

LYALL BAY

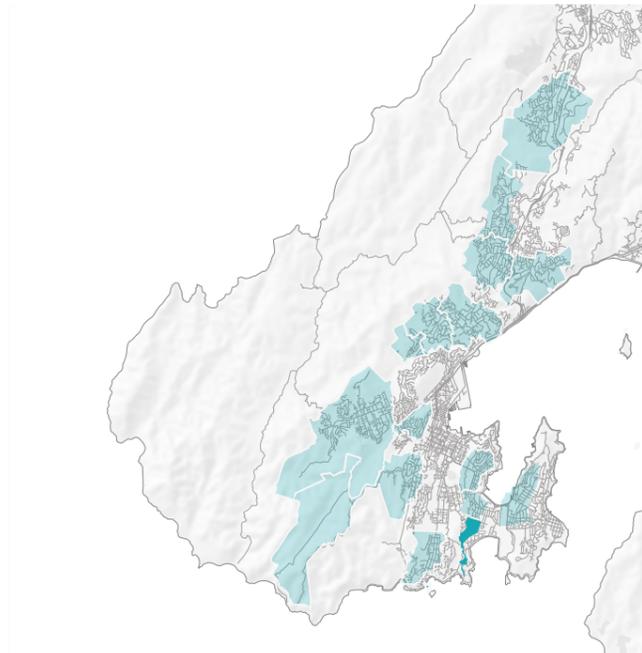


Figure 23



Figure 24



Colonial settlement of Lyall Bay dates from the 1840s, with land used mainly for grazing. Growth took place from the late 1800s into the early 1900s, particularly during the 1920s.

SITE VISIT NOTES CHARACTER SUMMARY

Lyall Bay is a seaside suburb located 5km south east of the city centre. It is bounded on the north by Kilbirnie and the coast on the south. Whilst Lyall Bay has a small suburb centre, it is sufficiently serviced by the large centre at Kilbirnie. Lyall Bay is characterised by wide flat gridded street patterns that are easily accessible by pedestrians and cyclists. This flat topography and proximity to the coast lead to significant future sea level rise and liquefaction issues.

LANDSCAPE

Lyall Bay is closely connected to Kilbirnie as a town centre. This area is a coastal environment with limited and sparse vegetation due to salt winds and coastal conditions. Typically there are very wide residential streets with long views to the sea. The town belt to the west provides a green backdrop. Lyall Bay and connections to the south coast provide significant recreation opportunities.

URBAN DESIGN

Lyall Bay has a small suburb centre with shop top housing above (up to 2 storeys) located on the corner of Onepu Road and Wha Street. The centre is a cluster of corner shops that provide small scale convenience based retail for day to day needs as well as an established café/restaurant. The shops are configured around a cross roads/intersection with zebra crossings and on street parking on each side.

The suburb is located just south of Kilbirnie and is bounded by the Town Belt to the west, Lyall Bay to the south and a large area of light industrial and commercial operations located at the south east corner between the airport.

Lyall Bay is serviced by a core bus route that runs high frequency services in to the city centre through the Mount Victoria tunnel. An off peak service also runs along the length of Onepu Road.

The suburb street pattern is gridded and well connected, providing good walking and cycling access to the surrounds

and to the centre. A number of cycleways are also planned for the Kilbirnie and Lyall Bay area to provide active mode connections to Newtown, Rongotai and the city centre along Oriental Parade.

ARCHITECTURE

Lyall Bay has just a few notable landmark buildings located mainly within its beach area. Housing is predominantly single storey detached with relatively consistent large clusters of early 1900-30's housing in many areas such as key main roads possibly reflecting its significant growth in early 1900's. Two storey housing are sprinkled through the suburb mainly located along hillsides.

There are several examples of older through to recent multiunit housing including: townhouses, relatively small apartment blocks, and duplexes located towards the beach area. The suburb is immediately adjacent the extensive centre of Kilbirnie on one side and the big box centre in Rongotai on another and so for itself it has only a very small main centre with a scattering of other businesses mainly around the beach area.

HERITAGE

Lyall Bay was earlier known as False Bay after the master of the ship Winwick when he misread the bay for the entrance to Port Nicholson in 1841, then the name for Wellington Harbour. The Māori name for the beach was Huetepara, which literally means 'gourd' (hue), 'the' (te), and 'ripe' (para). There is uncertainty around the etymology of Lyall Bay. It is more commonly believed that it is named after Dr David Lyall of the survey ship HMS Acheron. Another theory is that it is named after George Lyall, one of the directors of the New Zealand Company. (wikipedaedia)

The Lyall Bay area was farmed from 1840 by Alexander Sutherland as a cattle and sheep station.

An 1895 photo of Lyall Bay shows the entire area as rolling scrub covered dunes. There are no houses and only one

track leading from Kilbirnie to the beach, and then around to Island Bay. Subdivision plans were drawn up in 1879, but there were few takers. A greater commitment to growth occurred in 1896 with the construction of The Queen's Drive. Scattered villas were built on the sections adjacent, and photos from 1900-1910 show kiosks and bathing huts on the beach. Lyall Bay quickly became a popular day out destination for city dwellers.

The 1907 HTram Tunnel brought trams to Kilbirnie, and in 1909 they arrived at Lyall Bay. More development quickly followed, and by the end of the 1920s, the entire area is level, and densely covered in housing, mainly of bungalow design.

The popularity of the beach resulted in two surf lifesaving clubs being formed – Lyall Bay (1909), and Maranui (1911).

The 'Wellington Hollow Concrete Building Block Company' was located in Lyall Bay in 1904, and 'completed houses' there, of which a 2-bedroom seaside cottage, built with two bonds remains. (Nigel Isaac, 'On the Block').

Lyall Bay has also been called 'the origin of modern surfing in New Zealand' since the legendary Duke Kahanamoku introduced the "royal and noble art" of surfboard riding there in 1915.

Lyall Bay was the site of the New Zealand centenary exhibition that ran from November 1939 till May 1940. This area is now occupied by the commercial area to the east of the residential area.

The beach remains a focus of community life, with the original kiosk having been replaced with a number of cafes, and surfing, kite surfing, wind surfing, swimming etc frequently seen on the Bay.

Today the housing of Lyall Bay is predominately single storey and the mostly flat land and small/medium sized sections gives an impression of horizontal density. The bungalow remains dominate, but there are some remaining early beach houses, and villas, as well as later infill/replacement housing.

The area contains potential heritage buildings and areas including early beachside remnants, the technological interest of the concrete blocks, and later modernist architecture.

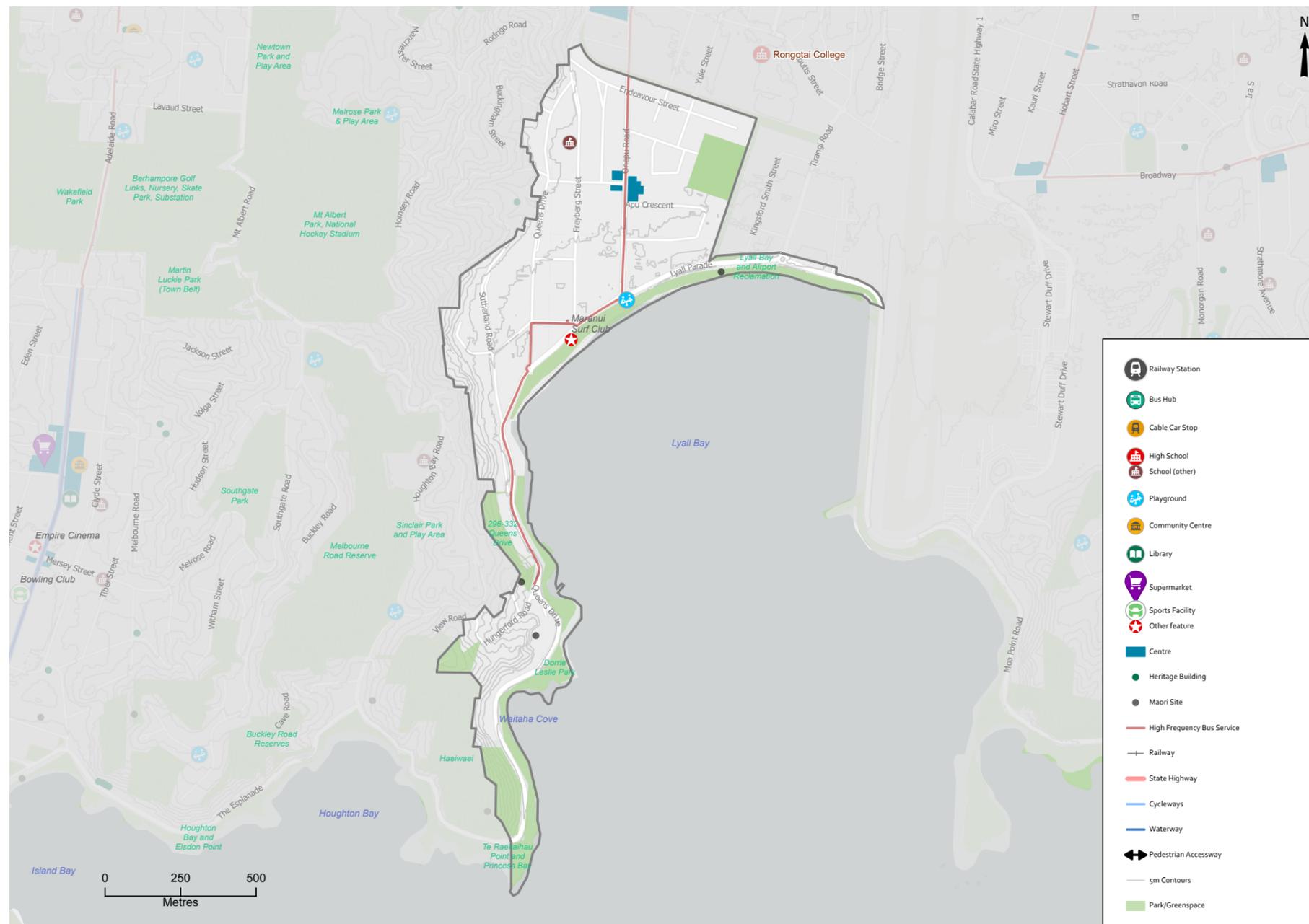


KEY FEATURES

The community is located on a low isthmus of land facing the southern coastline and Lyall Bay. Lyall Bay has a small retail centre with limited offerings, but the community has walkable access to the significant retail centre, supermarkets, community facilities and a bus network that is existing in Kilbirnie. Lyall Bay is close to a range of employment centres such as the Wellington central city, Miramar, Kilbirnie, Wellington Hospital and the Airport. It is possible to cycle from Lyall Bay to the central city both through the tunnel and around the Evans Bay cycleway and to Island Bay around the coast.

The key features that might encourage density in Lyall Bay are around the proximity to Kilbirnie and flat land. These include:

- Good walkability to public transport options with quick access into Wellington city.
- Proximity to the airport, Kilbirnie, Miramar and the hospital for employment with travel options such as bus, cycleway and walkable connections.
- Walkable access to Kilbirnie's good quality town centre and community facilities.
- Flat land and wide streets that are well suited for medium density architecture.



