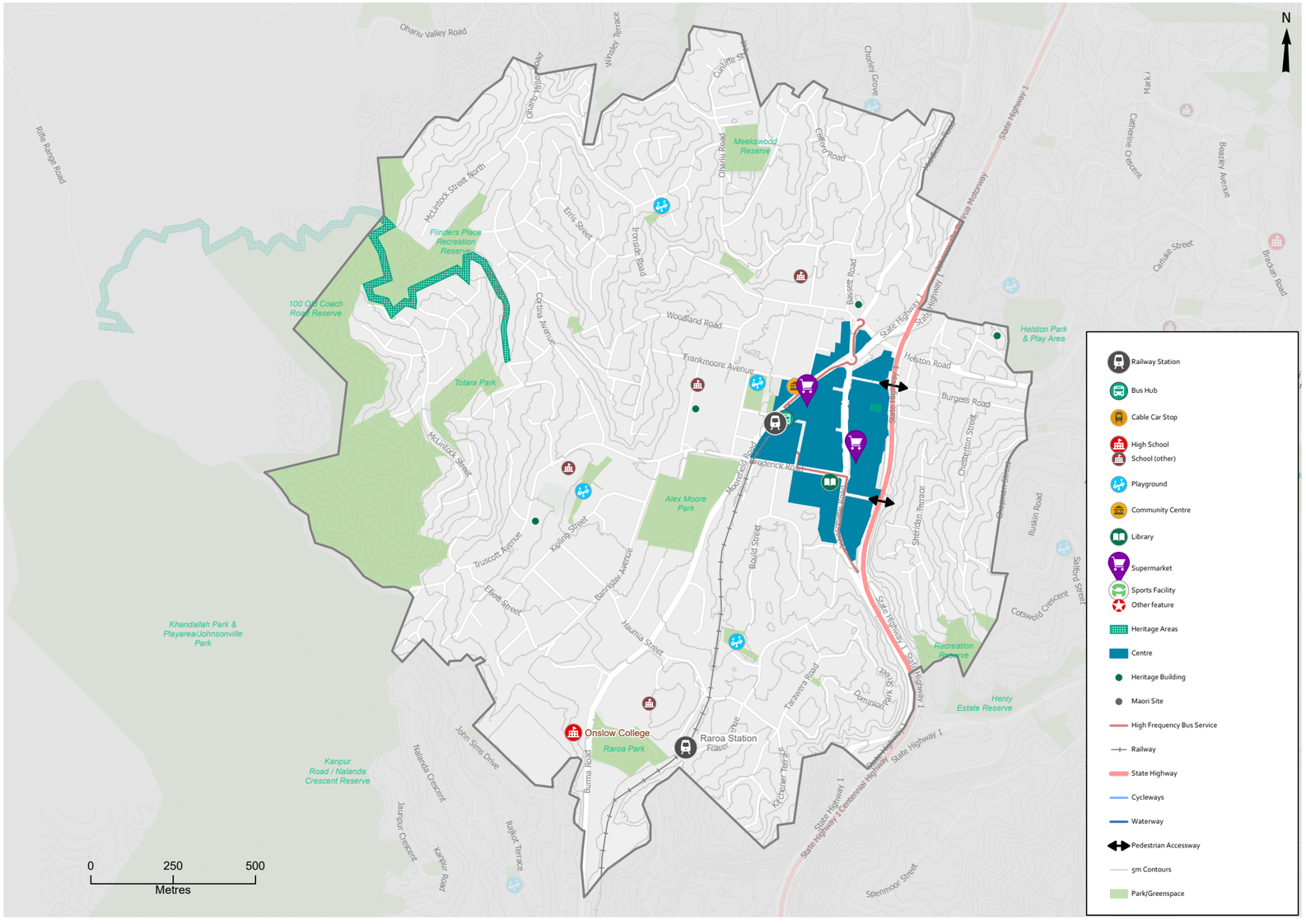
There are a number of listed buildings in Johnsonville, with St John's Church being the most prominent due to its raised location at the northern end of the shopping street.

KEY FEATURES

Johnsonville is centred around the regionally significant retail centre, the associated train station and new civic centre and library. This is probably a reflection of Johnsonville being on the “cross roads” of State Highway 1 and the main arterial Moorefield Road which heads south connecting to Wellington’s western suburbs.

The key features that might be the core drivers to encourage density in Johnsonville are around transportation and community amenity such as;

- Good walkability, with some severance issues, to the railway station that allows for good public transport connection to Wellingtons Western suburbs and Wellington central city for employment and leisure. The severance issues could be addressed with best practice urban design.
- Two supermarkets within 300m of each other gives good options to residents but suffer from neigbourhood severance issues due to the State Highway and Moorefield Road.
- A strong aquatic centre with diverse offerings such as retail, commercial, library and civic functions allows residents to work and play within their neigbourhood.
- A wide central main street with urban public space that includes a high frequency bus route creates a good quality area medium density development.
- Reasonably flat land on the valley floor may encourage proposed medium density living.
- A range of school options for residents including one of the few high schools within the 15 neigbourhood study areas.
- A good amount of public open space within 500m of most residents.



