

Appendix 2. Suburban Centres rezoning of individual parcels

Introduction

As part of the Suburban Centre Review, Council officers undertook a major monitoring exercise of the suburban retail, commercial and business areas within Wellington. The aim of the monitoring exercise was to analyse the functionality of these areas – reviewing use, urban design quality, streetscape, transport and access, and recent developments.

Analysis took into account wider characteristics of the area as a whole (i.e. access, transport, character) and of each site contained within the area (i.e. use, design, condition). Interface issues with neighbouring zones were also considered. Containment issues were addressed by looking at the wider context to uncover any commercial uses taking place outside of the boundaries of the zone.

One of the key findings was that several clusters of small-scale retail and commercial activities have located outside of these areas, particularly in the more retail focused areas. Some of these activities had a commercial zoning prior to the 1994 proposed District Plan. Others have appeared in one-off instances since that time. These areas should be considered for a zoning that recognises the existing range of uses.

In addition to this work, in August 2008 Council adopted a Centres Policy which provides a framework to guide the development and management of Wellington City's centres. This policy introduced a hierarchy of centres to provide guidance on their role and function and to assist in assessing the appropriateness of proposed developments. It also will help guide Council's investment programmes in areas such as infrastructure and community facilities.

Based on this background monitoring and research and the introduction of the Centres Policy, it is proposed to split the generic Suburban Centre zone into 2 separate zones:

- **Centres** – range from large shopping centres to small clusters of buildings offering a variety of good and services. Depending on the size of the Centre, they are categorised as Sub-Regional Centres, Town Centres, District Centres and Neighbourhood Centres
- **Business Areas** – comprising Business 1 Areas which are characterised by mixed use activities including retail, service and employment activities; and Business 2 Areas which are characterised light industrial and employment activities with no retailing and residential)

Rezoning

The following tables show a number of areas around the city where it is proposed to rezone land to better reflect land uses of the area.

It is proposed to rezone a number of properties from Residential to Centres to recognise their (in some instances long-standing) current use and to protect this use.

It is also proposed to rezone a number of properties from the former Suburban Centres zone to Residential to reflect the residential nature of the property and its relationship with its surroundings. Where an area retains the same commercial boundaries, the zone name of the area will change from Suburban Centre to Centre.

In addition, it is proposed to rezone some properties currently zoned Suburban Centres to either Business 1 Area or Business 2 Area to better reflect the types of activities that are undertaken on site and provide more tailor-made provisions to

protect their use. (Note that not all proposed rezonings have an accompanying photo included in the table).

Criteria

Criteria that were used to determine whether a site should be rezoned from Residential to Centres included:

- Commercial need – is there an identified need for more commercial space and would the zone change add to the vitality and viability of the existing commercial area?
- Commercial use - is the area a larger site (or group of smaller sites) that reflects its existing use for commercial activities?
- Urban design – would re-zoning to Suburban Centres zone provide opportunity to create better on-street linkages and connections, particularly in regard to primary or secondary frontages?
- Completeness – is the zoning incompatible with the surrounding commercial area or part of a wider commercial block?
- Bulk and location – is it appropriate to re-zone to allow for more height and bulk?
- Change Areas – would re-zoning support proposals for Areas of Change in the future?

Criteria that were used to determine whether a site should be rezoned from Suburban Centres to Residential included:

- Reflects existing residential use – is the area already developed for residential, and if so, is this unlikely to change in the long term?
- Bulk and location – would re-zoning to Residential Area zoning constrain development opportunities?
- Surrounding context – would the site naturally blend into Residential Areas?

Mt Cook (Adelaide Road)

The northern Adelaide Road area extends from Rugby Street (on the south side of the Basin Reserve), south to the John Street/Riddiford Street intersection and between Wallace Street to the west and the boundary of Government House to the east. The area is about 2km from the Wellington CBD and lies between Te Aro and Newtown.

This area in particular has been through a major planning exercise called the Adelaide Road Framework which outlines a long-term vision for the future growth and development of the Adelaide Road. The Framework envisages significant urban change over the next 20+ years to create a prosperous and high quality mixed-use area.

Mt Cook's proximity to public transport, the CBD, and major employers and businesses, supports an active Centre that contains a mix of employment/commercial/business uses and residential housing (eg. apartments).

The long-term vision provides for significantly more residential development (to accommodate approximately 1550 more people by 2026), supported by good quality public amenities and streetscape, employment opportunities, good public transport, and a transport route.

Table 1 Rezoning Proposals – Mt Cook (Adelaide Road)

Location and Proposed Rezoning	Consideration	Image
Zone amendment from Suburban Centres to Mt Cook Centre	The Centres zoning reflects the role and function of the area and the type of mixed use activities anticipated in the future	

Aro Valley

Aro Valley is classified as a Neighbourhood Centre in the Centres Policy.

The Aro Valley centre is well-contained and the main street is intact. There is an important mix of retail activities that works well with the high percentage of residential living within the centre. The centre is supported by a mix of retail activities and whilst it is not anchored by a major supermarket, it does contain a reasonable sized Four Square mini-market.

The centre has access to public transport and is approximately a 15 minute walk to the CBD. The area has a strong sense of historical and streetscape character and has a number of heritage buildings worthy of protection. The centre could however benefit from streetscape improvements.

Table 2 Rezoning Proposals – Aro Valley

Location and Proposed Rezoning	Consideration	Image
Zone amendment from Suburban Centres to Aro Valley Centre	The Centres zoning reflects the role and function of Aro Valley.	

Berhampore

The predominant activity within Berhampore is residential. There is a limited mix of other retail/commercial activity, with several traditional street-front shops. The centre is not contained, a petrol station being the noticeable out-of-centre activity. Elsewhere, suburban centre land is under-utilised as low density residential.

The centre is well served by public transport, but pedestrian through-flow within the centre is limited by the volume of traffic along the main road. There is little casual parking available in the centre or for casual use in adjacent private land.

The architecture, age and quality of buildings within the centre are variable. While there are some good examples of older buildings being upgraded and reused there are others that are rundown and also newer buildings of average quality. Should the area be redeveloped to include a mixed-use scenario, it is envisioned that the site can be greatly improved through careful urban design consideration.

Berhampore is classified as a Neighbourhood Centre in the Centres Policy.

Table 3 Rezoning Proposals – Berhampore

Location and Proposed Rezoning	Consideration	Image
Rezoning 32- 40 Luxford Street (BP petrol station site) from Inner Residential to Centres	The proposed rezoning better reflects the current use of the site, as a petrol station, and its proximity to the existing centre.	
Rezoning the front of the buildings with commercial frontage at 454 and 456 Adelaide Road from Inner Residential to Centres	The proposed rezoning better reflects the current use of the front of these sites, as retail activities.	
Rezoning the following properties from Suburban Centres to Residential: <ul style="list-style-type: none"> - 13 Palm Grove - 23 Palm Grove - 29 Luxford Street 	The proposed rezoning better reflects the existing use of the properties which are wholly residential in activity (13 Palm Grove is a large multi-unit development) and character.	