EVALUATION

AMENITY AND HAZARDS HEAT MAPS

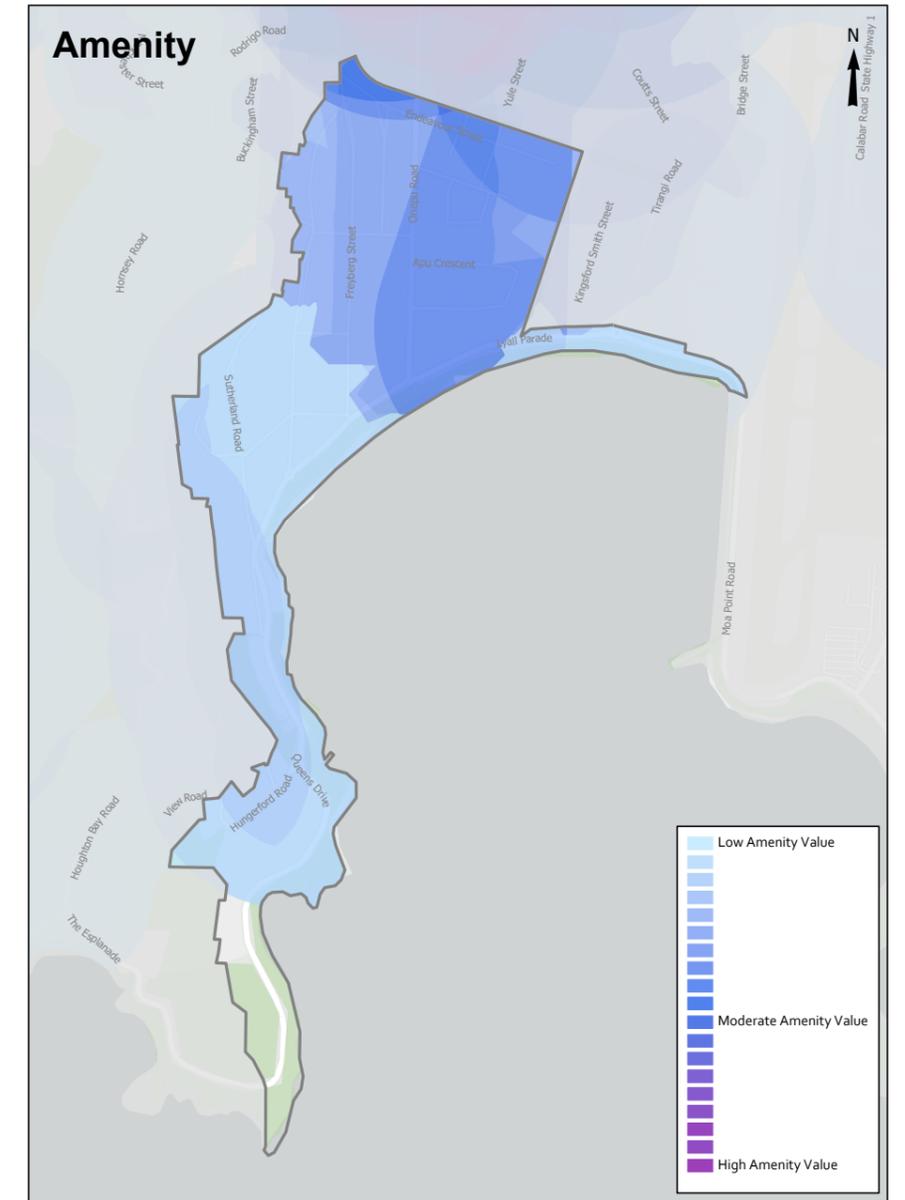
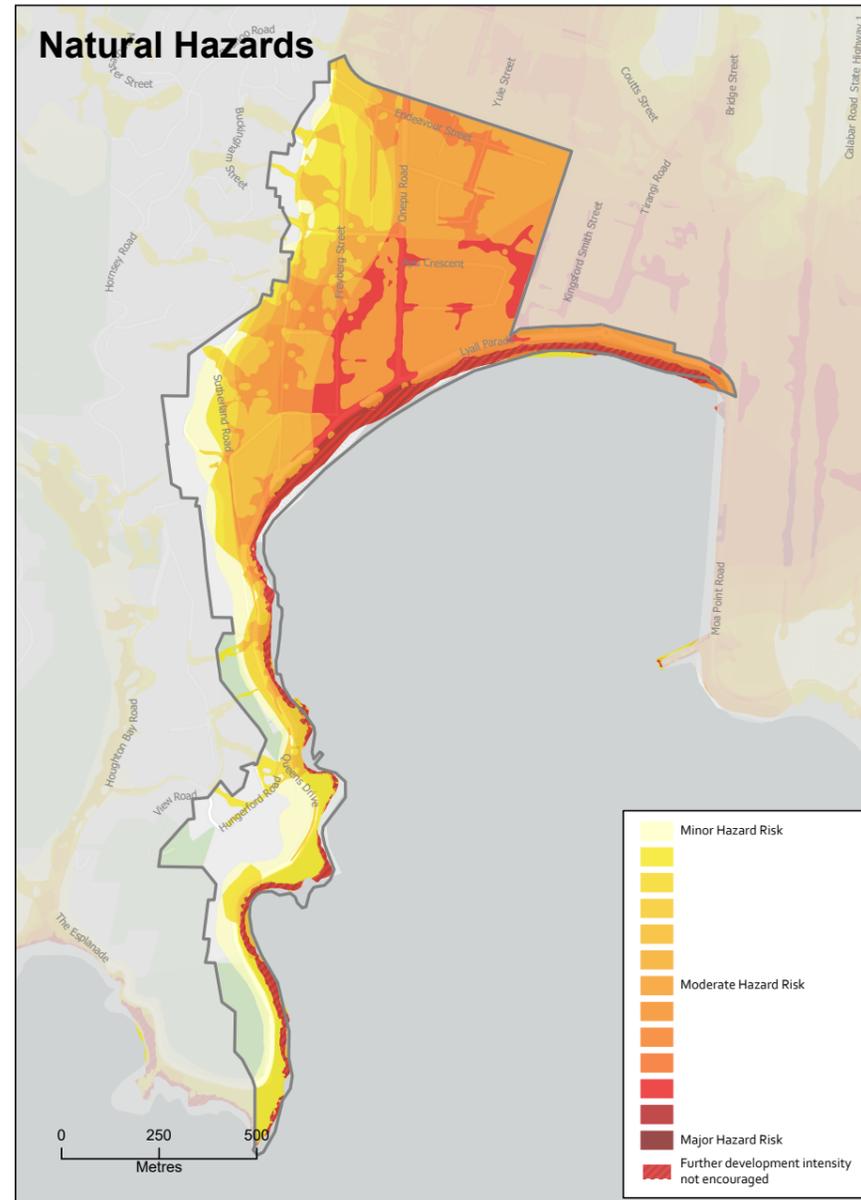
Lyllall Bay has significant hazard considerations that may limit medium density growth including, but not limited to, a fault line west of the airport resulting in significant earthquake ground shaking risk, flooding, liquefaction prone soils and tsunami risk. Some of these hazards can be mitigated with infrastructure investment at a neighbourhood level and with building standards at an individual residential section level. The exception maybe the area to the south of the town centre between Miramar Avenue and Devonshire Road where flooding already causes significant issues. Due to the basin and high water table, mitigation would be difficult and therefore this has impacted where proposed medium density has been located.

The main hazard issues are a reflection of the coastal edge and associated flooding and liquefaction soils. The main issues are:

- Flooding, which can be managed with investment in flood management.
- Liquefaction prone soils, which can be managed with investment in infrastructure and building standards.
- Earthquake ground shaking risk, which can be managed through investment in building standards.

The main amenity values (transport, retail centre, community centre) have been mapped with 400m walkability circles and show three main patterns:

- A strong focus on the Kilbirnie town centre and supermarkets that have excellent retail and community amenity values.
- The public transport amenity that follows the high frequency bus route.
- The southern coast edge and the high associated open space, recreational and cycleway amenity.



EVALUATION

PROPOSED DENSITY

In general, proposed density follows the values set out by the amenity heat map. The proposed density tended to centre more on the community edge closest to the Kilbirnie town centre and the high land of the isthmus.

The hazards have had an impact on where proposed medium density has been located including areas close to Lyall Parade and the south-eastern section of Lyall Bay.

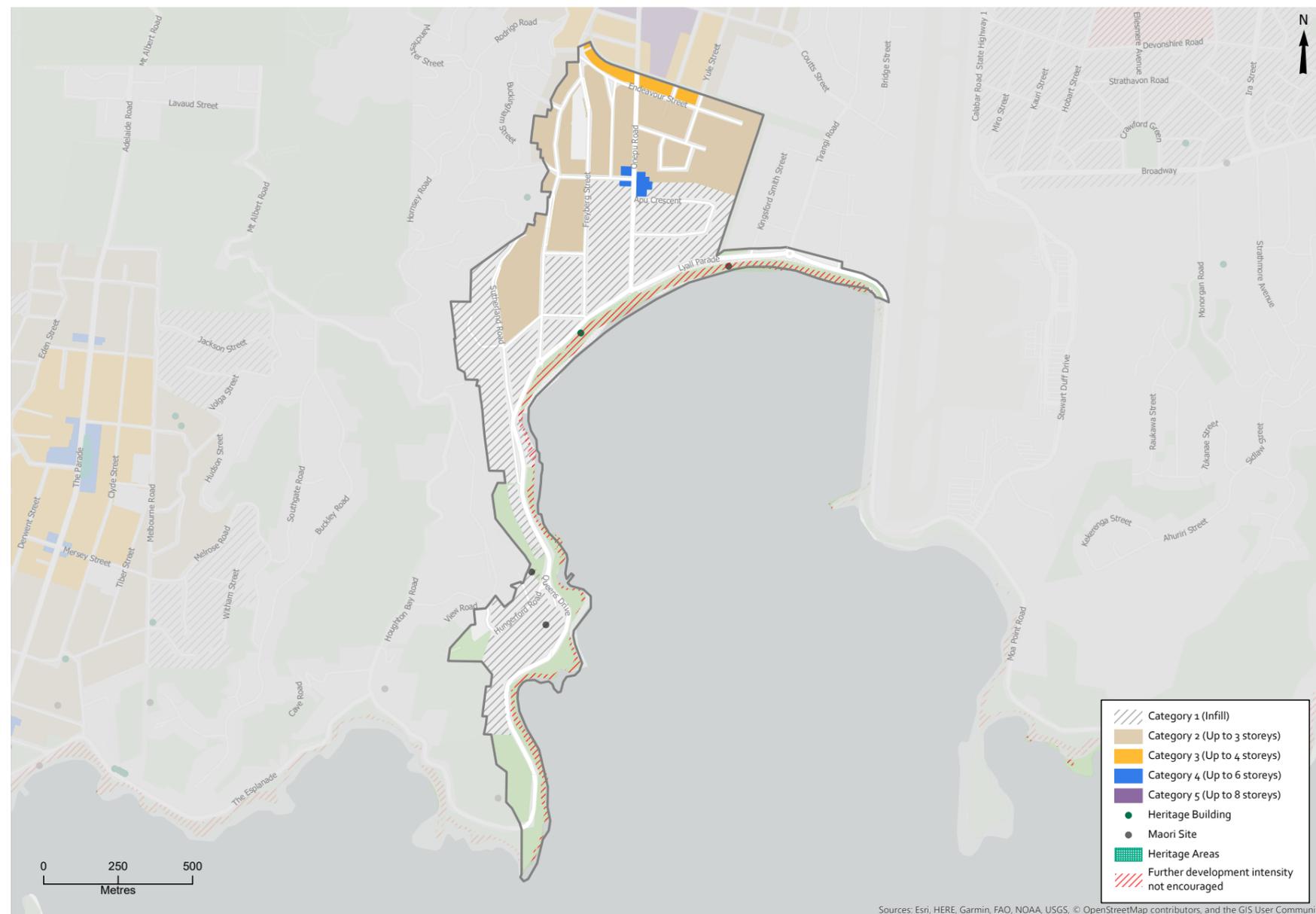
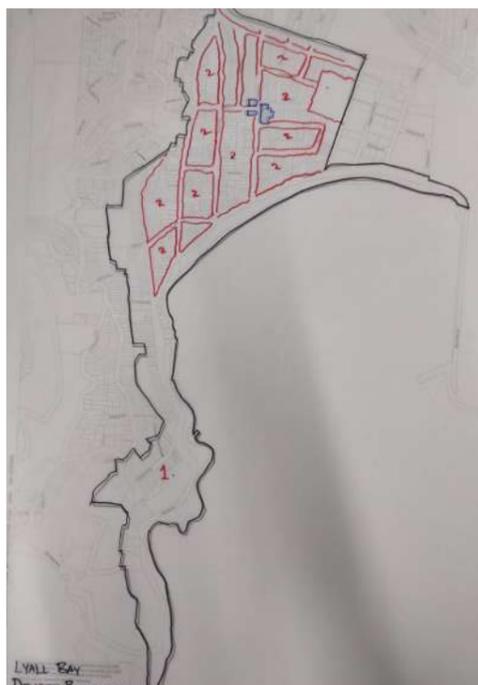
Category 4 has been placed around the retail centre to allow for a mix use outcome of retail or commercial on the street level with residential above.

Category 3 tends to be located close to the areas of highest amenity within a walkable range of 400m. These areas have focused on the retail centre of Kilbirnie.

Category 2 tends to be located close to the areas of highest amenity within a walkable range of 400m. These areas have focused on the northern Lyall Bay area that has good walkability to the Kilbirnie town centre.

DENSITY MAPPING PROCESS

All density categories locations and types for Lyall Bay 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 Lyall Bay that influenced the final proposed density mapping was the proximity to significant retail and community amenity in Kilbirnie and topography.



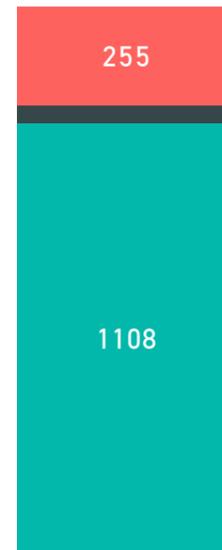
Sources: Esri, HERE, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

SUBURB SUMMARY

The Lyall Bay community has excellent access to a range of retail amenities in Kilbirnie Town Centre, two supermarkets and excellent community infrastructure to support medium density. The flat land and a wide grid street network is ideal for supporting medium density development. The issue is a limited amount of land in the high point of the isthmus that is not compromised by the coast associated hazards.