EVALUATION

AMENITY AND HAZARDS HEAT MAPS

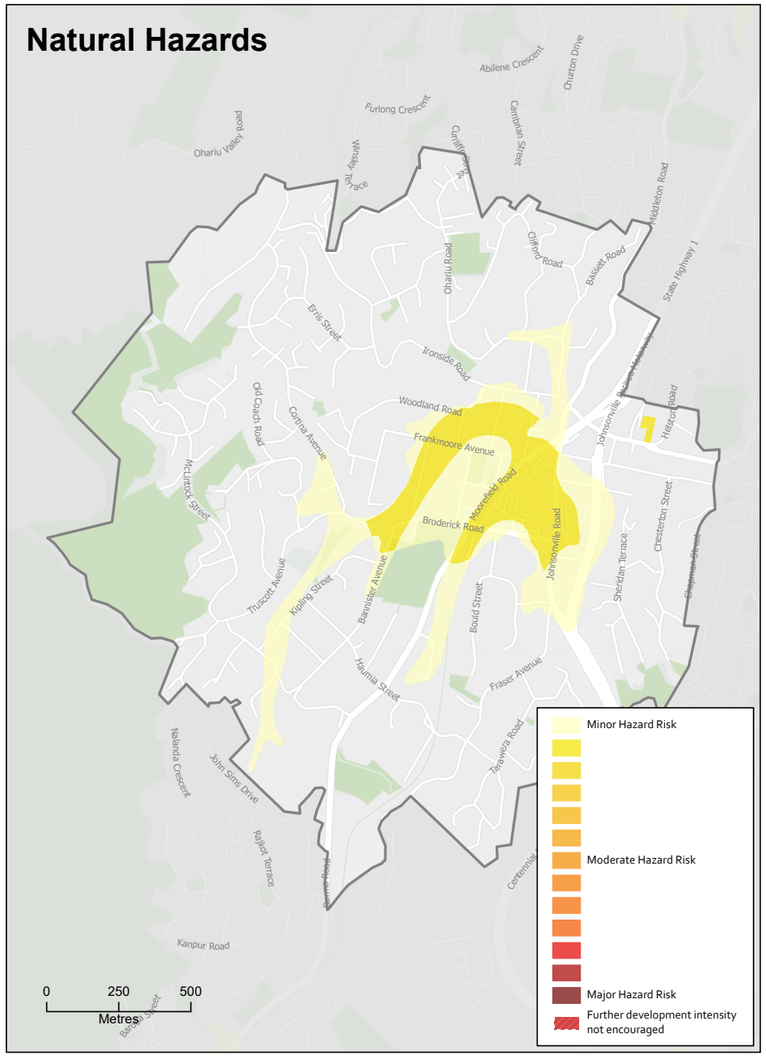
In comparison with many of Wellington's neigbourhoods, Johnsonville has few hazards. In most cases these hazards can be mitigated with infrastructure investments at a neigbourhood level and with building standards at a individual residential section level.

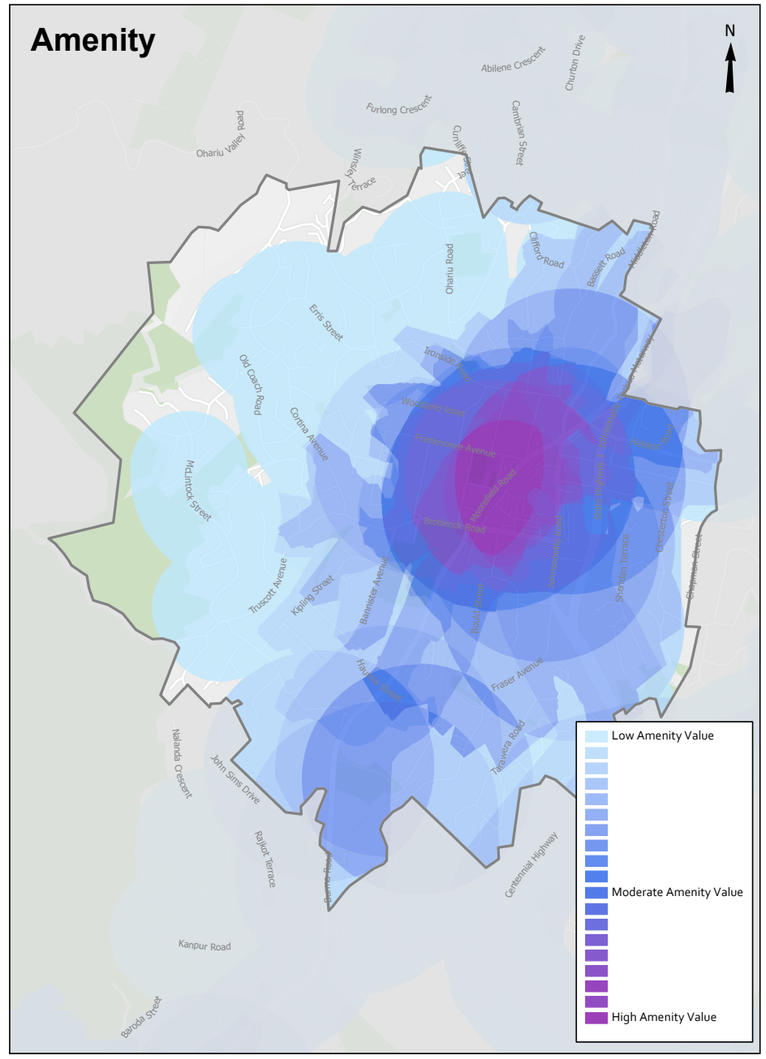
The main hazards in Johnsonville Valley include floor topography and the associated drainage and soils issues. The main issues are:

- Flooding from the surrounding area to the lowest points around the retail centre area, which can be managed with investments in flood management.
- Liquefaction prone soils, which can be managed with investments in infrastructure and building standards.