<p>Rezone the following properties from Suburban Centres to Residential:</p> <ul style="list-style-type: none"> - 94 Britomart Street and 21 Palm Grove (Lot 11 DP 113 and Pt Sec 1014 Town of Wellington) 	<p>These sites are currently used as a light industrial activity (ie. landscape gardening services), however it is anticipated that these sites could be redeveloped as residential development in the future.</p>	
<p>Rezone the following properties from Inner Residential to Centres</p> <ul style="list-style-type: none"> - 195, 207 and 201 Rintoul Street 	<p>The proposed rezoning better reflects the current use of these sites, as retail activities.</p>	
<p>Zone amendment from Suburban Centres to Berhampore Centre</p>	<p>The Centres zoning reflects the role and function of Berhampore.</p>	

Brooklyn

Brooklyn is not dominated by one type of activity, but has an important mix of retail and commercial activities as well as a large residential component of generally low density.

Brooklyn is well contained, but the main street lacks cohesion from end to end - the fire station and intermediate vehicle accessways to on-site parking provide breaks in the middle of the centre. Additionally, there is a gap in the zoning on the north side of Cleveland Street, where numbers 30-36 are zoned Residential. The verandah network is good, but somewhat discontinuous. The centre could handle minor increased height to buildings, especially on the southern side of Cleveland Street near the intersection with Ohiro Road.

The centre and the Brooklyn area are well served by public transport.

Brooklyn is classified as a Neighbourhood Centre in the Centres Policy.

Table 4 Rezoning Proposals – Brooklyn

Location and Proposed Rezoning	Consideration	Image
Rezone 207 – 213 Ohiro Road (eastern side) from Outer Residential to Centres	207- 211 are already used as a carpark for the suburban centre-zoned Penthouse cinema. The other sites would complete the 'block' and more clearly define the entrance to Brooklyn from the south if rezoned suburban centre and comprehensively developed.	
Zone amendment from Suburban Centres to Brooklyn Centre	The Centres zoning reflects the role and function of Brooklyn.	

Collins Avenue

Collins Avenue is classified as a Work Area under the Centres Policy and is supported mainly by industrial activities. The area is contained with site access restricted almost entirely by perimeter fencing. Limited access exists from public transport, carparking and vehicle servicing. There are no pedestrian links across the road and through the area, but as the area comprises one site (excluding the residential use) this is not out-of-the-ordinary.

The nearest retail activity is located at the Linden shops over 1km away.

There do not appear to be any interface issues, despite the proximity of the industrial area to the adjacent residential use at 97 Collins Avenue, and the large concentration of residential dwellings across the road – extensive landscaping and a healthy setback from the road play a significant part.

Table 5 **Rezoning Proposals – Collins Avenue**

Location and Proposed Rezoning	Consideration	Image
<p>Zone amendment to 97 and 101 Collins Avenue from Suburban Centre to Business 2 Area.</p>	<p>Given the existing and anticipated continued industrial use of the property, it is considered appropriate to rezone this site from Suburban Centre to Business 2 Area.</p> <p>The topography and building layout on site appears to limit interface issues with the lone residential property at the site, and if necessary this land provides valuable room for expansion in the future.</p> <p>The proposed Business 2 Area will help to ensure the continued light industrial use of the site.</p>	

Crofton Downs

The function of this District Centre is retail and transport-based although physically, the function of the area is difficult because of the spread-out nature of the buildings.

The area has poor pedestrian links between the retail, car parking and rail services. It is 200m from the park and ride and train station to the entrance of the shops, and a further 75m through the car park to the shops. No portion of this link is covered or activated, thus exposing the area to the elements.

The supermarket, mall/retail and pub outlets are a significant distance from the train station, with a large Mitre 10 hardware store located in-between. The distance between the station and shops means access for train commuters is not easily convenient. Nevertheless, should the area be redeveloped to include a more intensive mixed-use scenario, it is envisioned that the site and its accessibility could be greatly improved through careful urban design consideration.

There is a Mitre 10 garden centre retail outlet located in the residential zone, across Churchill Drive on a large site on the corner of Thatcher Crescent. The activity is well-established, and from its elevated outlook, has a visual connection with its hardware compatriot and the wider area.

To the south of the centre there is a church meeting room hall on Churchill Drive which abuts the supermarket site. The topography is relatively large and flat and offers redevelopment potential which would easily accommodate medium density housing or further retail offer in the neighbourhood.

Table 6 Rezoning Proposals – Crofton Downs

Location and Proposed Rezoning	Consideration	Image
Zone amendment to 6-14 Thatcher Crescent from Residential to Centres	<p>The expansion of the zone provides opportunities for improved connectivity between the garden centre and the other businesses in the area.</p> <p>If the site was redeveloped in the future, urban design guidance could encourage better pedestrian links through the entire centre when possible – particularly across Churchill Drive.</p> <p>Likewise, urban design guidance should ensure that future buildings maintain and enhance the amenity and character of the centre as a whole.</p>	
Rezone the church meeting room hall at 122 Churchill Drive from Outer Residential to Centres	<p>The expansion of the zone provides opportunities for intensification and improved connectivity between the site and the other businesses in the area.</p>	
Zone amendment from Suburban Centres to Crofton Downs Centre	<p>The Centres zoning reflects the role and function of Crofton Downs.</p>	

Glenside

It appears that Glenside was established with a commercial or industrial focus and has experienced a recent shift in use. The centre has splintered significantly with the introduction of the 90-unit residential complex, isolating the garden centre and professional office (236-238 Middleton Road) from the large office product supplier (196 Middleton Road). As a result, the area lacks homogeneity with respect to scale, use, and form.

The area experiences through traffic from the Westchester Drive exit off the motorway, from Churton Park visitors and dwellers, and from motorists travelling between Johnsonville and Tawa/Porirua along Middleton Road. As the crow flies, the centre is roughly 2km from Johnsonville Town Centre, and 1km from the newly proposed Churton Park Centre. The area has poor pedestrian links, but as a neighbourhood where retail is virtually non-existent, this outcome would be anticipated.

The quality of built development is on the whole is relatively good. The area has a mixed street presence, but each building is setback at least a few metres from the street edge – ranging from 5 metres for the office building and residences to 60+metres for the office supplier.

Table 7 Rezoning Proposals – Glenside

Location and Proposed Rezoning	Consideration	Image
Rezone 230 Middleton Road from Suburban Centres to Residential	The proposed rezoning better reflects the existing use of the properties which are wholly residential in activity and character (i.e. a large multi-unit development).	
Rezone 236-238 Middleton Road from Suburban Centres to Business 1 Area	The Business 1 zoning reflects the role and function and the area and the type of mixed use activities anticipated in the future.	
Rezone 196 Middleton Road from Suburban Centre to Business 2 Area	<p>Given the existing and anticipated continued work-based use of the property, it is considered appropriate to rezone this site from Suburban Centre to Business 2 Area.</p> <p>The proposed Business 2 Area will help to ensure the continued work-based use of the site.</p>	

Grenada North

Grenada North currently functions well as a utilitarian hub for heavy commercial and industrial activity. There are no residential uses in the centre and the centre is not anchored by a supermarket. The area is contained, but potentially faces future competition with the proposed Takapu Island Centre which will provide for an additional six hectares of commercially-based land in the vicinity.

The area is not well served for public transport. Public parking is available at the kerb side throughout the centre and 400-500 car parks are located on private land. The area has poor pedestrian links, but this is to be expected as most functions are vehicle dependant.

The area is consistent on the whole in terms of use, but the scale and design varies slightly. As cited above, the commercial and industrial activities abound, dominating the character of the area. The area does not have any interface issues as such.