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 with the consideration to the potential loss of recreational amenity to sea level raise.
- Traffic assessment on the impact of density growth and sea level raise.

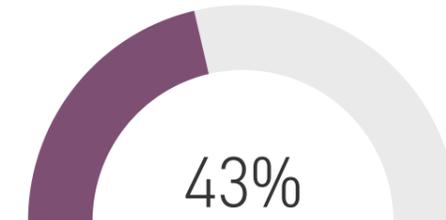


● Existing Dwellings ● Infill Dwellings ● Potential New Dwellings

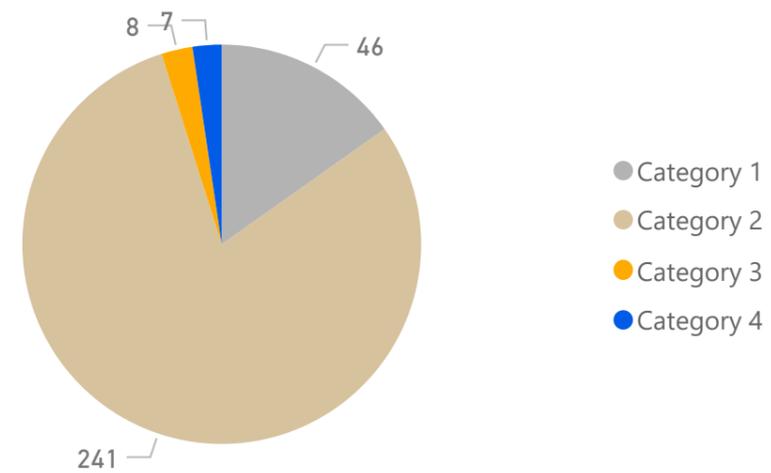
Potential New Dwellings Over Next 30 Years



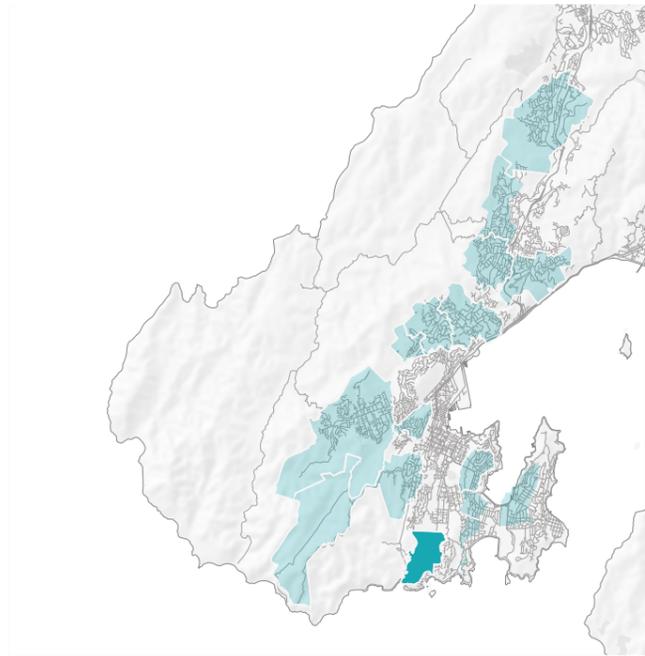
Land Suitable to Support Growth (Categories 2-5)



Estimated New Dwellings by Category



ISLAND BAY



In pre-European times, Island Bay was home to several pa, including Te Mupunga Kainga, today represented with a pou in Shorland Park. In the early days of European settlement George Hunter was the chief proprietor of the Island Bay Estate, where he bred stock on his stud farm.

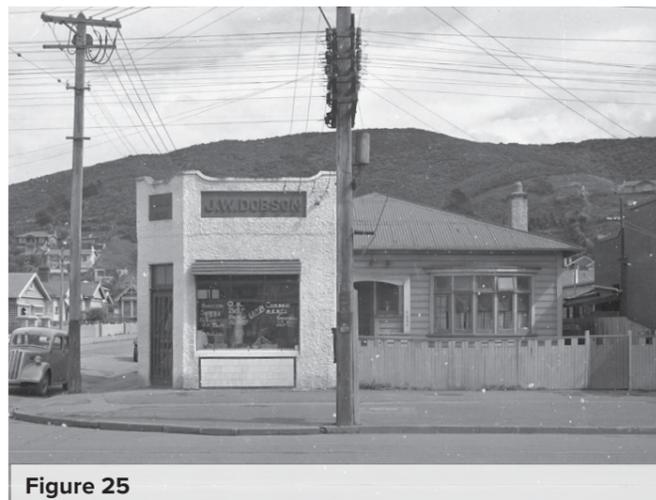


Figure 25

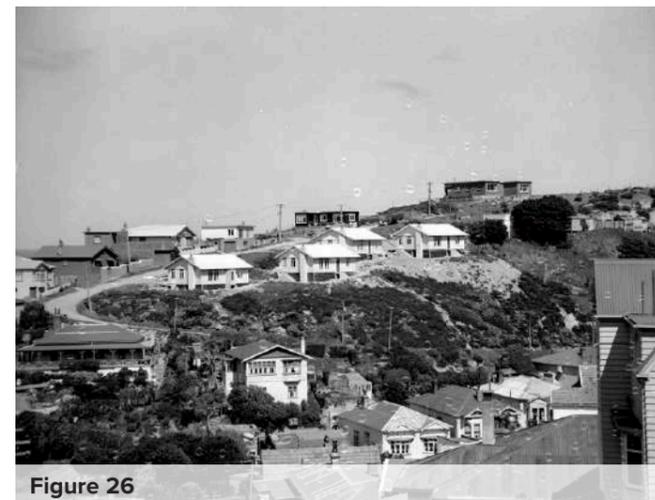


Figure 26

CHARACTER SUMMARY

Island Bay is a large suburb located approximately 6km south of the city centre. It is characterised by flat, linear gridded streets with wide expansive views. It is buffered by reserves on the north, east and west and the coast on the south. This linear suburb is dotted with nodes of high street development with recognised centres. It has a newly constructed cycle way and a high frequency bus service. It is home to a number of landmark buildings including the Empire Cinemas.



SITE VISIT NOTES

LANDSCAPE

Island Bay is a distinct suburb with a strong green structure due to the green hills either side and a large number of mature trees to the public and private realm. The majority of the housing sits in the flat base of the wide valley, and up into the lower slopes. The pohutukawas along The Parade provide a strong green spine and sense of place. The area is well served with open space connections to the town belt (including southern walkway) and south coast environments.

URBAN DESIGN

Island Bay has recognised centres along The Parade; a district centre located at Medway Street and a suburb centre by Mersey Street where the iconic Empire Cinema & Eatery is located. The district centre provides a combination of retail and day to day convenience needs as well as a medium sized supermarket just off the main strip.

It is a high street based centre with shop top housing above (up to 2 storeys) and a number of medium density housing and community facilities tucked behind the shops, accessed through shared lanes. Other community amenities such as schools, reserves and churches are also located intermittently along The Parade.

The Parade is an arterial with high movement function and a recently constructed separated cycleway on both sides of the road. The district centre is also sharrow marked for cyclists with a speed limit of 30km/h. Island Bay is serviced by a core bus service that runs high frequency services into the city centre.

The neighbouring street patterns are gridded and well connected, providing easy walkability and access to and around the centre.

ARCHITECTURE

Island Bay has a large number of landmark buildings scattered along its length reflecting its relatively long developed history. While Island Bay has a relatively large number of consistent clusters of 1900-1930's villa and bungalows it also has a wide diversity of housing ages, styles, and types. The majority of housing stock is single storey detached along with many examples of a wide range of multi-unit housing types, scales and ages (including several new examples) indicating a long relationship with higher denser housing.

Island Bay has a sequence of centres along its long length – most of them being very small - with the main village's architecture split by the road with the east side mainly two storeyed old heritage buildings while on west side are newer single storeyed buildings of less visual amenity. The centre includes some housing located over commercial below with housing infill and apartments being located behind some retail.

The 2008 Boffa Miskell report indicates that over half of the lots in the South Coast suburbs (including Houghton Bay, Southgate, Island Bay, and Owhiro Bay) are between 400-800m², with the remainder divided almost equally between the four categories of less than 200m², 200-400 m², 800-1,000 m², and over 1,000m². Most sites have coverage ratios below 25%, and only about a tenth of properties have a higher than 50% site coverage, with the remainder measuring between 25-50% coverage. Homes are predominately 1-storey, with less than 5% rising over two.

HERITAGE

Island Bay was initially an isolated seaside suburb, with the rough country between Berhampore and Island Bay a formidable barrier. Horse buses provided access for the few residents (including fishermen, and the 'Island Bay Hermit'.

A 2km race course was built in 1883, and lasted until 1890, with the land then being used as a training ground for Boer War cavalry. In 1903 the racecourse was subdivided, and sold well, as the electric tram was expected, and indeed, arrived in 1905.

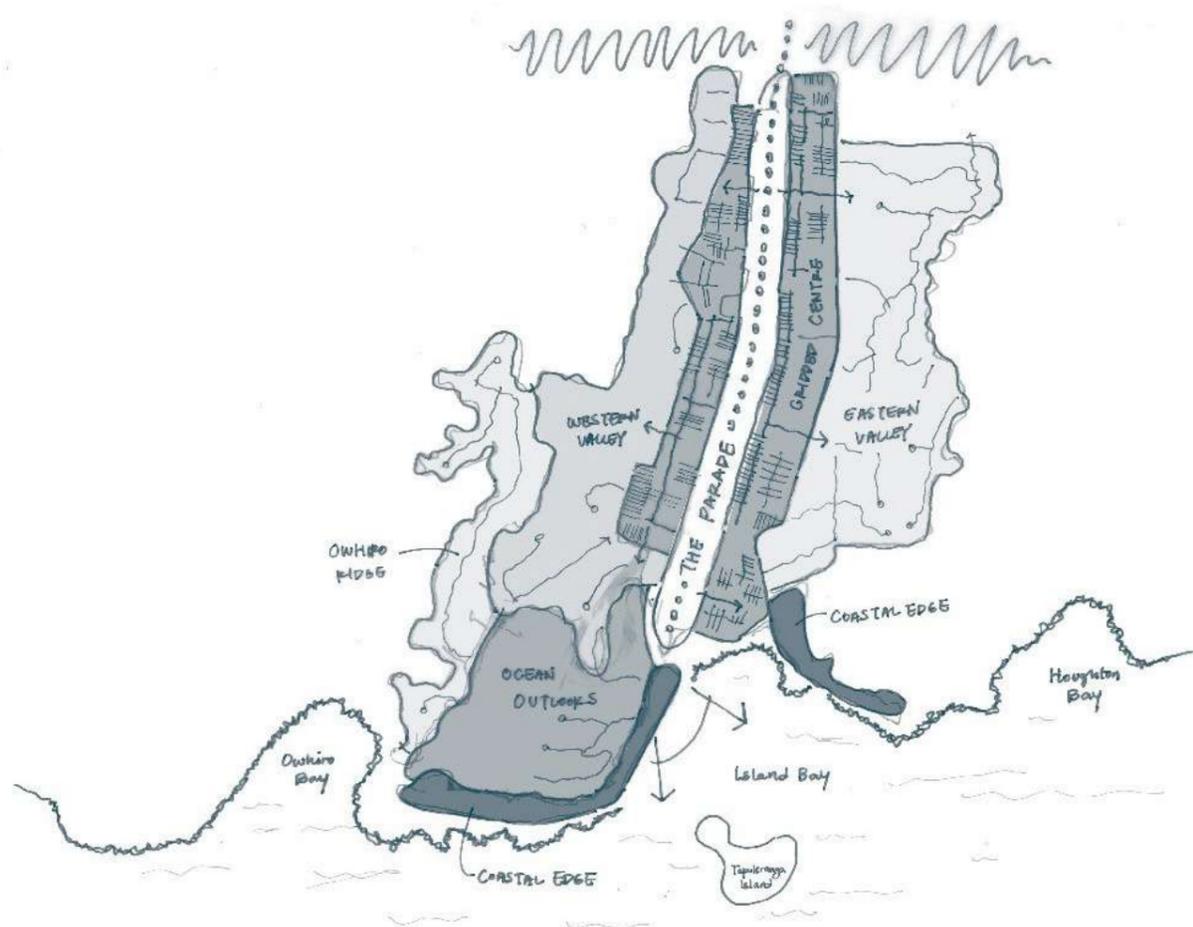
The layout of Island Bay is based around the main route of the Parade, with parallel and cross streets designed to suit the wide flat area. It is characterised by wide streets, and smaller suburb centres along the length of the Parade. The development of Island Bay by multiple companies resulted in a variety of section sizes.