Johnsonville scored as one of the highest amenity value suburbs within the 15 suburb study area. The high amenity values (multi-modal public transport, supermarkets, main street, civic amenity and high school) have been mapped with a 400m and 800m walkability circles shows three main patterns:

- A strong focus on the centre of Johnsonville that has strong retail, amenity, transport and civic values.
- A general linear amenity that follows the Moorefield Road and the rail way line.
- An area south of the retail centre that shows moderate amenity values due to the high school location, high frequency bus route and significant open public space being in this area that might encourage density.





EVALUATION

PROPOSED DENSITY

In general, proposed density follows the values set out by the amenity heat map. In general the hazards were not considered significant enough to remove pontential medium density off the proposed density map. The high amenity value of the Johnsonville retail and civic centre has been limited to the east of Johnsonville due to the severance issue of the State Highway 1. There are two pedestrian tunnels and a narrow footpath on a bridge that connects east Johnsonville with the retail centre, but they are not considered of high enough quality to fully mitigate the highway severance issue. Moorefield Road is also considered a severance issue within the study area for the community to the west of the centre, but it is not as significant as the State Highway severance issue to the east and could be mitigated with best practice urban design.

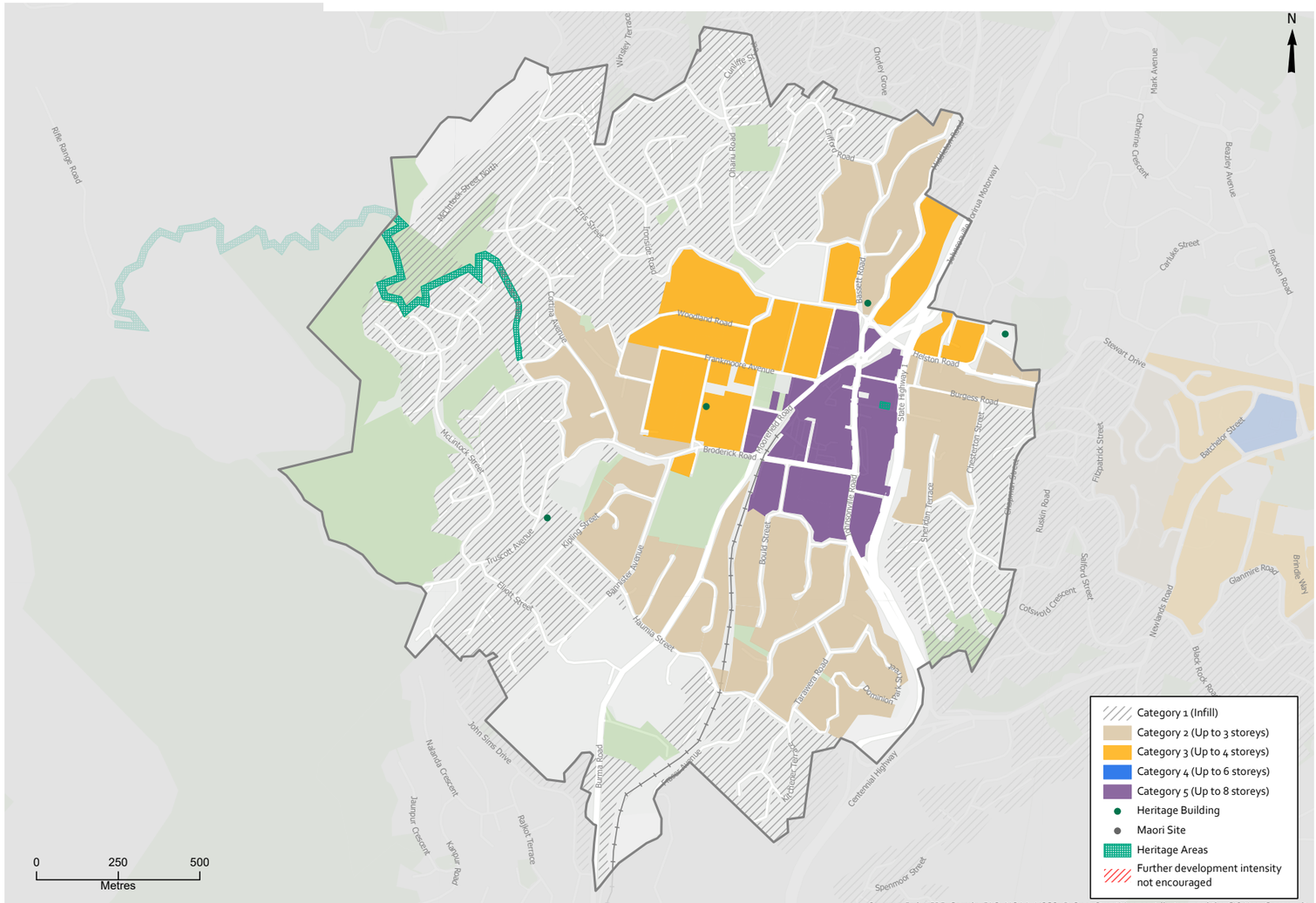
Category 5 has been placed around the retail, commercial, civic and main street centre. This allows for a mix use residential outcome with a retail or commercial use at the street level.

Category 3 is located close to the areas of highest amenity within a walkable range of 400m. These areas tend to be focused on the central retail centre and their associated railway station, super markets and civic amenity.

Category 2 has been limited to the flatter valley floor areas and the lower slopes of the western and southern hills. Category 2 density is also limited by the severance issue of the State Highway to the east of Johnsonville. Development on the upper slopes to the west of the Johnsonville centre has been limited based on significant elevation change that makes it harder to walk to the town centre, Also, a high portion of cul-de-sacs create very large development blocks and reduces walkability.