Table 8 **Rezoning Proposals – Grenada North**

Location and Proposed Rezoning	Consideration	Image
<p>Zone amendment to Grenada North from Suburban Centre to Business 2 Area</p>	<p>Given the existing and anticipated continued light industrial use of the area, it is considered appropriate to rezone Grenada North from Suburban Centre to Business 2 Area.</p> <p>The proposed work zone will help to ensure the continued light industrial use of the site.</p>	 <p>Existing Grenada North centre in <i>purple</i>, with the proposed Takapu centre in <i>blue</i>.</p>

Greta Point

The Greta Point area appears to have developed over time as a small industrial centre; the patent slipway and sheepskin warehouse building are evidence of this function. Reclamation in the early 1980s formed the site now occupied by NIWA.

The area has been significantly redeveloped in recent years, predominantly with a 91 unit residential townhouse and motel development. This development is ongoing with, 326-330 Evans Bay Parade granted consent for a residential apartment-style complex. NIWA and the sheepskin warehouse are now remnant activities within the centre and the area has assumed a more residential character.

The centre is entirely contained, being largely by an escarpment to the west, Evans Bay to the east and Open Space to the south. The area is not anchored by more traditional suburban centre activities such as small retail businesses but is mixed use in character. Other activities in the zone support the residential and employment activities (3 x crèche, cafés) or are entirely independent (in the case of the sheepskin wholesaler or motels).

Although there is public transport is available to and from the centre, access to activities within the centre is problematic; Evans Bay Parade is a high volume road with little traffic calming.

Table 9 **Rezoning Proposals – Greta Point**

Location and Proposed Rezoning	Consideration	Image
Zone amendment to Greta Point from Suburban Centres to Business 1 Area	The area has a distinct mixed use character. The Business 1 Area zoning will allow for the existing and continued use of the NIWA site, and both residential and small business type operations.	

Hataitai

Hataitai is ‘well rounded’ with an important mix of retail, residential, and service activities. Hataitai is classified as a Neighbourhood Centre in the Centres Policy and is supported mainly by retail activities – while there is a small ‘4 Square’ supermarket in the centre, it does not necessarily provide an anchor as a larger supermarket might. The centre is contained and the main street is intact.

There is a consistent mix of retail and residential throughout the centre, and recent infill has occurred on certain sites. The quality of built development is on the whole in relatively good repair and the centre presents well to the street. Signs are a minor issue here.

There is little scope to continue to build upwards on the street front buildings without compromising streetscape and strong heritage/character qualities. Additionally, there is little scope for residential infill development on vacant land within the zoned area.

The centre is well served for public transport. Public parking is available at the kerb side throughout the centre and 45 car parks are located on private land. The centre has good pedestrian links at all road intersections and to most sites within the zone. Pedestrian links across the road are formalised by zebra crossings at the two main intersections - links through the centre are well established, and easy to navigate. Moving about the area is simple, further aided by its contained form.

Table 10 Rezoning Proposals – Hataitai

Location and Proposed Rezoning	Consideration	Image
Rezone the properties at 37 and 39 Waitoa Road from Suburban Centres to Residential	The proposed rezoning better reflects the existing use of the properties which are wholly residential in activity and character.	
Zone amendment to change the remaining Suburban Centre zoned land to Centres		

Island Bay

Island Bay is supported mainly by retail and takeaway activities and is anchored by a supermarket. There are a number of residential activities in Island Bay, though generally not at ground level (apart from existing/historic purpose built residences). Island Bay has an important mix of community and healthcare activities.

The centre has been in existence since the early 1900s, and has undergone redevelopment on the western side during the mid to late 1900s (possibly 1980s). The buildings are such that they are easily converted for different uses. In more recent times, the rear sections of many of the shops have been developed for multi-unit residential purposes.

Access to and within the centre is good with a regular bus route passing through the centre. The centre is well serviced for public transport. Public parking is available at the kerb side along The Parade and Medway Street whilst 100 car parks are located on private land; 60 in total behind properties on the eastern side of The Parade and 40 outside the supermarket.

The centre has reasonable pedestrian links. Zebra crossings are located at either end of the centre, although there is a lot of informal crossing occurring in the middle of the centre. Informal links are also provided on the western side of The Parade between the roadside shops and the supermarket behind; plus there are informal links on the eastern side of The Parade to the activities behind the roadside shops.

The urban design qualities of the centre are fairly good and aided by the heritage buildings on The Parade are recognised as a heritage area. Future development could detract from the centre if not carried out sympathetically, so some design controls would be useful.

The quality of built development is on the whole in relatively reasonable repair, though several buildings are looking tired and the low quality pedestrian links detract from the centre.

The function of the centre extends beyond the zone to the south on the western side of The Parade to include a physiotherapy healthcare activity and a day care centre. On the eastern side of The Parade between 121 The Parade and the corner with Avon Street there are three residential dwellings that do not contribute to the centres function yet are located in the zone. Across the road on The Parade, other residential properties fall within the zone, but these are located amongst activities that form part of the centres function. Conversely, there are a number of commercial activities located around Mersey Street that are zoned Residential.

There are two clusters of out of centre activities on The Parade. The first is just north of the main centre on the corner of Tamar Street, and the second is near the bus terminus and Shorland Park. The Tamar Street cluster contains a mix of takeaways, commercial/trade activities and a light industrial activity. The bus terminus cluster are generally purpose built retail frontages with verandahs, and for which resource consents have been issued for non-residential activities in non-residential buildings. This cluster in particular has heritage values and should be considered for rezoning.

There is a scattering of non-residential activities along The Esplanade opposite the coastline. Development at the bottom of the coastal cliffs is predominantly residential, and any non-residential activities are within buildings that have a predominantly residential appearance. Given the character and nature of the coast it would not be desirable to rezone land occupied by any of these activities as the residential zone is appropriate in the context.

Table 11 Rezoning Proposals – Island Bay

Location and Proposed Rezoning	Consideration	Image
<p>Rezone 212-214 and 216 The Parade from Outer Residential to Centres</p> <p>Rezone 213-215 and 217 The Parade from Outer Residential to Centres</p>	<p>The majority of the buildings have been purpose-built for commercial/retail activities and the rezoning better reflects the established use of the area.</p>	
<p>Rezone 347-355 The Parade from Outer Residential to Centres</p>	<p>This cluster contains 11 activities:</p> <ul style="list-style-type: none"> • 6 residential above • 2 retail (diary and a diving shop) • 1 Healthcare • 1 Takeaway • 1 Gallery <p>The buildings in this cluster are generally purpose built retail frontages with verandahs, and for which resource consents have been issued for non-residential activities in non-residential buildings. The rezoning better reflects the established use of the area.</p>	
<p>Zone amendment to change the remaining Suburban Centre zoned land to Centres</p>		

Johnsonville

Johnsonville is a well-developed shopping destination for northern suburbs residents, which has been identified as a Sub-Regional Centre in the Centres Policy. Currently the mix of activities is limited, with few opportunities for eating and drinking, recreation or night-time activities in the centre.

There is potential for significant retail redevelopment and intensification in Johnsonville. In particular, the owners of the Johnsonville Mall have advanced plans to significantly expand the number of shops and to develop additional land for other related uses.

Many of the largest shopping buildings (including Johnsonville Mall, Countdown, Woolworths and the Warehouse) are currently poorly integrated with surrounding spaces in the town centre, do not provide active edges to the street and are surrounded by large areas of car parking.

Johnsonville has quite a limited range of housing choices that doesn't reflect well the diversity of the community and future needs. The town centre itself lacks any residential uses which would increase its vitality and safety, and help maintain a wider range of services. The surrounding residential areas are characterised by low density family housing (approximately 20 dwellings/hectare), which don't take advantage of the opportunities provided by walkable access to a large town centre and good public transport systems. Given these opportunities, the area has potential for residential intensification and is proposed as an "Area of Change" in the District Plan.