The suburb contains a good collection of original bungalows, and villas, with a mix of English Cottage styles. There are larger and more elaborate houses closer to the Parade, particularly on the eastern side of the valley. Modern infill housing has replaced some of the original housing, with some recent multiunit examples, and more typical single examples on sub-divided sites.

There is potential for additional heritage areas on key streets.



CHARACTER ASSESSMENT



Island Bay gives the impression of a hidden gem, tucked at the southern end of a trough between the ridges of the Town Belt as they approach the Cook Strait. Traveling from the Central City, Island Bay is revealed at the top of Adelaide Road just as it transitions from Berhampore to Wakefield Park. From this vantage point, a speck of sea is glimpsed at the end of a long valley, the shallow slopes of

which are sprinkled with houses and flanked by densely vegetated ridgetops, and the spire of St Francis De Sales pops up above everything else as a marker. In this manner, the southern reach of the Town Belt is a striking gateway to Island Bay, and Adelaide Road becomes The Parade, the suburb's main street and the heart of its identity.

THE PARADE

Perhaps the most iconic feature of Island Bay's central corridor is the line of pohutukawas on its western verge, many of which have grown to impressive stature. The avenue's generous width (generally 24 metres between opposite property frontages) capitalises on the broad, flat floor of the Island Bay valley, and for the most part, low houses border either side – generally no higher than 2 storeys – contributing greatly to the casually spacious seaside feel of the suburb's main street.

Just before The Parade reaches the first grouping of shops, a notably consistent block of bungalows are perched just behind the pohutukawas between Tamar Street and the Presbyterian Church.

The first group of shops, containing the landmark Island Bay Stationer and a supermarket, is the biggest of three commercial centres that dot The Parade, and gives the sense of properly arriving in Island Bay. Overhead awnings, generous footpath widths, and traffic-buffering angled parking create a pedestrian-friendly environment. Many of the buildings housing the shops on the east side of The Parade are heritage listed. Behind them, the astute observer will notice 3-storey apartments tucked inconspicuously away from the street edge.

The three commercial centres along The Parade are separated by bands of street-facing, mostly detached single-family dwellings. The organisation of the road reserve is asymmetrical: most houses on the west side are set back 10 metres from the footpath, including an average 3.5-metre berm for the pohutukawas. A paucity of trees exists along



the eastern side of the road, while metre-high fences and walls of varying styles demarcate the transition from private land to road reserve.

The Parade culminates in a confluence with Derwent Street and a short easterly swing out toward The Esplanade, which unveils a striking view out towards the Cook Strait and the eponymous Taputeranga Island.

The emblematic spine of this suburb has been the focus of much attention since 2017 and the implementation of the Island Bay cycleway which continues to be a contentious issue for many.

GRIDDED CENTRE

Derwent and Clyde Streets run parallel to The Parade, filling the flattest terrain at the centre of Island Bay's linear valley, and exhibiting many similar characteristics.

Derwent Street is also a wide, flat roadway measuring around 20 metres from property line to opposing property line. Metre-high fences of varying styles line the footpaths of Derwent, similarly to The Parade, although a higher proportion of Derwent properties seem to have garages abutting the road reserve.

Almost all of its houses are one storey, contributing to central Island Bay's spacious character. Some mature trees exist along this corridor but mostly only on private land, although six young pohutukawas near Medway Street dot the otherwise empty median strip. Despite a lack of mature trees visible from the street, the area has a constant green backdrop provided by the upper reaches of the valley walls which seem to almost entirely enclose the area.

While most of Derwent Street is at the same level as The Parade, Clyde Street traces a slightly higher contour up the eastern valley slope. This is apparent from its narrower width (approx. 15 metres) and the position of houses relative to the street: homes (mostly 2-3 storeys) along the east side ascend uphill from street level and showcase garages bordering the footpath and retained lawns and gardens. Very few property owners on this side have allowed trees to negotiate the challenging terrain – some of the only contributors to the street's vegetative cover are a few pohutukawas planted in the grassed bank separating the main road from a sunken access connecting to the properties between Mersey and Thames Streets.

OCEAN OUTLOOKS

Nestled between the eastern slopes of Oku Street Reserve and The Esplanade, the houses in this area are mostly 2-3 storeys with detached garages fronting the road, with property values often reflecting the million-dollar views. For the most part, the only sizeable tree in this salty, exposed environment is pohutukawa, which fill the steep remnants of land between the terraced roads and perched houses.



EASTERN VALLEY

As the sunny eastern slopes of the valley ascend toward the ridge separating Island Bay from Houghton Bay, many of the roads retain a gridded form reflecting The Parade and the Gridded Centre, but often end in pedestrian access routes.

Few of the homes on this side rise above 2 storeys, and most are generously set back from the road, typically allowing for one car's length in a driveway before the garage. High fences (1.5-2.0m) intermittently enclose the properties, but often front yards and front doors are visible from the street, despite the topographical context.

To the north, recent additions along the exposed and protruding ridge of Bay Lair Road take the form of large houses filling their generous lots and exhibit an almost complete absence of trees.

Conversely, many of the properties toward the south follow small side valleys (along Liffy Crescent, Albert Street, and Melrose Road, for example), whose protected microclimates allow for lush vegetation that mitigates the visual impact of the houses on the townscape as observed from the western and central valley.

WESTERN VALLEY

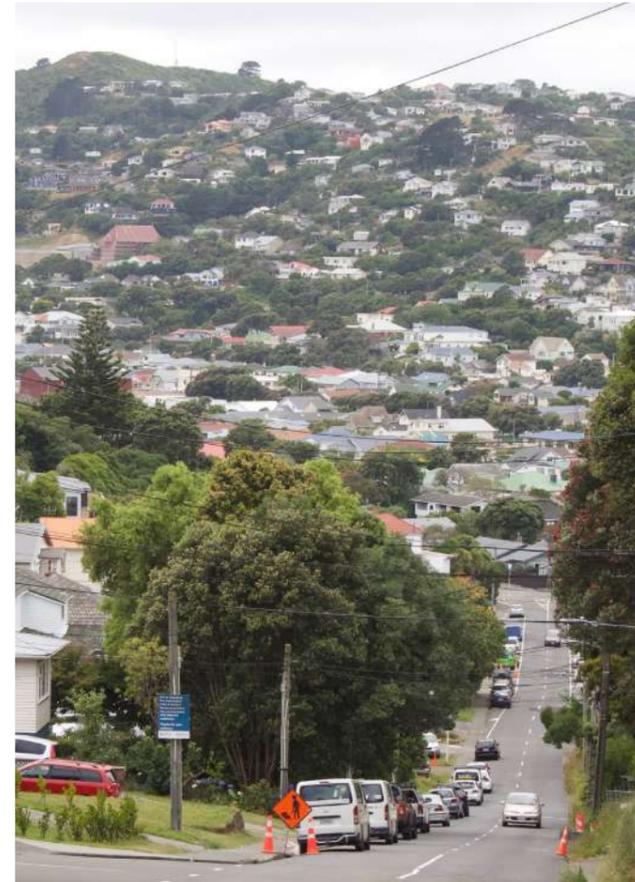
Island Bay gives the impression of a hidden gem, tucked at the southern end of a trough between the ridges of the Town Belt as they approach the Cook Strait. Traveling from the Central City, Island Bay is revealed at the top of Adelaide Road just as it transitions from Berhampore to Wakefield Park. From this vantage point, a speck of sea is glimpsed at the end of a long valley, the shallow slopes of which are sprinkled with houses and flanked by densely vegetated ridgetops, and the spire of St Francis De Sales pops up above everything else as a marker. In this manner, the southern reach of the Town Belt is a striking gateway to Island Bay, and Adelaide Road becomes The Parade, the suburb's main street and the heart of its identity.

OWHIRO BAY

At the western border of Island Bay, Frobisher Street is a wide and flat road following the ridgetop overlooking Happy Valley. Properties here typically have long views out to the sea or towards Owhiro Bay but seldom rise over two storeys in this exposed environment. Garages are mostly attached and at street level, situated at the end of driveways varying in length and material. Front yards vary greatly but are intermittently delineated by wooden fences or low planting, and are often are predominately grass lawns. A pronounced absence of tree canopy preserves a sense of openness and exposure.

COASTAL EDGE

The treeless Esplanade winds between the sand dunes and coastal cliffs which comprise the rugged south coast landscape, lined on the inland side with a single row of mostly 2-storey homes that build up right to the footpath edge. A weathered pocket of multi-unit development exists at the western end of this area, protected by the new seawall and backed by a dramatic cliff backdrop.



POSSIBLE MITIGATION APPROACH

Island Bay has a diverse range of neighbourhood characters from the coast edge to the upper slopes of the Valley. When considering possible mitigation options, we have suggested mitigation based on these different character areas as outlined below. Standard medium density policies, and guidelines would apply to all Island bay residential areas with the exception of any name in this report.

THE PARADE-THE GATEWAY TO ISLAND BAY

The residential edge between Dee St to Avon St and Medway Street to The Esplanade

Plant Pohutukawa street trees in the eastern side of the Parade to mitigate the possible visual impact of future medium density while creating policies to protect the Pohutukawa on the Western side of the Parade. All mature trees within the property boundary that fronts The Parade should be retained. If there are no mature trees existing in this setback there should be a requirement to plant trees appropriate to the length of the development. All planted trees should meet a minimum height and calliper standard to ensure significant visual mitigation within 5 years. The tree species must be capable of growing to a minimum two storey height within the Wellington's south coastal environment.

Future medium density proposed on The Parade requires a setback from the property boundary similar to the existing single dwelling setbacks. No parking space should be in the setback with exception of the driveway to enter the garage. A maximum number of street letdown per development should be based on boundary frontage length to limit the amount of hardstand in front of properties.



Main commercial centres between Avon Street and Reef street

Plant additional Pohutukawa on both sides of the Parade to offset the visual impact of medium density on the Parade and to create a continuous treescape gateway for the community. Consider a maximum building height and setbacks that are in keeping with the existing heritage buildings for this commercial street frontage including a continuous Veranda.

Any medium density that has a commercial ground floor must have an active second storey with minimum glazing standards set for facades facing The Parade.

Creating a mid-Valley Green Frame-Derwent and Clyde Streets

Plant additional Pohutukawa trees either on the sides or the middle of Derwent Street and on one side of Clyde Street to help mitigate the visual impact of future medium density. This will also create a central valley core of treescape that will help to offset any loss of mature street on private property due to medium density housing developments. These street trees will also help ensure the green nature of Island bay as viewed from the valley slopes.