DENSITY MAPPING PROCESS

All density categories locations and types for Johnsonville were based on analysis of GIS maps, site observations and multi-disciplinary professional collaboration in a two day workshop. This image is of a workshop draft plan used to decide on future density locations. One of the important considerations for Johnville that influenced the final proposed density mapping was state high severance and high value central community amenity.

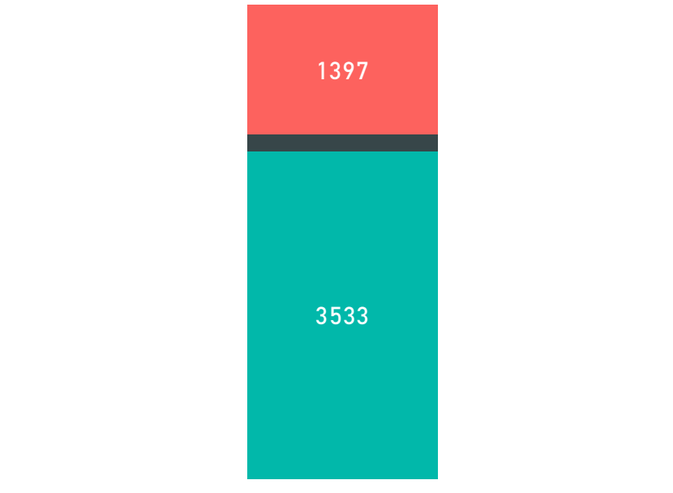


SUBURB SUMMARY

The Johnsonville community has good access to a range of retail amenities, supermarkets, excellent community infrastructure, employment centres, a high school and open space to support medium density. The central valley floor land and street network on the lower valley floor are ideal for supporting medium density development

It is suggested that the following be considered to support medium density zoning:

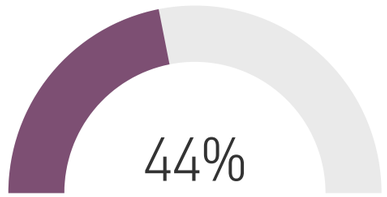
- An assessment of the town centre and State Highway severance issues and the options for creating better pedestrian connections to the main retail and community centres.
- An open space assessment to identify future investment in more land or amenities on existing land.
- A main street assessment to identify opportunities to create better pedestrian and community space.
- A community centre assessment to identify future investment in amenities on existing land or buildings.
- An urban tree assessment to assess if tree protection should be considered and how that might influence medium density zoning.



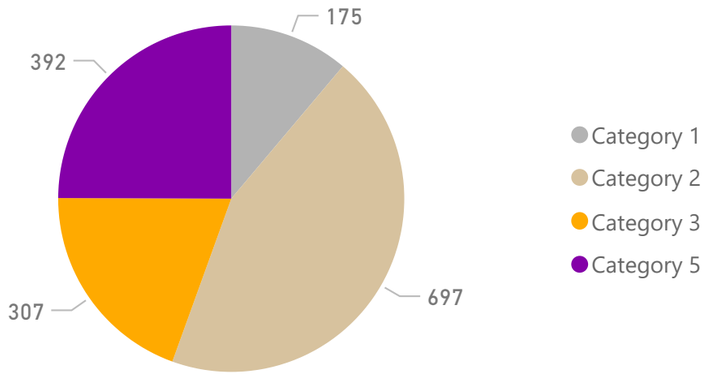
Potential New Dwellings Over Next 30 Years

1,572

Land Suitable to Support Growth (Categories 2-5)

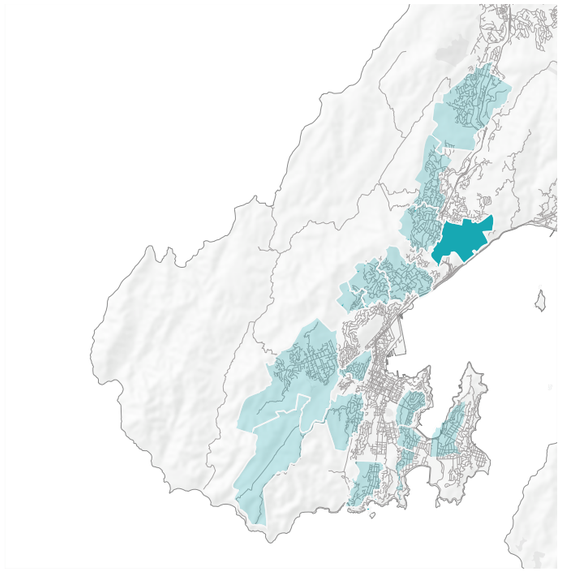


Estimated New Dwellings by Category



The estimation of theoretical dwellings shown here are an indication only. Note that an ‘uptake factor’ has been applied to these numbers to more accurately reflect that not every available site will be developed. For the methodology surrounding this please refer to the front section of this report.

NEWLANDS



Once known as Pukehuia, Newlands may have been named after Thomas Newland who settled in Wellington in 1875. It was known for dairy and pig farming and was once the main source for Wellington's milk supply.