Johnsonville has excellent access to public transport and the potential to become a model 'transit-orientated centre'. However the current rail station and bus waiting areas are in need of improvement and the interchange between rail and bus is poor. There is also a shortage of park-and-ride facilities in close proximity to the rail station and vehicles are instead being parked on nearby residential streets.

Johnsonville Road forms the 'mainstreet' of the town centre, yet this role is compromised by the high traffic volumes, including through traffic exiting from SH1.

Whilst the centre is compact, many of the key roads are difficult to cross and in some cases unsafe for pedestrians. A high proportion of people visiting the town centre walk yet there is little priority given to pedestrians. There are limited bike parking facilities in the town centre, and several areas where people feel unsafe, especially at night.

There are number of well-used community facilities in and around centre, however they are not well integrated together. Many of the key facilities are located on the edge of the town centre and separated by a busy road with poor pedestrian crossing facilities.

The centre lacks a public space or a community focal point. Memorial Park is not currently well connected to the centre or the adjacent community facilities. The key streets (Johnsonville Road, Moorefield Road and Broderick Road) are designed to be functional road corridors with less consideration to their role as public spaces. The Johnsonville Mall provides only internalised spaces which are of limited value as public spaces.

Johnsonville has a generally low quality of urban design, including many of its buildings, streets and other public spaces. Some street improvements have been made to Johnsonville Road in recent years but these have not been matched by improvements to adjacent buildings and spaces. The placement of buildings on the larger sites in the town centre has not provided a consistent street edge and there are large areas of surface carparking as well as blank frontages and poor pedestrian accessibility.

Whilst there are a few heritage sites and places with historical interest in and around the town centre, they are not well interpreted or respected by adjacent development. The lack of a strong sense of place is compounded by the considerable visual clutter from signage, particularly along Johnsonville Road, and the limited landscape planting or recognisable landscape features. Vehicles, car parks, roads and signage dominate many areas of the centre - this contributes to the lack of intensity of activity and to poor pedestrian accessibility in some areas.

There is a lack of accessible public spaces in the centre - the Mall provides only an internalised environment and doesn't relate well to the surrounding places.

Employment in Johnsonville is dominated by the retail, construction and service sectors with much lower representation in other sectors. In the future there appears to be considerable opportunities to increase private sector investment in Johnsonville and grow the local economy. This will be compounded by proposed residential intensification of the area through being identified as an "Area of Change" in the District Plan.

A Centre Plan is has been finalised for Johnsonville. This Plan outlines the long-term framework to guide the future development of Johnsonville, and defines the Council's vision for Johnsonville and identifies measures to manage change.

Table 12 Rezoning Proposals – Johnsonville

Location and Proposed Rezoning	Consideration	Image
Zone amendment to change Johnsonville from Suburban Centres to Centres	The Centres zoning reflects the role and function of Johnsonville as a Sub-Regional Centre.	
Rezone 6 Trafalgar Street from Outer Residential to Centres	The proposed rezoning better reflects the current use of the site as a carpark for the adjacent medical facility to the south.	
Rezone 1-9 Frankmoore Avenue and 34 Moorefield Road from Outer Residential to Centres	The proposed rezoning better reflects the use and function of the site as a community centre. This is better provided for under the Centres zoning.	

Kaiwharawhara

The Kaiwharawhara area is long and linear in nature. The bulk of the centre fronts Hutt Road, but there is a branch that follows Kaiwharawhara Road for approximately 400 metres up Ngaio Gorge. On the eastern edge of Hutt Road the centre is wedged between the road and the Main Trunk Line (located 30-80 metres) further to the east.

The area is essentially an extension of the Thorndon Quay strip (zoned Central Area) that runs from the railway station to the urban motorway. The Hutt Road runs along the base of the coastal escarpment. To the west the land rises steeply, constraining scope for further industrial and commercial development.

Prior to the development of the Wellington motorway, Hutt Road was the principal traffic route into Wellington City from the north. The Kaiwharawhara area developed into a city fringe area, accommodating industrial, commercial, distribution and warehousing activities that sought proximity to the city centre and good transport links. The area is also located adjacent to the main trunk line, and near the shunting yards and the Inter-islander ferry terminal. Accordingly it contains a range of activities linked to the maintenance and management for this infrastructure.

The Kaiwharawhara area was zoned industrial under the previous District Scheme, a reflection of the types of activities located in the area. The current Suburban Centre zoning places no restriction on the range of uses undertaken in the area and over the past decade there has been a trend towards retail uses locating in the centre. This trend has also been seen along Thorndon Quay but with much greater intensity. The retail moving into the area tends to be large format destination retail, rather than day-to-day convenience shopping. This is also reflected in the poor pedestrian environment.

The quality of built development is on the whole in relatively good repair and the area presents well to the street. The quality of the streetscape is generally higher at the southern end of the area due to the retention of a number of significant, well proportioned, original warehouse buildings. There are also some old industrial buildings in the vicinity of Westminster Street, School Road and along the southern side of Kaiwharawhara Road that have some urban design quality. Elsewhere the condition of the building stock tends to range from utilitarian through to poor. However, while the buildings themselves are often unspectacular, almost all are built up to the street providing reasonable enclosure and street edge definition.

There may be potential for residential intensification in Kaiwharawhara as the area would appear to offer the amenity of central city apartment living, but without the benefits of being centrally located. However, it this would need to be carefully managed to ensure that it was not at the expense of industrial/commercial land. Urban design and amenity issues would also be a strong consideration.

Table 13 Rezoning Proposals – Kaiwharawhara

Location and Proposed Rezoning	Consideration	Image
Zone amendment to change Kaiwharawhara from Suburban Centres to Business 1 Area	The area has a distinct mixed use character. The Business 1 Area zoning will allow for the expansion of business operations in the area and limited residential if necessary.	

Karori

Karori is Wellington's largest suburban centre and is recognised as a Town Centre in the Centres Policy. Although it has quite a distinctive split in townscape each side of the busy main thoroughfare of Karori Road, the main street is intact and the centre is largely contained. The town centre is easily walkable and a formalised signalled pedestrian crossing is centrally located within the centre and is heavily used by visitors.

The southern side of Karori town centre focuses on community facilities and has major upgrade as part of Wellington City Council's 10 year plan to revitalise local centres. The area contains a community and youth centre, a Citizens Advice Bureau, a toy library and modern public library (including a café and public toilet facilities). These facilities are heavily frequented and are a real asset to the centre.

In early 2008 the old church hall was removed (east of the Mobil service station) and a new access way and landscaping project around the Mobil service station completed. There is a gravelled site where part of the removed church hall once stood which will eventually be redeveloped with a new building erected for retail/commercial purposes.

The northern side of the Karori Town Centre is dominated by the Karori Mall. The mall block has poor interaction with the street edge and the design adds little to the townscape qualities of the area. This is particularly evident on the Parkvale elevation where a long inactive blank wall dominates the street.

On a whole, the retail environment in the town centre has few high-quality retail offers. Karori Mall has few retail outlets and a design that does not lend itself to strong pedestrian flows or performance. The mall as a whole offers limited interaction, an aspect that needs to be improved for the Karori main street to function as a single centre. However, the mall is not in isolation in this regard; the ground floor businesses in the former movie theatre Karori Bridge Club building (accountants, lawyers, surveyors, tailors) offer no interaction with the street and visitors to the area are not encouraged to spontaneously enter the premises without specific purpose to do so.