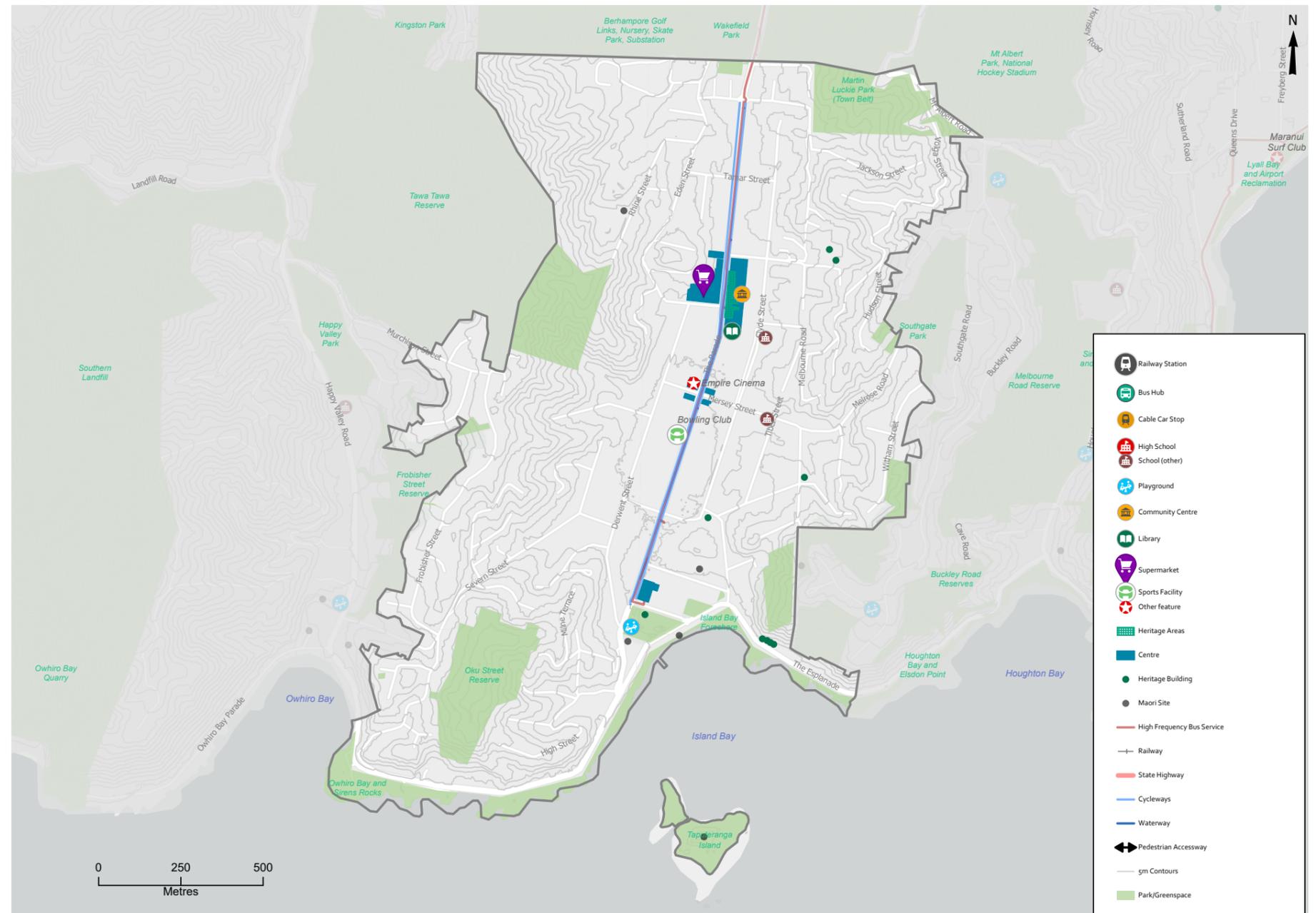


KEY FEATURES

The community is in a valley facing the southern coastline. The Parade is the central road connecting the community to the central city and the coastline amenity. The Parade has a high frequency bus route and a dedicated cycleway with a series of small retail centres along the edge of this road. The slope of the valley is not steep, allowing the community good walkable access to the main retail centre which has the supermarket and community facilities. Island Bay is close to a range of employment centres such as the Wellington central city, Miramar, Kilbirnie, Wellington hospital and the airport. It is possible to cycle from Island Bay to the central city and around the coast to Lyall Bay and Kilbirnie.

The key features that might encourage density in Island Bay are around transport options and the main retail centre. These include:

- Good walkability to public transport options on The Parade that provides quick access into Wellington central city and Newtown.
- Proximity to the airport, Kilbirnie, Miramar and the hospital for employment with travel options such as bus, cycleway.
- A good retail centre with super market.
- Easy access to high quality recreational amenity to the north with the town green belt and the coastal edge to the south.
- Flat land and wide streets that are well suited for medium density architecture.



EVALUATION

AMENITY AND HAZARDS HEAT MAPS

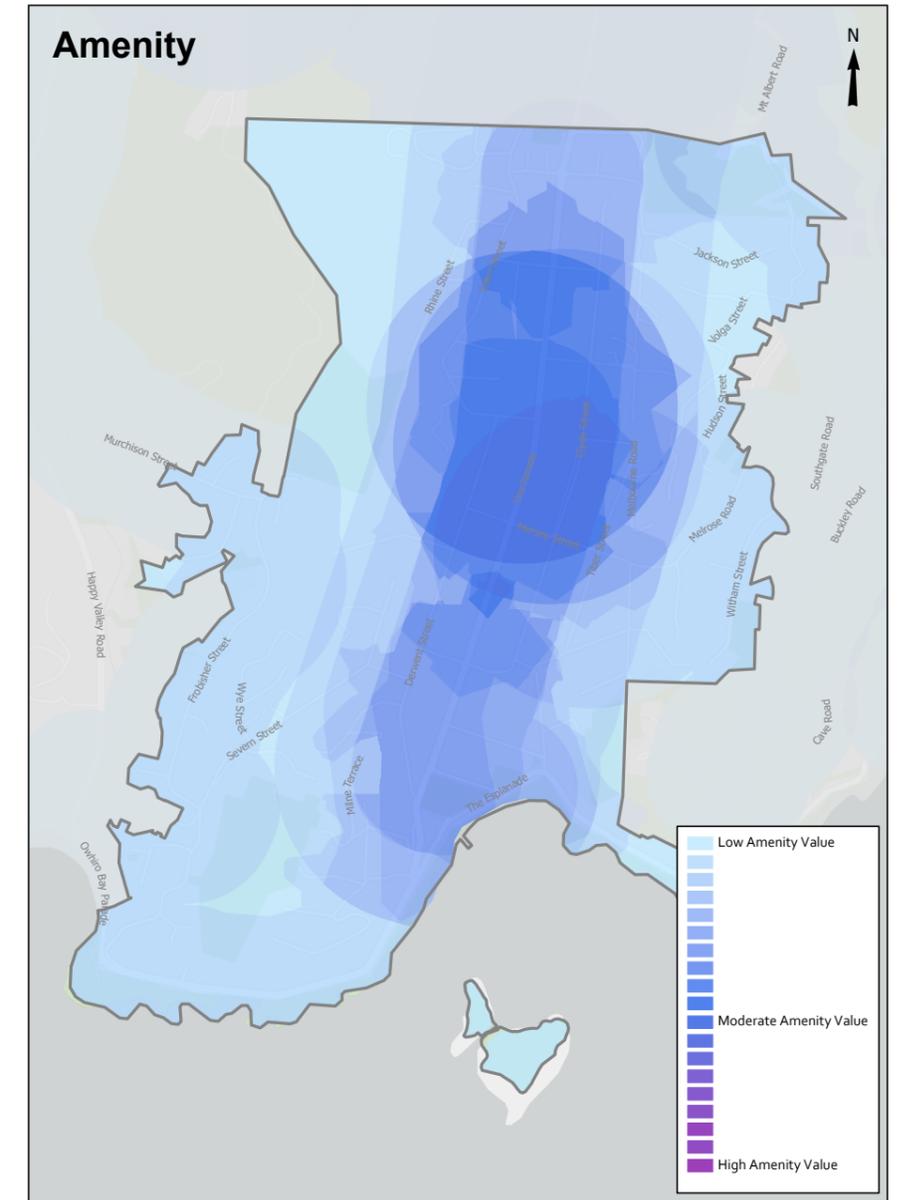
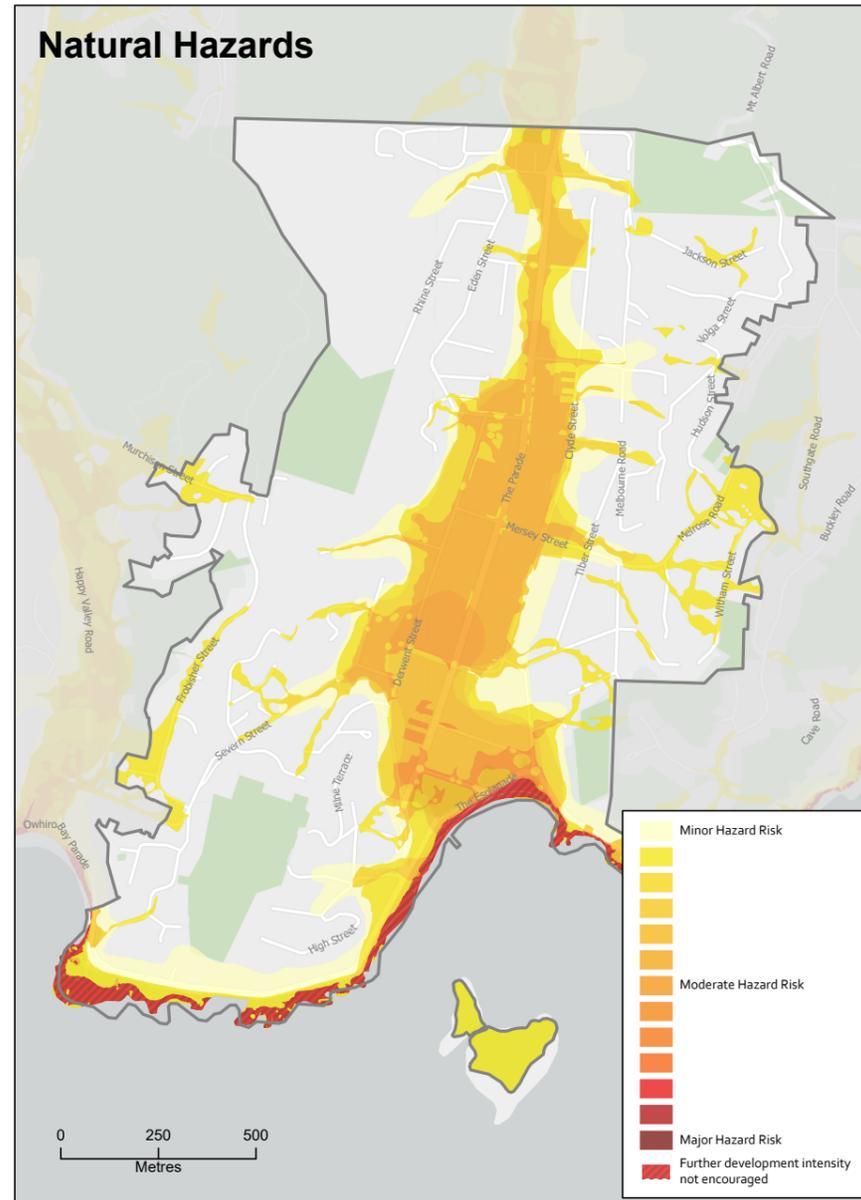
Island Bay has some hazard considerations that may limit medium density growth including, but not limited to, flooding, earthquake ground shaking, liquefaction prone soils, tsunami, and the effect of sea level rise on low lying land to the south. Some of these hazards can be mitigated with infrastructure investments at a neighbourhood level and with building standards at an individual residential section level. The exception maybe the area along the southern coastline of Island Bay where predicted sea level rise may negatively impact community development. These overlapping hazards have had an impact on where proposed medium density has been located including areas close to The Esplanade and the southern section of Island Bay.

The main hazard issues are a reflection of the coastal edge and associated flooding and liquefaction soils. The main issues are:

- Flooding, which can be managed with investment in flood management.
- Liquefaction prone soils, which can be managed with investment in infrastructure and building standards.
- Earthquake ground shaking risk, which can be managed through investment in building standards.

The main amenity values (transport, retail centre, supermarket, community centre) have been mapped with 400m walkability circles and show three main patterns:

- A strong focus on the Island Bay town centre and supermarket that have good retail and community amenity values.
- The public transport amenity that follows the high frequency bus route and cycleway along The Parade.
- The southern coastal edge and the green belt and the high associated open space and recreational amenity.



EVALUATION

PROPOSED DENSITY

In general, proposed density follows the values set out by the amenity heat map and the proposed density tended to centre more on the community edge closest to the Island Bay town centre and the transport value of The Parade.

The hazards have had an impact on where proposed medium density has been located including areas close to The Esplanade and the southern section of Island Bay.