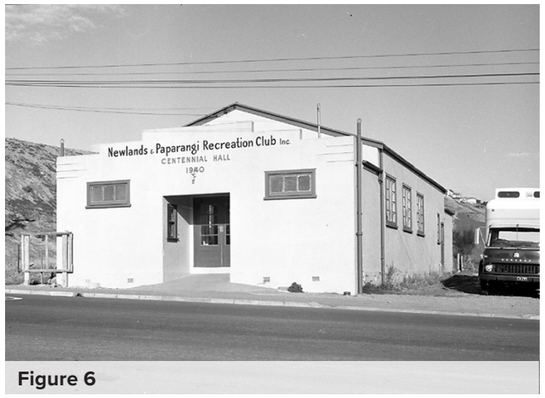


Figure 6

Figure 7

CHARACTER SUMMARY

Newlands is located approximately 10 km north of the city centre, it is bounded by Johnsonville to the west and the Wellington Harbour to the east. The suburb is not well connected to public transport with residents preferring to drive as a result of the proximity to the motorway. The centre is anchored by a new supermarket, a large community centre, a primary school and a large open space is co-located with the centre. The surrounding street patterns are windy cul-de-sacs which reflect the sloping topography.

SITE VISIT NOTES

LANDSCAPE

Newlands is elevated with generally gentle rolling topography and a green mature character and northerly aspect. Open space within the town centre has potential to be further developed. There is good proximity to sports field and recreation facilities.

URBAN DESIGN

The centre is classified as a district centre that provides a combination of retail and day to day convenience needs. It is anchored by a large supermarket, a community centre and the Kurinchi Kumaran Hindu Temple. Some of the shops framing the carpark area are of aging stock and not in a great condition. The centre is co-located with several schools and a reserve. It is a large format based centre with both formal and ad-hoc carparking designed as a drive to destination with poor walkability to the windy neighbouring streets.

The suburb is located just east of Johnsonville and the State Highway. The centre is just outside of the 800m catchment from Johnsonville.

Whilst Newlands is supported by standard and off peak bus services, the public transport uptake has been slow due to the proximity to the State Highway. The off peak journey time via car travel to the city centre is around 10 minutes.

ARCHITECTURE

Newlands has few landmark buildings which are mostly located in and around the centre. The housing ages and styles reflect this being a more recent suburb with housing from mid-century onwards. The majority of houses are detached with a mix of one and two storey housing with many multi-unit examples including very recent examples scattered throughout the area.

The commercial area is a mainly single storey mid-century styled centre along with some new buildings and public spaces.

HERITAGE

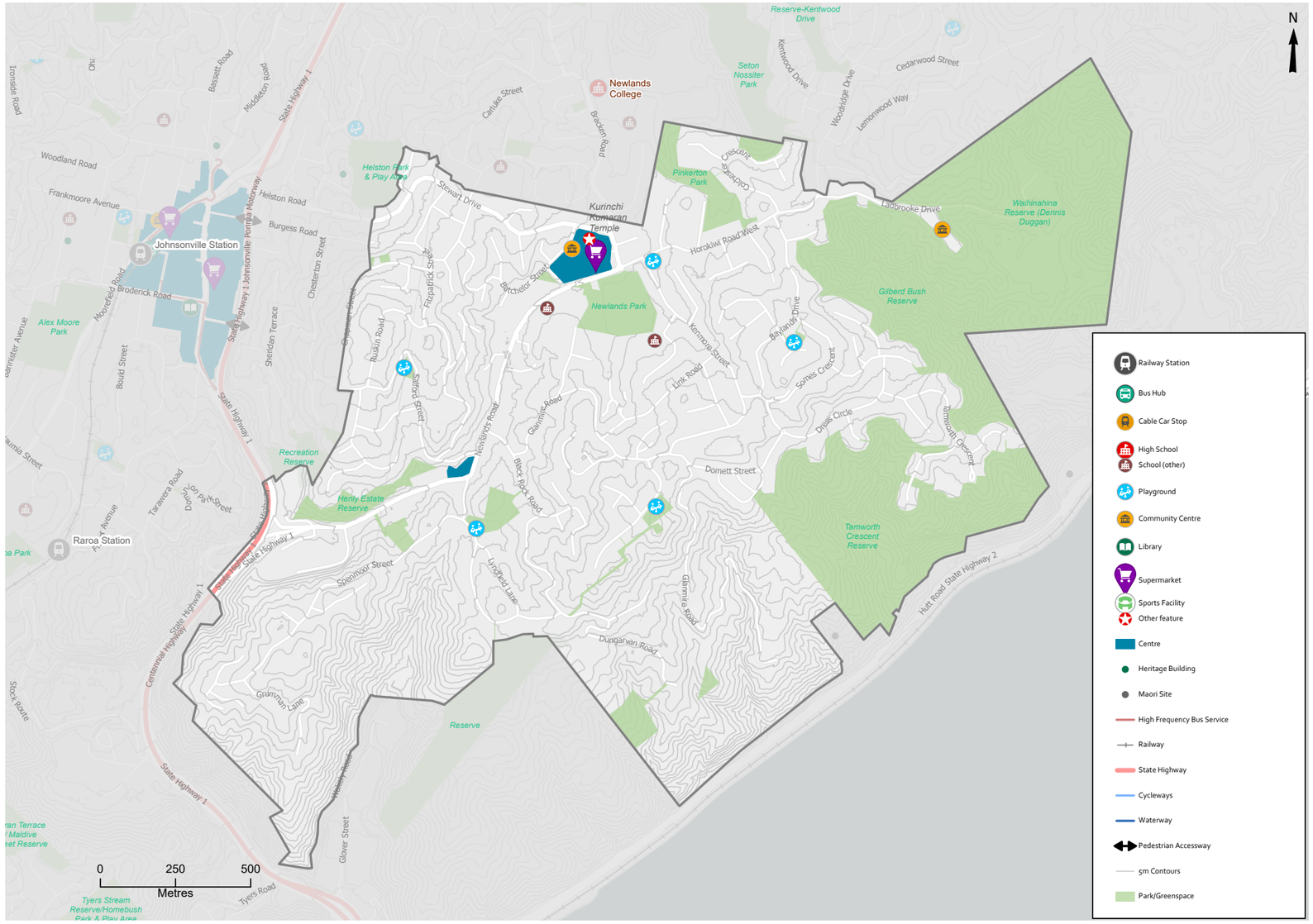
The buildings of Newlands are consistent with the 19450/60s onwards sub-division, and the continuation of building to the present. There is no apparent significance or exceptional quality to the buildings, but there may be modernist buildings with potential in the mix.