Karori has a high proportion of its retail floorspace occupied by food and beverage outlets and a low proportion of comparison shops (clothing etc). This reduces the time shoppers stay and browse along the main street. The general perception is that the shopping area is a 'convenience centre' with shoppers simply stopping quickly and leaving. This fulfils a particular purpose but is not a centre for active shopping.

There is considerable scope to continue to build upwards on the street front buildings without compromising the area. The mall block presents itself to Karori Road as a one story linear building; additional height fronting this road could help improve this part of the main street. Thought could also be given to additional height on 258 to 282 Karori Road. Karori and Parkvale Roads certainly are wide enough to absorb additional height however careful design and articulation of new buildings would be paramount.

There is also scope for residential infill and mixed use development with Karori town centre. Areas include on vacant land to the rear of the buildings from 258 to 282 Karori Road as well as the car park area associated with the Quiet Lady tavern.

There may be merit in considering the rezoning of the three residential lots located at 270A, 272A and 278 Karori Road (behind the Quiet Lady) and the Karori Medical Centre at 11-13 Parkvale Road to Centres. It is considered that the rezoning of the properties could free up space on the fringe of the suburban centre which could potentially be more intensively redeveloped for residential and mixed use purposes. Likewise, 6, 8 and 10 Raine Street offer redevelopment potential.

Further consideration should be given to the rezoning of St Johns Church on the corner of Karori Road and Campbell Streets from Residential to Centres. This site aligns with the recent upgrades on this side of the road and could be redeveloped to provide a real focal point upon entering the town centre.

The telecommunications facility at 232 Karori Road could also be considered for rezoning to suburban centre, as being located on the cusp of the existing suburban centre, the site has real potential for intensification.

There are several examples of non-residential activity outside of the suburban centre zone that can be found dotted along Karori Road. Out of the examples above, only the small cluster of shops at 356 Karori Road should be considered for suburban centre rezoning. The remainder of the activities reasonably comfortably within the residential context and spot rezoning is not considered to be necessary.

There is a small patch of land that is zoned suburban centre at the southern end of Karori Road abutting the Karori West School (near the bus turning area). This land has been redeveloped as residential townhouses and accordingly should be rezoned Outer Residential.

Finally, there is an area of largely vacant land that is located on the suburban boundary of Karori and Wilton, near the intersection of Curtis Street and Chaytor Street which should be considered for rezoning. This land, known as 55-85 Curtis Street adjoins the Karori Garden Centre and is approximately 1.09ha in size. The land is currently partially zoned Outer Residential and partially Open Space (at the northern end of the site). The land was formally used as cleanfill and Council works depot and is traversed by a high voltage transmission line running north to south. The open space zoning at the northern part of the land is remnant land left over from the development of Whitehead Road which linked Old Karori Road and Curtis Street which has subsequently been built. The remainder of the site (55-85 Curtis Street) is now in private ownership.

Given the presence of these power lines, it is not considered appropriate to develop the site for residential purposes. In addition, as a general rule Council does not normally zone privately zoned land for open space purposes and it is considered that the old historic partial zoning of this site for open space purposes is also inappropriate. In this regard, this leaves a Business Area zoning as the most appropriate use for the site. It is considered that a Business 2 Area zoning will allow for the best future use of the site.

Table 14 Rezoning Proposals – Karori

Location and Proposed Rezoning	Consideration	Image
Rezone 11-13 Parkvale Road (Medical Centre) from Outer Residential to Centres	<p>The front building clearly relates to the town centre and is conveniently located within it. The building is purpose built for medical function and accordingly the zone should reflect this use.</p> <p>The rear building could be re-developed as part of the medical centre or for another suburban use.</p>	

<p>Rezone 270A, 272A and 278 Karori Road from Outer Residential to Centres</p>	<p>The rezoning of the properties could free up space on the fringe of the centre which could potentially be more intensively redeveloped for residential and mixed use purposes.</p>	 <p>Carpark of Quiet Lady tavern and nearby properties offer redevelopment potential.</p>
<p>Rezone 6, 8 and 10 Raine Street from Outer Residential to Centres</p>	<p>The rezoning of the properties could free up space on the fringe of the centre which could potentially be more intensively redeveloped for residential and mixed use purposes.</p>	
<p>Rezone 235-237 Karori Rd and 4 Campbell Street (St Johns Church) from Outer Residential to Centres</p>	<p>235-237 Karori Road accommodates a gravelled section ready for new (possibly retail) development as well as the landscaped entrance way to the youth centre. 4 Campbell Street contains the St Johns Church. Redevelopment of the sites would complete the 'block' and more clearly define the entrance to Karori.</p>	
<p>Rezone 232 Karori Road (Telecommunications building) from Outer Residential to Centres</p>	<p>The site has been purposely built for telecommunications usage. The proposed zoning better reflects the use of the site and its proximity to the core of the town centre.</p>	
<p>Zone amendment to change the remaining Suburban Centre zoned land in Karori to Centres</p>		
<p>Tringham Street shops</p>		
<p>Rezone 356 Karori Road (Tringham Street shops) from Outer Residential to Centres</p>	<p>This cluster contains three takeaway shops and a dairy which are heavily used by the surrounding neighbourhood. The block contains continuous verandah coverage and has been purpose built for retail activities. The rezoning better reflects the established use of the area.</p>	

Karori South		
Rezone 2-20 South Karori Road and 1-5B Allington Road from Suburban Centre to Residential	The proposed zoning reflects now established residential nature of the area.	
Curtis Street		
Rezone 55-85 Curtis Street from Outer Residential and Open Space to Business 2 Area	<p>The site was previously zoned as Open Space E (for Council purposes – i.e. a works depot) under the 1977 Transitional District Scheme.</p> <p>The site is inappropriate for residential and open space purposes (current zoning).</p> <p>The proposed zoning will allow for a more constructive use of the site for business-type activities.</p>	

Kelburn

Kelburn is identified as a Neighbourhood Centre in the Centres Policy. The function of Kelburn is largely contained within the existing suburban centre zone boundaries. St Michael’s Church (built 1920), located on the corner of St Michael’s Crescent signals the eastern entrance point to the village, and very much adds to the visual appeal of the area.

The shops on the northern side of the road were built in the 1920s, but it wasn’t until the 1970s, that the houses on southern side of the road were converted to restaurants and retailing uses which gives the village its appearance seen today. Although the southern side of the street has evolved in an ad hoc manner, the residential origins of the buildings have meant that the village retains a pleasant sense of scale and streetscape character.

The buildings on the southern side of Upland Road have extended and reconfigured for their new uses over time. 93-101 Upland Road (odd numbers only) have a consistent building line and verandah coverage. Nos. 87-89 are set back slightly from the foot path and do not contain verandahs. The verandah cover and building line begins again at no. 85 Upland Road which is the last suburban centre building before the church.

The purpose-built shops on the northern side have been built on a very steep site overlooking Glen Road. Because of this terrain, these shops appear single story at street level, but some have a lower storey that is used either in connection with the business above or used for a different use, i.e. 92 Upland Road accommodates a florist, winery and gallery upstairs with an Indian restaurant below.

Table 15 Rezoning Proposals – Kelburn

Location and Proposed Rezoning	Consideration	Image
Retain the existing zone boundaries but zone amendment to change Kelburn from Suburban Centres to Centres	The centres zoning reflects role and function and the centre and the type of activities prevalent in the village.	