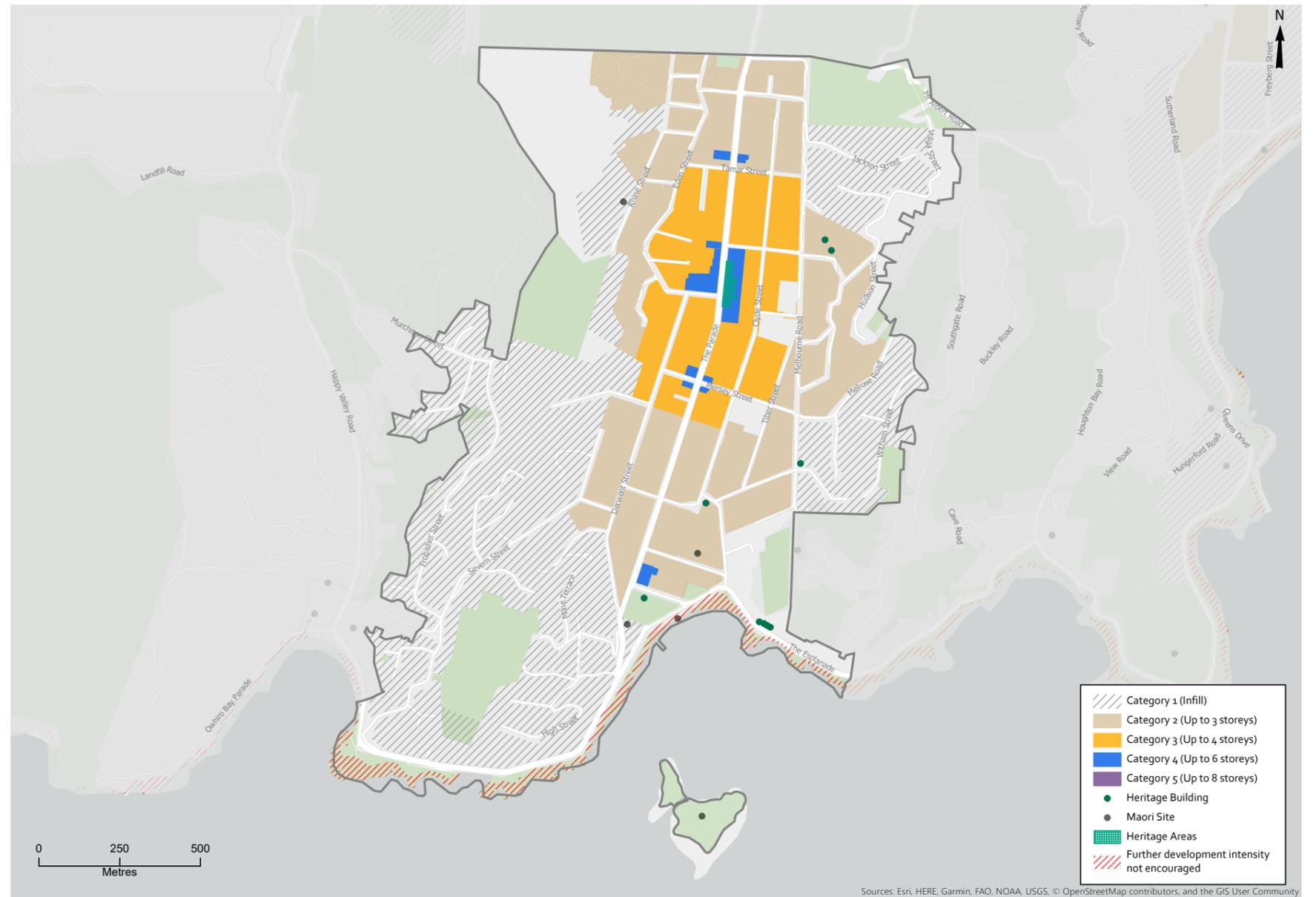
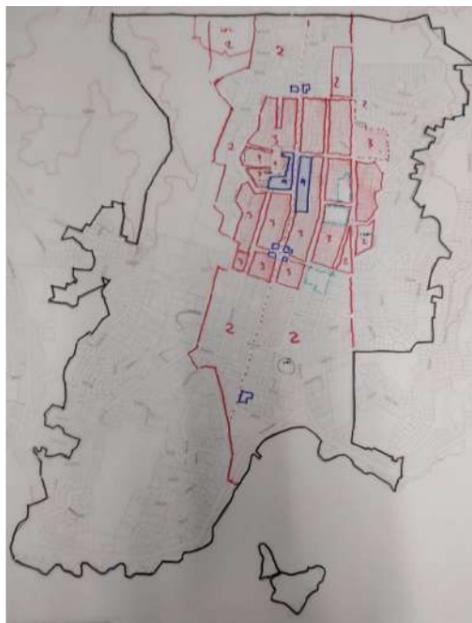
Category 4 has been placed around the retail centre that allows for a mix use outcome of retail or commercial on the street level with residential above.

Category 3 tends to be located close to the areas of highest amenity within a walkable range of 400m, again these areas have focused on the retail centre of Island Bay.

Category 2 tends to be located close to the areas of highest amenity within a walkable range of 400m, again these areas have focused on the main retail centre and The Parade.

DENSITY MAPPING PROCESS

All density categories locations and types for Island Bay 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 Island Bay that influenced the final proposed density mapping was the green gateway of The Parade and heritage architecture.



SUBURB SUMMARY

CONSIDERATIONS

The Island Bay community has good access to a range of retail amenity, a supermarket, good community infrastructure and excellent open space to support medium density. The flat land and a wide grid street network on the lower valley floor and edges 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.
- A urban tree assessment to assess if tree protection should be considered and how that might influence medium density zoning.

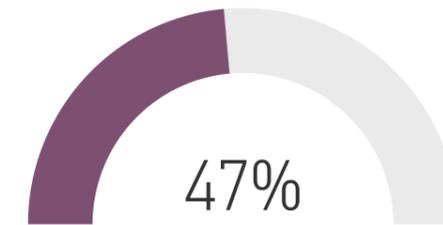


● Existing Dwellings ● Infill Dwellings ● Potential New Dwellings

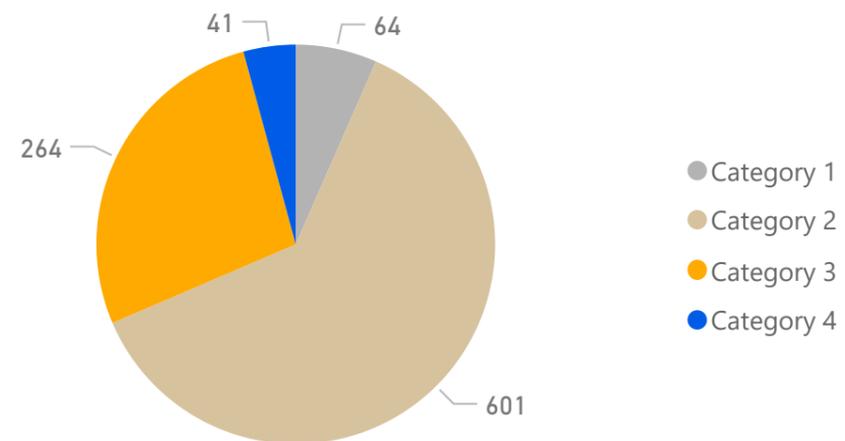
Potential New Dwellings Over Next 30 Years



Land Suitable to Support Growth (Categories 2-5)

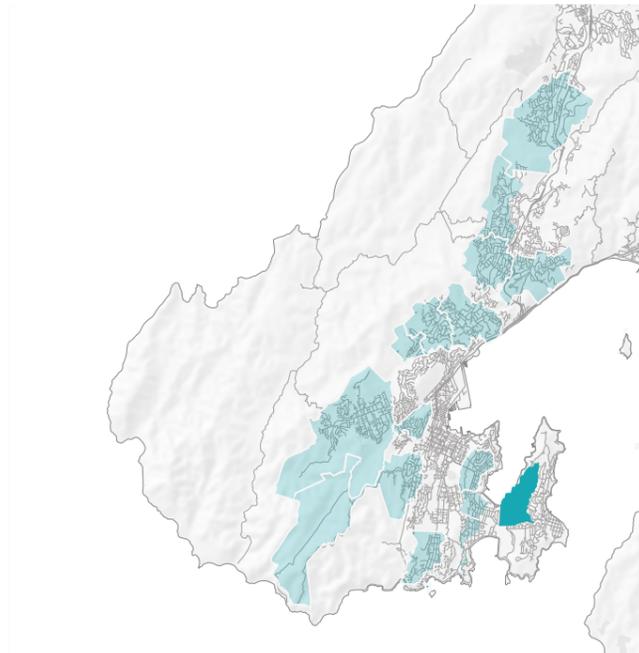


Estimated New Dwellings by Category



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.

MIRAMAR



The first Māori to occupy Te Whanganui-a-Tara (Wellington Harbour) lived on the island of Motukairangi, now Miramar Peninsula. This area was called Watts Peninsula, but landowner James Crawford renamed it Miramar – Spanish for ‘behold the sea’.



Figure 27



Figure 28



CHARACTER SUMMARY

The neighbourhood of Miramar is located on the Miramar peninsula close to Kilbirnie and the airport. The land has a range of historical land uses from being known as Te Motu Kairangi (meaning “esteemed” or “precious” island, possibly a reflection of the lagoon that was located in the Miramar valley) to being drained and farmed and to being urbanised to be the creative and film base community that it is now.

Miramar has a vibrant and unique personality with a strong community and commercial centre and employment. Due to the film based employment, Weta Studio, Miramar is one of the top urban destinations to visit in Wellington. Miramar struggles with flooding due to the low laying land that is the basin of a drained historic lake known as Burnham Waters and with no over land flow paths to drain the water to the sea flooding may become a significant constraint on this location of future medium density housing.

SITE VISIT NOTES

LANDSCAPE:

Miramar is generally flat with steeper topography to the edges. It is characterised by wide streets and a coastal feel. Mature Pohutukawas provide a strong green framework. Miramar Avenue is flanked by mature pohutukawa trees which contribute to the sense of place around the town centre. The hillsides are characterised by narrow streets and medium height vegetation on steep land.

URBAN DESIGN

Miramar has recognised centres; a town centre located along Miramar Avenue and Park Road and a smaller suburb centre on Darlington Road. Both centres are high street based centres up to 2 storeys with a few shop top housing units and on street parking. The main town centre is anchored by the Roxy cinema and public plaza, community centres and a supermarket. The vehicle movement through the main street is slow, this is a result of a number of factors that create side friction; a speed limit of 30km/h, narrow markings and a number of crossing points. The walkability and pedestrian cross movement within the main street zone is easy and accessible.

The suburb centre is a cluster of shops and small scale convenience based retail that services the area around the Weta studios. In addition to the centres; nodes of corner shop developments and community facilities are dotted intermSttently around Miramar. The street patterns in the centre of the suburb along the main north south roads are gridded and well connected, providing easy walkability and access to and around the centres and the community facilities.

The suburb of Miramar is bounded by the coast on the west, north and east, it is also home to a large employment zone to the north centred around the Weta and Camperdown Studios. The airport and State Highway are located immediately south west of the town centre.

Miramar is supported by a bus hub with core bus services that runs high frequency services in to the city centre through the Mount Victoria tunnel as well as a number of standard and off peak services providing additional local connections. Future plans for a dedicated cycleway are underway to provide a coastal connection to the city centre.

ARCHITECTURE

Miramar has a number of different landmark buildings and other built structures some of which reflect its industrial heritage. Housing is predominantly single storey detached with two storey housing sprinkled through the suburb but mainly along hillsides.

Miramar has relatively consistent clusters of early 1900-30's housing with more recent housing, from mid-century especially, interspersed throughout.

There are several examples of old and new multi-unit housing indicating a long relationship with higher denser housing including townhouses, apartment buildings of a variety of scales, and infill housing some of which appear to be social housing.

The town centre has a village look and feel made up of mainly single storey buildings. Smaller clusters of 1-2 storey minor centres are distributed around Miramar's large area and some occupy some of the old industrial buildings.

HERITAGE

Miramar, originally known as Motukairangi, has links to the earliest settlement of Aotearoa by Kupe. The large central lagoon was drained by European settlers post 1840, and the area named Watts Peninsular, until it was renamed 'Miramar' which is Spanish for 'Sea View'.

Miramar remained a farming and recreation area until 1902 when residential sections were sold, and the tram line arrived in 1907. The remnants of the 1907 gas works remain, as does the original tram terminus shelter.

Bungalows abound on the flats and the western hills, with more modern buildings infilling the more challenging sites.

Miramar is a largely self contained community, a sense that is reinforced by the surrounding hills, and the limited connections with the larger city.