KEY FEATURES

The Newlands community has a small retail centre and super market on the northern boundary of the study area. It has limited public transport options and no access to a railway station. However, it is close to the State Highway which provides a short connection into the central city. Newlands has a new community centre and a large central public open space.

The key features that might be the primary enablers to encourage density in Newlands community amenity, such as:

- There is good access to the supermarket for residences within the central northern area of Newlands but limited walkable access for the rest of Newlands residences due to distance and slope across the valley.
- A small town centre with diverse offerings such as retail, commercial, library and civic function allows residents to work and play within their neigbourhood. But the supermarket has limited access to the north area of Newlands from a walkability perspective.



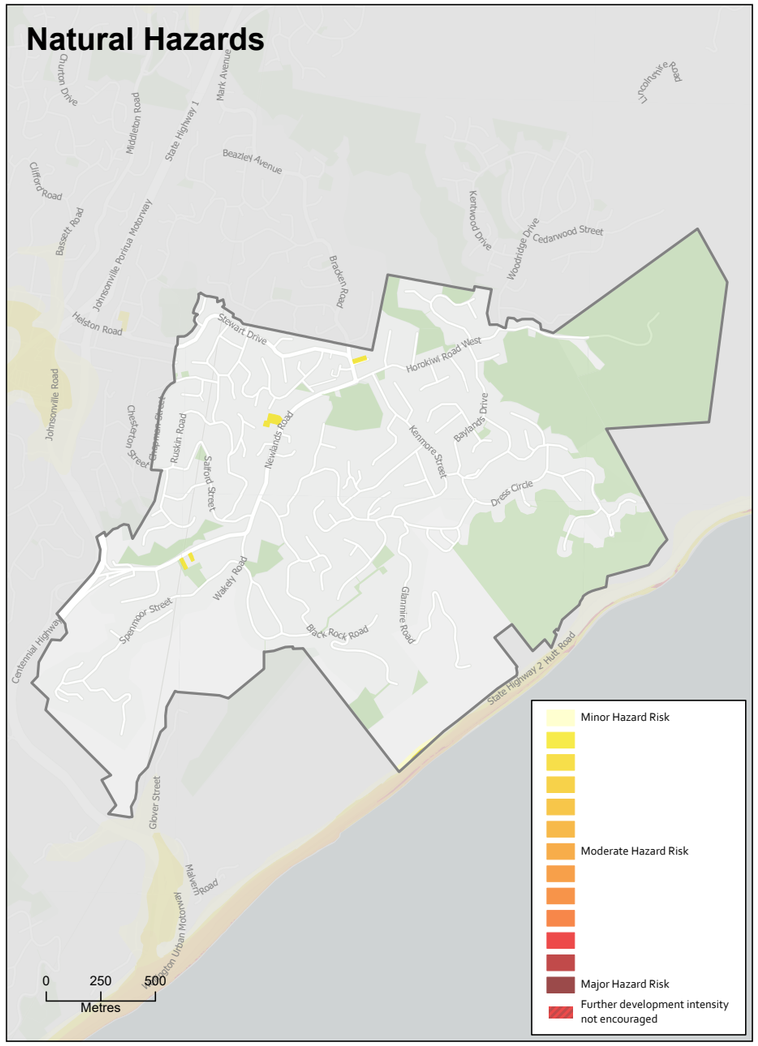
EVALUATION

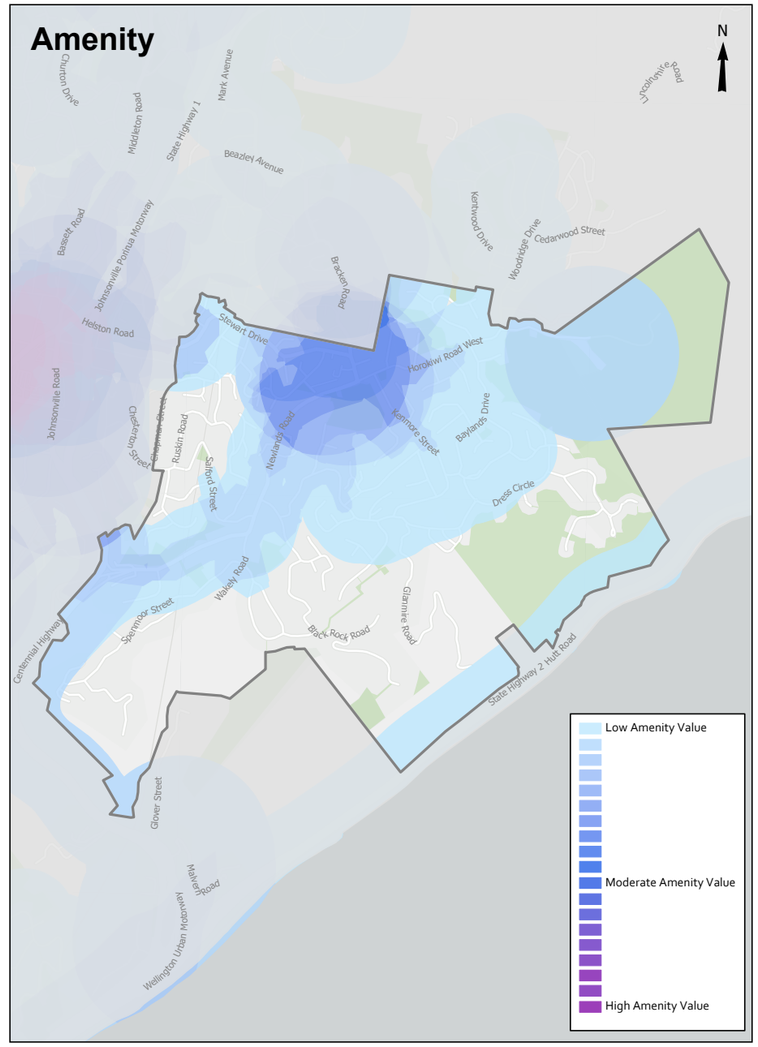
AMENITY AND HAZARDS HEAT MAPS

In comparison with many of Wellington's neigbourhoods, Newlands has few hazards that would negatively impact on density development. In most cases, these hazards can be mitigated with infrastructure investments at a neigbourhood level and with building standards at a individual residential section level.