Khandallah

Khandallah is classified as a District Centre under the Centres Policy. It is supported mainly by retail and healthcare activities and is anchored by a supermarket.

The centre is generally well contained, though currently the medical centre at 8 Dekka Street is within a residential zone. The main street is generally intact but could be reinforced by further verandahs and extending main street requirements along Dekka Street. The streetscape improvements assist in identifying the function of the centre.

Parking is abundant for the public and on private sites and this appears to contribute to the success of the centre.

The age of several buildings, including significant community buildings (church and hall) contribute to the centres character. There are a number of historic buildings that add character to the centre and several modern buildings that detract from it (mainly about the corner of Dekka and Ganges).

Three out-of-centre commercial locations were identified. On Burma Road north of the centre a mechanical workshop, video retail and bridal outlets; a dairy on Station Road; and turn of the century commercial building with shop fronts and verandahs across the railway lines on Cashmere Ave, which is currently used by a local potting supplier but otherwise unoccupied.

The Burma Road activities could be considered for rezoning; however the other locations do not sufficiently support any economic activities making them worthy of such consideration.

Table 16 Rezoning Proposals – Khandallah

Location and Proposed Rezoning	Consideration	Image
Rezone 8 Dekka Street from Outer Residential to Centres	Although built for residential purposes, the building has been converted to a medical centre. The building is well-established in its current use and given its convenient location in the centre, is unlikely it will be used again for residential purposes.	
Rezone 35 Ganges Road from Suburban Centre to Residential	The site contains a multi-unit development used wholly for residential purposes and accordingly should be zoned to reflect this use.	
Zone amendment to change the remaining Suburban Centre zoned land in Khandallah from Suburban Centres to Centres	The centres zoning reflects role and function and the centre and the type of activities prevalent in the village.	

Burma Road		
Rezone 2 Baroda St / 7 Burma Road from Residential to Centres	The sites are used for a bridal shop, mechanics workshop and video retail outlet. The site was previously zoned for suburban purposes in the District Scheme and their commercial use continues today.	

Kilbirnie

Over time Kilbirnie centre has grown from being a ‘one main street’ neighbourhood retail centre surrounded by industrial/commercial and residential development, to a larger centre with a broader retail function and significantly broader catchment. For this reason, Kilbirnie is recognised as a Sub-Regional Centre in the Centres Policy.

The centre is vibrant, particularly along the main street frontages on Bay Road and includes a wide retail offer and includes many uses only found in larger centres. These include numerous banks and financial institutions, retail chain stores, professional offices, community activities, healthcare activities, as well as supermarkets and service stations. Retail and service activities (including supermarkets) occupy the majority of land within the centre even though residential activities dominate the area. The city bus depot is the single largest activity. On the edges of the zone are new purpose-built retail developments on Mahora Street.

The centre has poor pedestrian links between activities on Onepu Road and Bay Road, due to the ad-hoc development that has occurred over time and the way in which activities turn their back on all roads apart from Bay Road. An exception is the externalised mall linking Bay Road and Rongotai Road. Links are also difficult across Rongotai Road and Coutts Street with the only formal crossing places over the main intersections. Bay Road and the intersection with Coutts Street has had traffic calming measures put in place to slow motorists and provided with raised crossing places for pedestrians.

Public parking is available at the kerb side on all public roads with angle parking on Bay Road, a public car park on the corner of Bay Road and Coutts Street and several hundred car parks are located on private land with big box retail or supermarket activities along Onepu Road. It has been advised that Pak’n’Save workers park all day on Mahora Street as there is no on site staff parking.

In terms of Kilbirnie’s location in the Eastern Suburbs, it is poorly connected to other areas where retail functions occur at the airport and Evans Bay. In particular, links with Evans Bay would be an advantage to the area. Should retailing continue to grow at all three locations, better integration of the Eastern Suburbs and identification of each place or node of retailing will need to be recognised.

The centre is not identifiable or visible from Cobham Drive as there is no ‘gateway’ to it. Rather, one can approach the centre from several directions and once upon the centre it is difficult to navigate one’s way around either by car or by foot.

The function of the centre is fairly well contained however several out-of-centre activities exist on the edge of the zone:

- Mahora Street opposite Pak’n’Save where a medical centre has been established in a dwelling;
- Corner of Kilbirnie Crescent ‘Hove’ art deco style three-storey building has purpose-built shop frontages with several tenancies at ground level with residential above. A hairdresser occupies one of the tenancies, one is vacant, and the third is being converted under resource consent from three garages into a shop tenancy;
- Corner of Onepu Road and Endeavour Street where there are two established shop fronts with veranda cover. A hairdresser and dairy occupy these frontages. Resource consent was granted to re-build the verandah;
- Corner of Cockburn Street and Onepu Road where a funeral parlour and chapel is located. Resource consent has been granted to create a parking area to the rear of the buildings;
- Corner of Cruickshank Street and Onepu Road where a gallery is located

The Hove building is located on the corner of Bay Road and together with its north-western neighbours, faces Kilbirnie Crescent and the recreation centre buildings on the other side of the road. The neighbouring properties are residential but provide scope for commercial expansion of the Sub-Regional Centre if necessary.

Of the above activities, the Hove building (112 Kilbirnie Crescent) is the only site that warrants rezoning based on its location, activity, and relationship to the town centre function and activities. All of the other activities listed above are across the road from the town centre zone and surrounded by residential properties.

Onepu Road:

Near the corner of Onepu road and Wha Street where a small cluster of purpose-built shops exist. The sites were previously zoned for suburban purposes and most continue their commercial use today.

Table 17 Rezoning Proposals – Kilbirnie

Location and Proposed Rezoning	Consideration	Image
Rezoning 112 Kilbirnie Crescent ('Hove Building') from Outer Residential to Centres	This building is used for commercial purposes and the rezoning reflects the existing use.	
Zone amendment to change the remaining Suburban Centre zoned land in Kilbirnie from Suburban Centres to Centres	The centres zoning reflects role and function and the centre and the type of activities prevalent in the centre.	
Onepu Road		
Rezoning the following sites from Outer Residential to Centres: 138-144 Onepu Road 143A-155 Onepu Road	These buildings have been purpose-built for commercial purposes. The sites were previously zoned for suburban purposes in the District Scheme and most continue their commercial use today.	

Kilbirnie North

Kilbirnie North is the block bounded by Kemp Street, Troy Street, Cobham Drive and Evans Bay Intermediate School. The area, historically, was created as a reclamation of Evans Bay in the early 1960s. It had been zoned for light industrial use in the 1974 and 1984 District Planning maps and is classified as a Live/Work Area in the Centres Policy.

The area has a mix of residential, commercial/bulk retail, cultural, light industrial and recreation uses. There also appears to be a trend away from light industrial use towards commercial/retail and residential uses. Kilbirnie North is classified as a Live/Work Area in the Centres Policy, as is not a town centre or service centre; but rather supports Kilbirnie town centre in a separate standalone area.

The function of the area extends to the south and west of the current site. The functions in this area (on the corner of Kemp and Tacy Street) include netball courts, a courier, a car rental depot, a dive shop and a paint retail outlet. Most notably, a large hotel is located at 20 Kemp Street. The Indian Cultural Centre provides unique character to the centre, but is not well presented in its context.

It is evident that this area, while formerly a fairly traditional light industrial area, will continue to convert to predominantly commercial/retail use – this is evident with the erection of a retail complex catering to medium-format retailer at 50 Tacy Street in 2008. An Indoor Sports Stadium is planned for the sports field located to the east of the centre. The only exception to this trend is the residential complex built near the start of Tacy Street (number 25) which appears to be well established as residential and unlikely to change from this use.