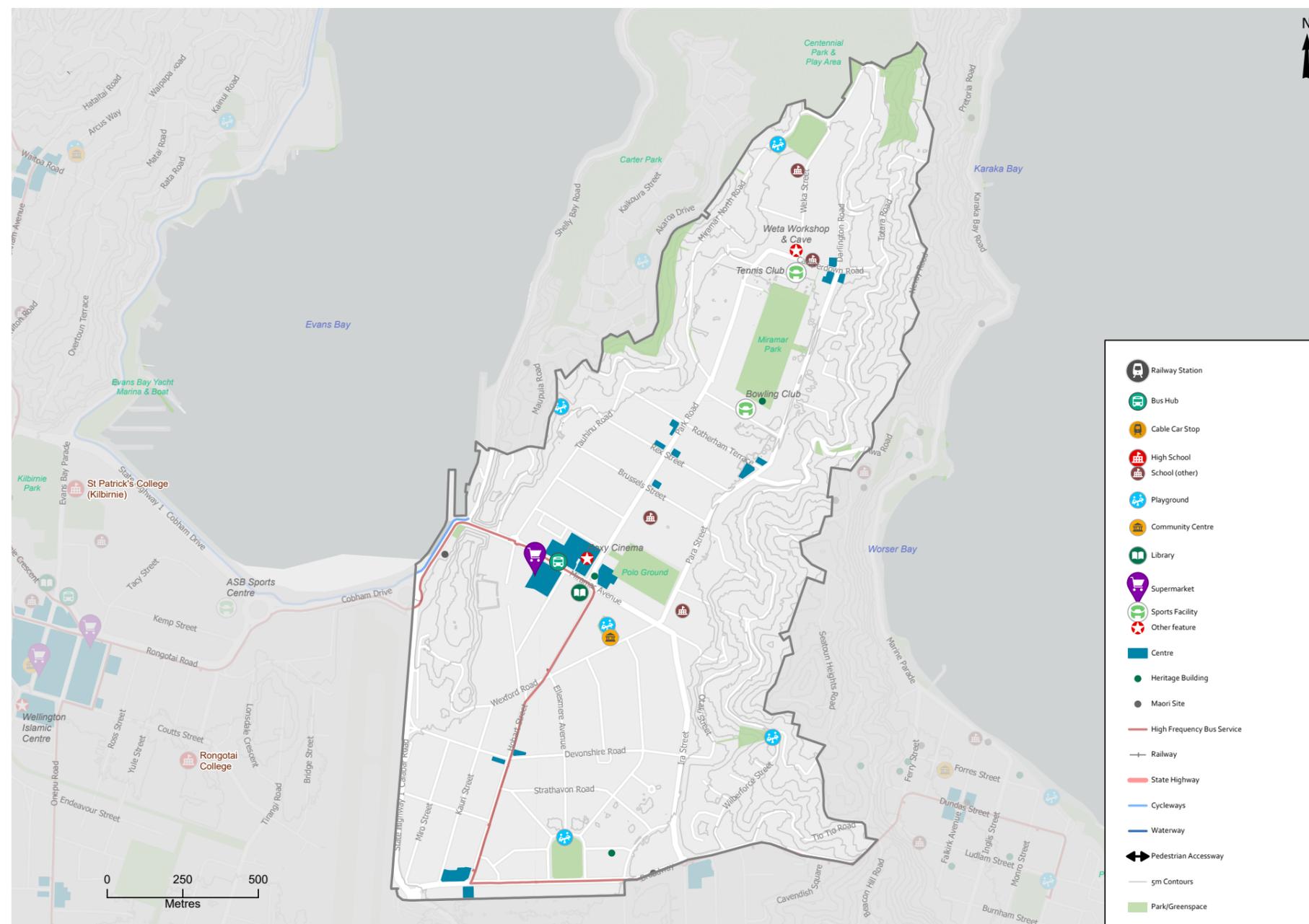


KEY FEATURES

The community is in a low bowl-shaped valley with the southern portion of the landscape being a filled in lake. Miramar has a large central retail centre with a supermarket and several small retail centres around the valley. Miramar has good walkable access to the retail centres, supermarket, community facilities and bus network due to the flat nature of the valley and the grid network of streets. Miramar has good local employment options and is close to a range of employment centres such as Kilbirnie and the airport. These local jobs and the proximity to the airport often puts pressure on the parking available on the predominantly residential neighbourhood streets. It is possible to cycle from Miramar to the central city around the Evans Bay cycleway.

The key features that might encourage density in Miramar are around the proximity to a good retail centre, employment and flat land. These include:

- Good walkability to public transport options with quick access into Wellington city.
- Proximity to the airport and Kilbirnie for employment with travel options such as a high frequency bus and cycleway.
- Walkable access to Miramar's good quality town centre and community facilities.
- Flat land and wide streets that are well suited for medium density architecture.



EVALUATION

AMENITY AND HAZARDS HEAT MAPS

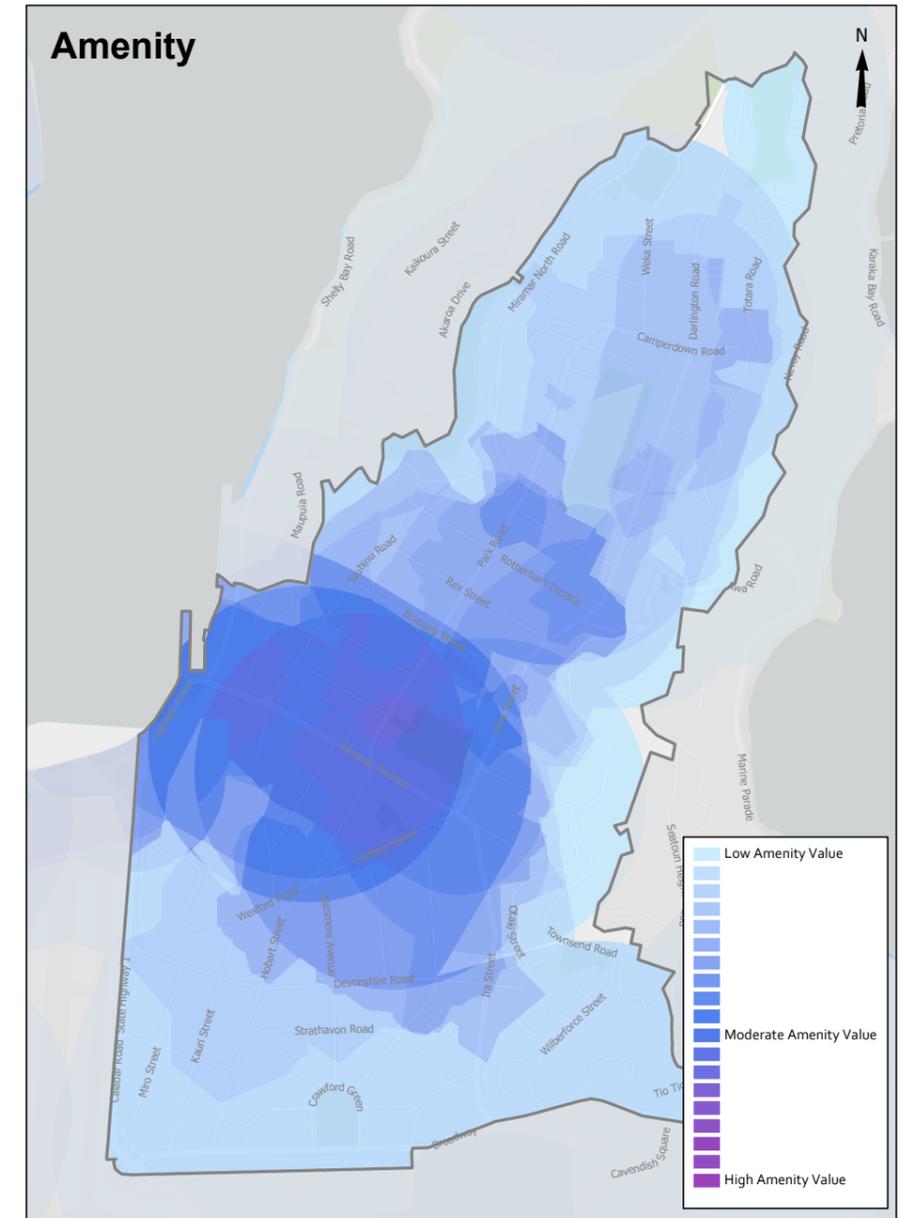
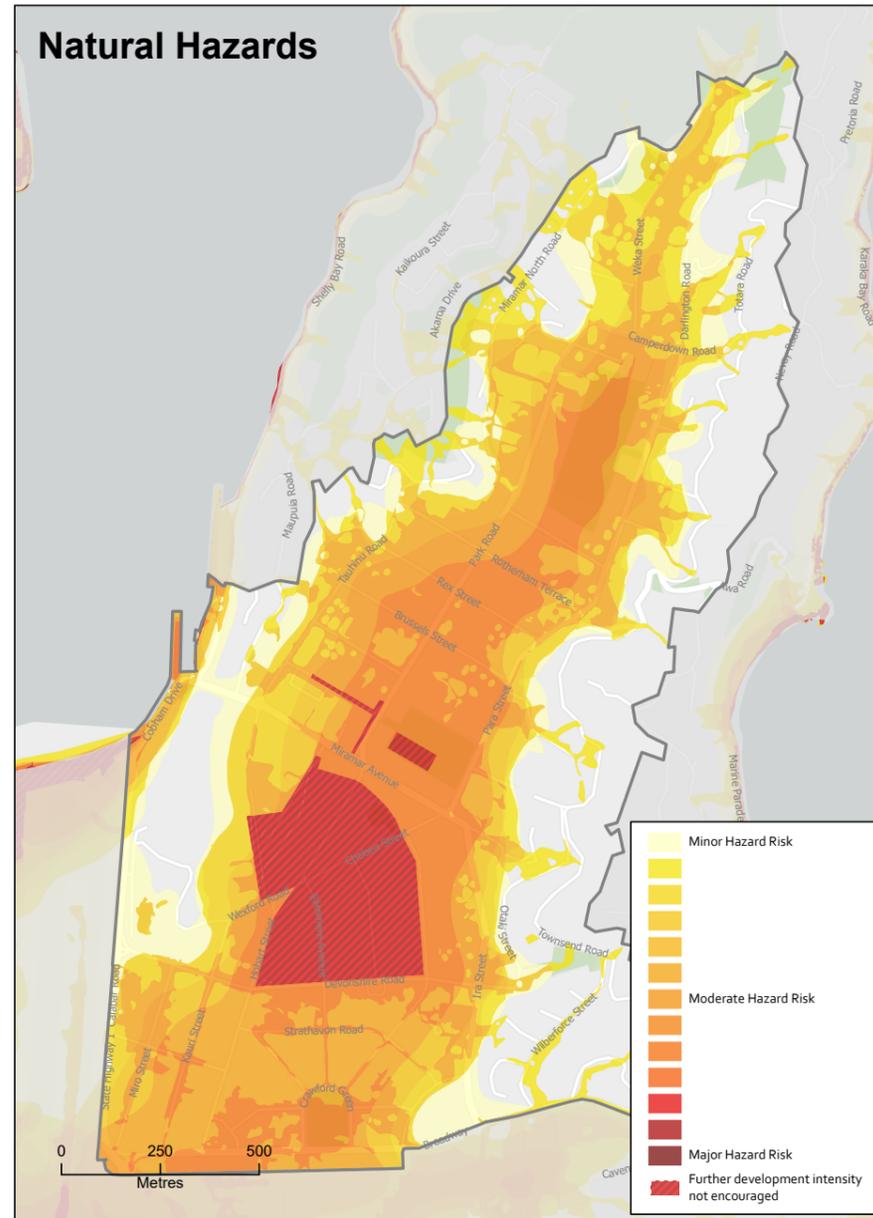
Miramar has significant hazard considerations that may limit medium density growth including, but not limited to, flooding, liquefaction prone soils and the effect of sea level rise on low lying land to the south. Some of these hazards can be mitigated with infrastructure investment at a neighbourhood level and with building standards at an individual residential section level. The exception maybe the area around the historical lake bed close to the main town centre. This area currently floods and the frequency is expected to increase over time,. The issue is a lack of a secondary overland flow path to direct water away from the community. These overlapping hazards of flooding and soil conditions have had an impact on where proposed medium density has been located, including areas close to the main town centre.

The main hazard issues are a reflection of the valley and historical lake landscape and associated flooding and liquefaction soils. The main issues are:

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

The main amenity values (transport, retail centre, supermarket, community centre) have been mapped with 400m walkability circles and show three main patterns:

- A strong focus on the Miramar town centre and supermarket that have good retail and community amenity values.
- The public transport amenity that follows the high frequency bus route.
- The central open space and recreational amenity.



EVALUATION

PROPOSED DENSITY

In general, proposed density follows the values set out by the amenity heat map. The proposed density focuses on the southern-central part of Miramar where the main town centre is located.

The hazards have had an impact on where proposed medium density has been located including areas in the southern part of Miramar.