Newlands scored averagely on the amenity value within the neigbourhood among the 15 neigbourhood study area. The average amenity value is based on the lack of multimodal public transport links and a limited retail centre. Newlands is close to the Johnsonville retail and civic centre which has significant community value, but is not walkable from Newlands due to the State Highway severance. Hence, the proximity of Johnsonville is unlikely to encourage density on the Newlands side of the State Highway. The main Newlands density enabling values have been mapped with a 400m walkability circles and show three main patterns:

- A focus on the centre of Newlands that has a supermarket, retail and civic amenities.
- A general linear amenity that follows the Newlands Road and the public transport route.
- An open space area central to Newlands that might encourage density.





EVALUATION

PROPOSED DENSITY

The proposed density follows the values set out by the amenity heat map and centres around a walkable distance to the town centre. New medium density housing units are currently under construction in Newlands and they also seem to be focused around the town centre.

In general the hazards were not considered significant enough to remove proposed medium density off the proposed density map.

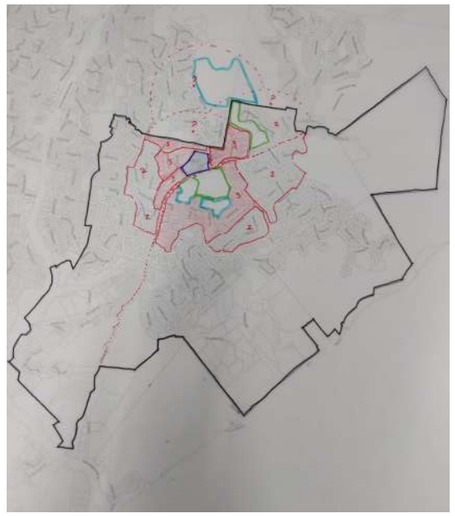
Category 4 has been placed around the retail and civic centre. This allows for a mix use residential outcome with a retail or commercial use at the street level.

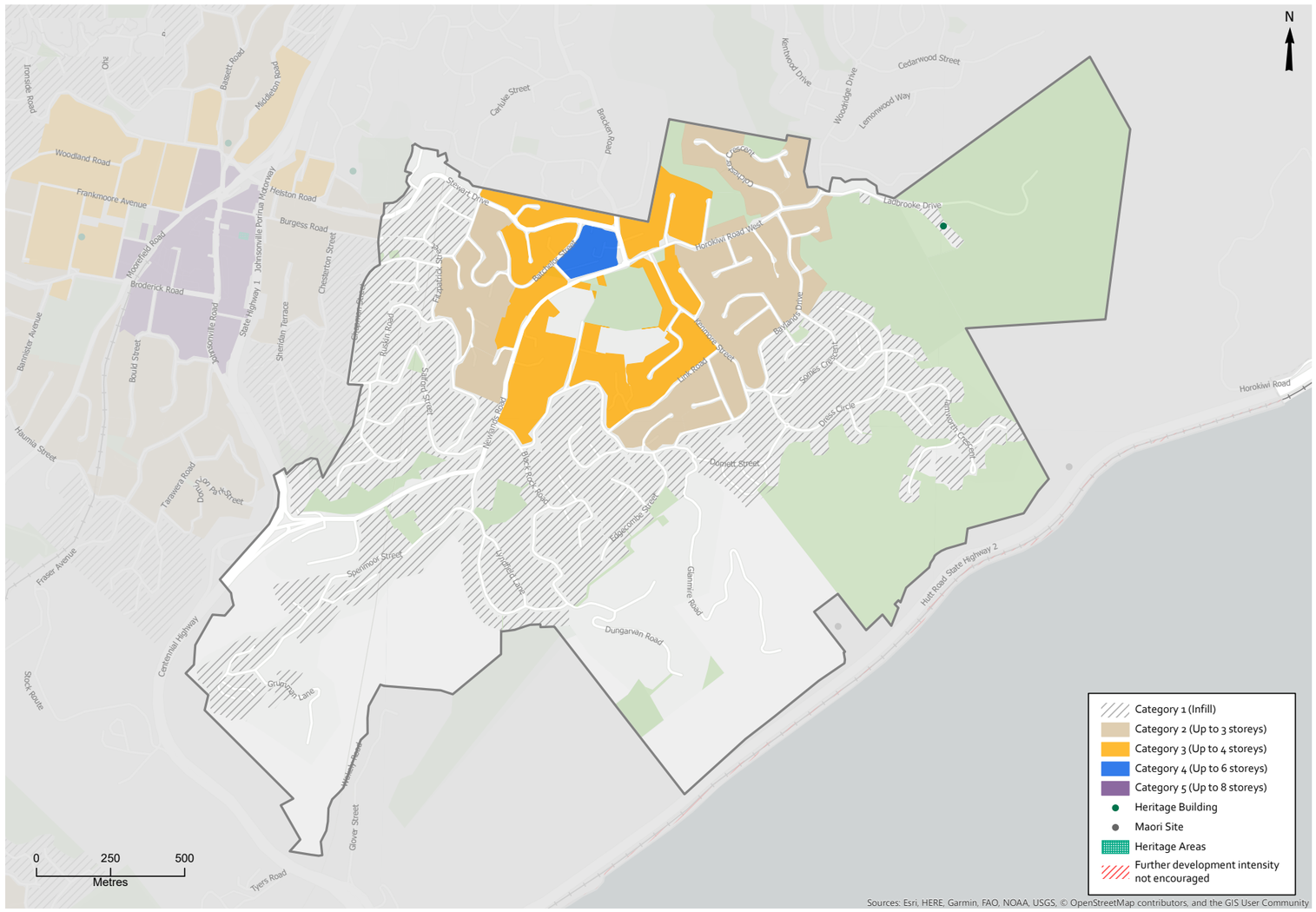
Category 3 is located close to the areas of highest amenity within a walkable range of 400m. These areas tend to be focused on the central retail centre, super markets and civic amenity.