Access to and within the area is good, with Tacy Street looping through the middle; although it is unformed at the eastern end where it enters the sports field. There are few links through to Cobham Drive to the north, and the area turns its back on this frontage. Public transport does not pass through the area but is available on Rongotai Road to the south and Cobham Drive to the north (but this is not of practical use). Public transport, and a transport node, is available to the area at the nearby Kilbirnie town centre.

Public parking is available at the kerb side and approximately 300 car parks are located on private land; predominantly within the Indian Cultural Centre (150), Jehovah's Witness church (40), Placemakers (40) and playing field (50) car parks.

The quality of built development is on the whole is mixed but in generally good repair. The residential development at 25 Tacy Street dates from 2001/2002, with the retail complex at 50 Tacy Street built in 2008. Other buildings would appear to mostly date either from the 1960s or 1980s, with a number converted to other uses (as in the case of the Indian Cultural Centre). There is some scope to continue to build upwards on the street front buildings without compromising streetscape qualities; the street is wide enough, and buildings are currently set back from boundary edges.

There are few interface issues for the centre, being bounded to the north by Cobham Drive and to the east by Troy Street. To the west is an intermediate school and hotel, which would likely engender fewer interface issues. A blank wall (of the Placemakers building) does front the school but this backs directly onto a playing field. To the south is Kemp Street, which is bounded to the south by residential properties. The interface issues here would predominantly relate to the cyclical but heavy use of on-street parking generated by events at the Indian Cultural centre and weekend sports activities.

Table 18 Rezoning Proposals – Kilbirnie North

Location and Proposed Rezoning	Consideration	Image
Rezone 16 Kemp Street and 22-24 Tacy Street from Outer Residential to Business 1 Area	The proposed rezoning better reflects the commercial nature of the activities in the area and the type of mixed use activities occurring now and anticipated in the future	
Rezone 25 Tacy Street from Suburban Centre to Residential	The proposed rezoning better reflects the existing use of the properties which are wholly residential in activity and character (i.e. a large multi-unit development).	
Zone amendment to change the remaining Suburban Centre zoned land to Business 1 Area	The Business 1 zoning reflects the role and function and the area and the type of mixed use activities occurring now and anticipated in the future	

Kingston

Kingston is a small purpose-built retail centre on the western side of Quebec Street. Constructed in the 1960s, it was designed to serve the growing suburbs of Kingston and Mornington. The centre appears to be struggling with many tenancies having been replaced with residential uses.

The centre is well served for car parking. Off-street public parking is available in front of the shopping centre. The centre also has a service lane to the rear of the centre providing alternate access.

The centre has average pedestrian links. The centre is surrounded on three sides by residential streets, with a service lane to the rear. The centre is isolated from surrounding uses and is encircled by hard sealed surfaces.

Halifax/Quebec Street is the major traffic route through Kingston. While only two lanes, the streets are relatively wide and traffic moves through the area relatively quickly. There are no formal pedestrian crossings across Quebec Street to the centre. To the east of Quebec Street there is a steep bank some 15 metres high. The houses on top of the bank are orientated to Caribou Place and do not have direct access to Quebec Street. Pedestrian access to the centre is via a circuitous route using an accessway between Kingston Heights Road and Quebec Street.

The function of the centre is very contained. There does not appear to have been any increase in the size of the centre beyond the original plans. There are no out-of-centre activities in the vicinity.

There is scope to continue to build upwards within the centre, because streets on three sides and the service lane to the rear provide some degree of buffer to surrounding residential properties. However the current layout of the centre and the ownership patterns of the residential units make redevelopment of the centre potentially problematic.

The majority of empty space on site is at the front (northern) side of the existing buildings. Developing further on this land would likely impact on the amenity and outlook of the existing residential uses on site. Accordingly it is considered that there is little scope for residential infill development on vacant land within the zoned area.

Table 19 Rezoning Proposals – Kingston

Location and Proposed Rezoning	Consideration	Image
Retain the existing zone boundaries but zone amendment to change Kingston from Suburban Centres to Centres	The current zoning will allow for retail development and rejuvenation if there is a demand in the future.	

Linden

Linden is recognised as a Neighbourhood Centre in the Centres Policy.

While Linden has a clear established retail area, the centre as a whole has no real heart or landmark features. The quality of built development is on the whole relatively poor and the centre has no particular street presence. The streetscape quality of the area is compromised by the number of vacant tenancies, the modest quality and lack of continuity of the building stock and the visual and physical disconnections created by the railway line which runs through the centre.

There are a number of anomalies with the current centre boundary. Along the southern edge of the centre, there are two residential properties (10 and 12 Collins Avenue) that abut Centre activities. Along the northern edge of the centre are two retail premises and a large factory building (17 and 19 Collins Avenue) which are currently excluded from the Centre zoning. These out-of-centre activities should be considered for rezoning because they are established and located on the edge of the existing centre.

Any expansion of the zone boundary would be to cover existing activities, so it is not anticipated that there would be a significant increase in terms of interface issues.

Table 20 Rezoning Proposals – Linden

Location and Proposed Rezoning	Consideration	Image
Rezoning 10 and 12 Collins Avenue from Outer Residential to Centres	<p>Number 10 contains a purpose built shop and number 12 contains a residential building</p> <p>The proposed zoning of the shop better reflects the use of the site</p> <p>The proposed zoning reflects the proximity of the sites to the core of the centre and completes the 'block' of commercial zoning</p>	
Rezoning 17 and 19 Collins Avenue from Outer Residential to Centres	<p>The proposed zoning of the better reflects the use of the sites, its proximity to the core of the neighbourhood centre</p>	
Rezoning 3-5 Handyside Street from Outer Residential to Centres	<p>The site is taken up by a large factory building and the proposed zoning recognises this use and its location within the centre</p>	
Zone amendment to change the remaining Suburban Centre zoned land to Centres		

Marsden

Marsden Village has been identified as a Neighbourhood Centre in the Centres Policy and is the only centre in the city that operates as a Business Improvement District (BID). BIDs work on the agreement that business owners pay a higher rates contribution, with the extra revenue used to improve the local area. This arrangement is evident in the streetscape improvements that have been carried out along the Karori Road frontage as well as to the accessway to the shopping complex and rear car parking. The improvements include paving, hanging baskets, street lighting detail and car parking embayments. The paving is particularly attractive and these improvements in general contribute greatly to the “village feel” of Marsden.

The function of the centre extends beyond the zone on the northeastern side of Karori Road to include the hardware store, the funeral services building and the Remax real estate office. The hardware store (144 Karori Road) and the Remax office (140 Karori Road) have residential to the rear which is a reflection of the 1985 District Scheme B3 zoning that allowed for a mixed use zoning over these properties. Residential flats are also located above the café/bar on the northwestern end of the centre, with the rear of the site consisting of a multi-unit residential development. On the southwestern side of road is the Baptist Church located at 161-163 Karori Road. The streetscape improvements that have been carried out under the BID programme align with the centres function rather than the zone boundaries and this is reflected in the footpath paving and paving detail that extends across the carriageway at each end of the village.