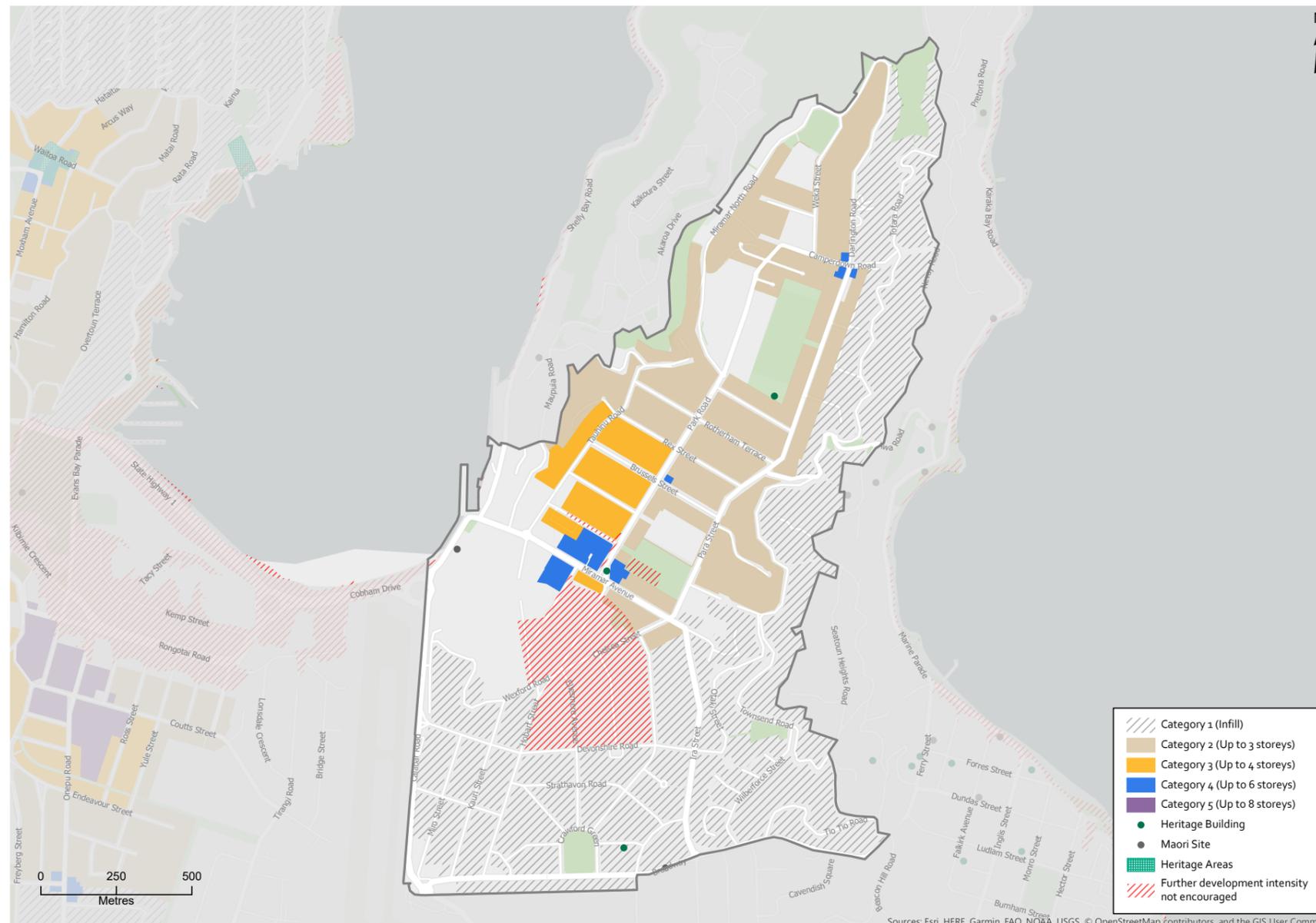
Category 4 has been placed around the retail centre that allows for a mix use outcome of retail or commercial on the street level with residential above.

Category 3 tend to be located close to the areas of highest amenity within a walkable range of 400m. These areas have focused on the retail centre of Miramar.

Category 2 tend to be located close to the areas of highest amenity within a walkable range of 400m. These areas are predominately the north of the town centre, along the valley floor and away from flood hazards.

DENSITY MAPPING PROCESS

All density categories locations and types for Miramar 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 Miramar that influenced the final proposed density mapping was a lack of secondary flow paths in some low laying land areas and the significant retail and community amenity.



SUBURB SUMMARY

The Miramar community has excellent access to a range of retail amenities, supermarket, employment and good community infrastructure to support medium density. The flat land and a wide grid street network is ideal for supporting medium density development. The issue is a limited amount of land that is not compromised by the associated coastal hazards.

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 with the consideration to the potential loss of recreational amenity to flooding.
- Traffic assessment on the impact of density growth and sea level raise.
- 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.

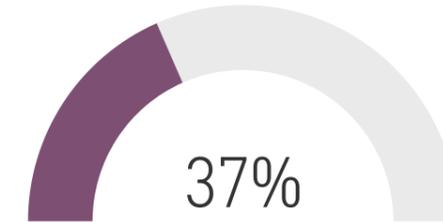


● Existing Dwellings ● Infill Dwellings ● Potential New Dwellings

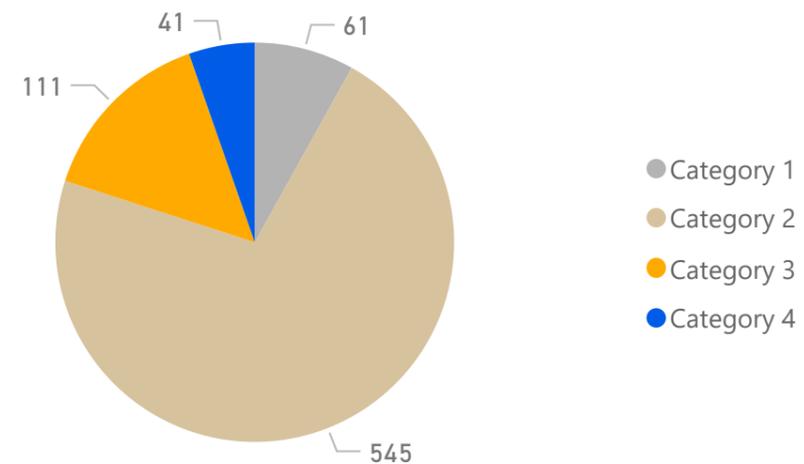
Potential New Dwellings Over Next 30 Years



Land Suitable to Support Growth (Categories 2-5)



Estimated New Dwellings by Category



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DENSITY SUMMARY PAGE

POSSIBLE NEXT STEPS

This study has shown that the Outer Suburbs of Wellington provide an opportunity to grow the type of communities that people want to live in – compact; inclusive and connected; greener; resilient; vibrant and prosperous.

Each of the suburbs assessed has its own special character and they are quite diverse across size and scale, location, amenity, built form and infrastructure. The special character of each suburb needs to be carefully considered in terms of how encouraging medium density within them might create change.

The diversity across the suburbs assessed has also shown some are better suited for medium density growth than others. Ease of access to and from the city centre; the vibrancy of suburban centres; the look and feel of each area; access to community facilities and schools and quality of open space all play a part in guiding future decision-making for planning for growth.

Although located some distance from the city centre, the suburbs of Tawa, Johnsonville and Khandallah all have strong enablers for growth and are not significantly constrained by hazards. In contrast, the suburbs of Miramar, Kilbirnie and Lyall Bay have excellent amenity and opportunity for growth being close to the city centre, however do have significant hazard considerations to work through. Karori offers an interesting challenge – plenty of scale and amenity, however constrained by infrastructure capacity and ease of access to and from the city centre. There are also some suburbs that are currently not particularly well suited to accommodate growth, for example Churton Park and Newlands.

Collectively, the study has shown that these outer suburbs can provide about 14,816 additional dwelling units which equates to an additional population growth of 32,595 over the next 30 years. The previous study, across 13 neighbourhoods (Hataitai and Churton Park not included) had estimated new medium density of 9,500 units which equates to an additional population of 22,700.

The majority of additional units will be provided by private property owners and developers and therefore there is no certainty over their delivery, timing or location. To account for this, we have used an uplift factor and these numbers reflect a limited uptake factor ranging between 29% to 8% depending on density category. As part of Council's next stage of engagement it would be valuable to test these uptake levels and density typologies with the development community and how they would be applied to each of the 15 different neighbourhoods and their associated challenges whether that be typical sections sizes, land form or zoning rules.

For each suburb there are recommended next step investigations as Council builds its evidence base for the City Spatial Plan and District Plan review process. Understanding that this study remains at a relatively high-level, these investigations relate to better understanding the special character of suburbs; responding to the challenge of hazards and planning for infrastructure such as improved access, water supply and wastewater management.

There is also plenty of opportunity to further consider how the enablers for growth could be improved across suburbs. For example, suburban centre improvement works; improvements to community facilities such as libraries and public realm; and enhancing open space networks and suburban environments. This study highlights where that focus for improvement might start across the various suburbs.

There is also opportunity to further demonstrate what good medium density development looks like. This study has highlighted some examples of existing medium density developments as we have visited each suburb – there are certainly examples of successful higher density developments working well with existing character. Further investigations can consider that in more detail for each suburb, including community engagement, which may potentially lead into review of suburban design guidelines and District Plan review.

These 15 outer suburbs cannot be considered in isolation and there is need to integrate this work into the other related planning for growth studies underway including the Let's Get Wellington Moving Project and wider still the Wellington Regional Spatial Planning work underway. The proximity of Wellington's northern suburbs such as Tawa to the city centre of Porirua provide further enablers for growth.

This assessment remains at a relatively high-level and is the next step at helping to ground-truth the earlier growth scenario work for the Outer Suburbs. This study will be used to help inform the next stage of community engagement. For the Outer Suburbs, Council will seek feedback on the special character of each suburb – how should the character of each suburb be managed and what are the opportunities for change and future-thinking?

Similarly, for planning for growth – are the areas presented for growth in this Report appropriate? Are the types of buildings presented in this report appropriate? What are the ambitions of property owners and developers for housing diversity and the future of the Outer Suburbs?

REFERENCES:

HISTORIC IMAGES

Figure 1: *Wellington City Council Housing at Island Bay, 1952.* Source: Wellington City Council Archives, 00340-788

Figure 2: Tawa. Source: Source: Wellington City Council Archives

Figure 3: Johnsonville. Source: Source: Wellington City Council Archives

Figure 4: *Johnsonville Railway Station, circa 1937.* Source: Wellington City Council Archives, 00508-4800

Figure 5: *Flooding, Johnsonville, 20th December 1976.* Source: Wellington City Council Archives, 00138-11062

Figure 6: *Centennial Hall, Newlands.* Source: Wellington City Council Archives

Figure 7: *Newlands Road (for My. Coyle, Valuer's Department, with hut. 12th June 1976.* Source: Wellington City Council Archives, 00340-190

Figure 8: *Khandallah Baths, Woodmancote Road, Khandallah, circa 1927.* Source: Wellington City Council Archives, 00138-8857

Figure 9: *Train at Khandallah Railway Station, circa 1937.* Source: Wellington City Council Archives, 00508-4799

Figure 10: *The Mill of Ngaio's first sawmillers, as depicted by Samuel Brees in 1843.* Source: Alexander Turnbull Library 492MNZ 1/4

Figure 11: *Colway Co Op Store and Ngaio Post and Telephone Office, 20th May 1929.* Source: Wellington City Council Archives, 00127-1-Page 35

Figure 12: *Plan of the Estate of Crofton Downs, the Spenid Estate of an English Absentee, in Immediate Proximity to the Crofton Railway Station, 14th October 1908.* Source: Wellington City Council Archives, 00248-662

Figure 13: *Exterior, New Building, Karori Library, 1st June 1970.* Source: Wellington City Council Archives, 00340-1748

Figure 14: *Karori Baths, circa 1930s.* Source: Wellington City Council Archives, 00157-133

Figure 15: *Residential Area, Kelburn, 9th December 1929.* Source: Wellington City Council Archives, 00127-1-Page 64

Figure 16: *Residential area, Kelburn. Children are playing on the street, 1929.* Source: Wellington City Council Archives, 00127-1-Page 86

Figure 17: *Brooklyn Hill, Tram, 1st December 1936.* Source: Wellington City Council Archives, 00146-294

Figure 18: *Streetscape, Cleveland Street, Brooklyn, 10th June 1964.* Source: Wellington City Council Archives, 00508-3930

Figure 19: *Elevated view of Hataitai, before Mount Victoria tunnel excavations, 1928.* Source: Wellington City Council Archives, 00138-11597

Figure 20: *Mount Victoria Tunnel, Construction, 1930.* Source: Wellington City Council Archives, 00157-44

Figure 21: *Kilbirnie Park, 1916.* Source: Wellington City Council Archives, 00157-20

Figure 22: *Interior of Kilbirnie Tram Barns, circa 1940.* Source: Wellington City Council Archives, 00146-395

Figure 23: *Panoramic photograph of Lyall Bay, from Resolution Street to Queens Drive, 1921.* Source: Wellington City Council Archives, 00138-9316

Figure 24: *Lyall Bay Library, 1st November 1956.* Source: Wellington City Council Archives, 00340-1752

Figure 25: *Island Bay, 3rd October 1957.* Source: Wellington City Council Archives, 00340-1058

Figure 26: *Wellington City Housing at Island Bay, 1952.* Source: Wellington City Council Archives, 00340-788

Figure 27: *View of Miramar showing beginnings of residential development, 20th Century.* Source: Wellington City Council Archives, 00138-13723

Figure 28: *Miramar, from Nevay Road, circa 1960.* Source: Wellington City Council Archives, 00146-412