Category 2 has been limited to a walkable distance to the centre. The development on upper slopes to the north-west and south of the Newlands centre has been limited based on significant elevation change to the town centre and a high portion of cul-de-sac that creates very large residential development blocks with reduced walkability. Hence medium density housing has been proposed.

DENSITY MAPPING PROCESS

All density categories locations and types for Newlands were based on analysis of GIS maps, site observations and multi-disciplinary professional collaboration in a two day workshop. This image is of a workshop draft plan used to decide on future density locations. One of the important considerations for Newlands that influenced the final proposed density mapping was steep surrounding slopes and the high value central retail and community centre.





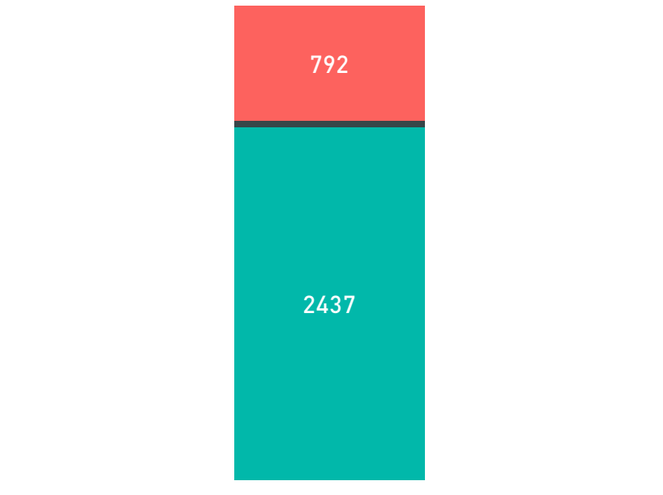
SUBURB SUMMARY

Newlands is a vehicle dominant neigbourhood possibly due to its easy access to the state highway, lack of multi-model transport options, steeps slopes and large suburb residential blocks. All these factors would tend to encourage residents to drive, not walk which would explain the current medium housing being built within walking distance to the town centre.

Newlands does not have existing infrastructure or hazard constraints and its proximity to Wellington's central city employment makes it a good possibility for medium density if there was further investment in multimodal transport options and stronger connections to Johnsonville and the Wellington City Centre. It would take little infrastructure investment to create significant medium density housing growth.

It is suggested that the following be considered to support medium density zoning;

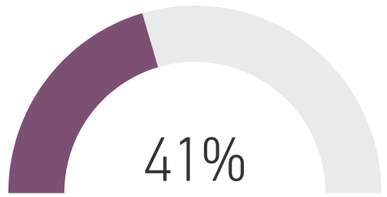
- • An open space assessment to identify future investment in more land or amenities on existing land.
- • A urban tree assessment to assess if tree protection should be considered and how that might influence medium density zoning
- • Review options to develop and demonstrate best practice medium density housing on existing council land.
- • A transport assessment to see if Newlands would also benefit with multimodal transport options including cycling and walking access to develop stronger connections to Johnsonville and the civic amenities, retail centre amenities and employment options.



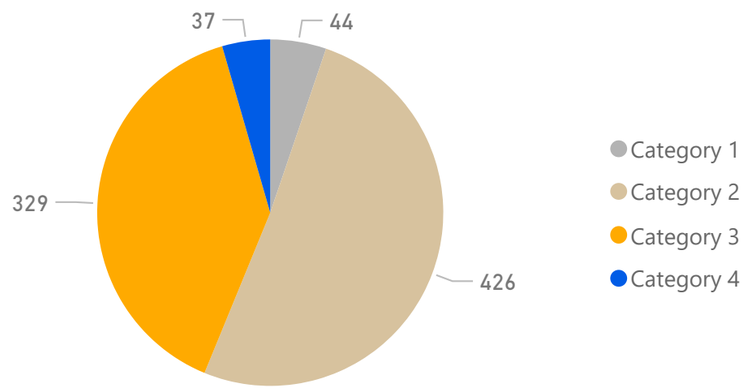
Potential New Dwellings Over Next 30 Years

836

Land Suitable to Support Growth
(Categories 2-5)



Estimated New Dwellings by Category



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