Despite being located on a busy road with high traffic volumes, the centre has reasonable pedestrian links. A signalled crossing is located in the middle of the centre and is clearly distinguished by the brick paving that extends out and crosses the carriageway indicating a path for pedestrians. Informal crossing also occurs, with pedestrians easily finding refuge in the centre road marking space. There are also informal links to the complex side shops and car parking area at 145-155; again this area has distinctive paving guiding pedestrians to these shops and carparking facility.

A cluster of residentially zoned shops exists outside of the core Marsden Village centre, approximately 300 metres to the east. This cluster of buildings is known as the Standen Street shops. The buildings on the northern side of Karori Road are generally purpose-built retail frontages with verandahs. There is one building on a generous-sized lot on the southern side of Karori Road that was a former petrol station and is now used for retail purposes. Historically these buildings were zoned for retail shopping purposes and continue to function as this role. This cluster should be considered for rezoning.

There is also a funeral services building located at 89C Karori Road which is quite separate in location and use from this cluster. This building is zoned appropriately as residential.

Table 21 Rezoning Proposals – Marsden

Location and Proposed Rezoning	Consideration	Image
Rezone 142-144 Karori Road from Outer Residential to Centres	The buildings fronting the road operate as commercial premises. The proposed zoning recognises this use and aligns more practically with the function of the village	
Rezone 161-163 Karori Road from Outer Residential to Centres	This site is occupied by a church and has a positive connection with the commercial core of the village. The site could be redeveloped in the future for mixed-use purposes.	
Rezone 94-104 and 99 Karori Road (the Standen Street shops and the former petrol station) from Outer Residential to Centres	The area contains 11 types of activities: 3 Retail 3 Residential 2 Healthcare 2 Service 1 Café The proposed rezoning better recognises this use and function of the shops.	
Zone amendment to change the remaining Suburban Centre zoned land to Centres	The Centres zoning reflects the role and function of Marsden Village	

Miramar Town Centre

The Miramar town centre is surrounded by industrial/commercial activities, with the functional ‘town centre’ beginning at the roundabout intersection of Miramar Avenue, Portsmouth Road and Tauhinu Road and extending to Park Road. This point signals the ‘entrance’ to the centre. Streetscape improvements along the northern side of Miramar Avenue and the tree-lined nature of the street also assist to indicate this.

Activities along this stretch of Miramar Avenue also indicate a centre function with the supermarket, pub, pharmacy and half of the centre’s retailing outlets.

The area is classified as a Town Centre in the Centres Policy. The majority of activities do not generally draw from outside a local catchment, the exceptions being Palmers Garden Centre, the Salvation Army and Liquorland retail. In all other respects Kilbirnie would offer many more services than Miramar, in particular banking and a significantly broader range of retailing. Food retailing outlets are dominant in Miramar and the centre has lost its only trading bank activity.

The New World supermarket is the latest development along Miramar Avenue and due to there being no urban design guidelines, it is set well back on the site with car parking between the footpath and the building edge. This represents a lost opportunity to reinforce a main street feel along Miramar Avenue. It is somewhat fortunate that street trees serve to mitigate the set back of this building, although a better outcome would have seen the building further forward on the site, interacting with the street.

The centre appears to have developed around a retail hub on Park Road, where older buildings remain along with the now-empty theatre building which is surrounded by commercial and retail buildings of various ages extending from the port and along Miramar Avenue. Over time it appears the function of properties along Miramar Avenue have changed from mainly commercial to mainly retail and services allied more to town centre activities.

The quality of built development is mixed, with the buildings on Park Road being the oldest and not as well maintained as those on Miramar Avenue. Along both these roads taller development would not detract from the street, which is relatively wide.

Other community-orientated activities, including club rooms, occur on the eastern side of Park Road to the immediate north of the suburban centre zone. Whilst these activities contribute to a clustering of activities about the ‘centre’, they are equally at home in a residential zone.

A new retailing development on Tauhinu Road with 13 tenancies has effectively split the town centre, redirecting patrons a block away and taking some vitality out of Miramar Town Centre.

Table 22 Rezoning Proposals – Miramar Town Centre

Location and Proposed Rezoning	Consideration	Image
Rezone 73 Miramar Avenue from Outer Residential to Centres	The proposed rezoning better reflects the existing land use of the site.	
Zone amendment to change the remaining Suburban Centre zoned land to Centres	The proposed Centres zone best reflects the role and function of the Miramar Town Centre.	

Miramar Maupuia Area

Geographically, this part of Miramar is split into two areas: the lower flat level (around Tauhinu Street) comprising of a commercial and residential area and the upper ridge line (around Ropa Lane) comprising of largely trade/commercial and engineering (although some residential is present).

The lower level has undergone a distinct change in character over the last 15 years. The area has moved away from pure industrial and commercial uses to a combination of residential and retail activity. A significant residential activity (30 units) has been developed on the corner of Tauhinu Road and Tahi Street (occupying a quarter of this block); and a further 30 residential units on Tauhinu Road on the end of the block created by Brussels and Byron Streets has been built. These areas should be rezoned to reflect their residential character. A retail complex with 13 units has recently been developed on Tauhinu Road, opposite Tahi Street. The complex contains a number of retail businesses and detracts from the Miramar town centre by reducing a degree of vitality in the main street centre.

The activities on the ridge adjacent to Maupuia (Ropa Lane) are much more industrial in nature and have a fairly utilitarian appearance. Access to the area is along the ridgeline by a narrow private right of way, and topography limits turning for large vehicles. Large buildings exist but are low rise and generally cantilevered out over the sloping ground from the ridge. As the role of the businesses operating in the area is often focused on utility, rather than aesthetics, the buildings often reflect this via rustic and utilitarian form. There is, however, a certain degree of consistency with height, bulk, and siting of buildings along street edges and accessways in the area.

In more recent times, this area has begun to change. One historic industrial/trade site has been converted to residential with the development of a new apartment building, and there is a second larger apartment building proposed alongside it (to replace an existing large engineering workshop building). Nevertheless, the availability these types of purpose-built industrial buildings are important within the city.

Table 23 Rezoning Proposals – Miramar Ropa Lane Area

Location and Proposed Rezoning	Consideration	Image
Rezone 1-32 Macalister Place and 8-16 Tahi Street (Principal Units 1 - 12 and 14-31 DP 79699) from Suburban Centres to Residential	The proposed zoning better reflects the residential use of the units on Macalister Place	
Rezone 6 Brussels Street and 3 Byron Street (Principal Units 1-28 DP 89544) from Suburban Centres to Residential	The proposed zoning better reflects the residential use of the units	

<p>Rezone 1 Tahurangi Street, 24, 34 & 36 Tauhinu Road/2-4 Byron Street from Suburban Centres to Business 1 Area</p>	<p>The proposed zoning better reflects the commercial nature of the units and also allows for some residential development above ground floor if necessary</p>	
<p>Rezone 15 Miramar Avenue and 3-19 Tauhinu Road from Suburban Centres to Business 1 Area</p>	<p>The proposed zoning better reflects the mixed use commercial and industrial nature of the buildings</p>	
<p>Rezone 1-15 & 2, 12, 14 & 18 Ropa Lane; 27 & 37 Maupuia Road; and 7-9A Aranui Street from Suburban Centres to Business 1 Area</p>	<p>The proposed zoning better reflects the mixed use commercial and industrial nature of the buildings but allows for some residential development if necessary</p>	

Miramar Other

Darlington Road Shops:

These shops are located around the intersection of Darlington Road/Camperdown Road, most of which are purpose-built commercial buildings. There are two major draw cards to the area, namely Eva Dixons Café located at 133 Darlington Road and the '4 Square' superette located at 123-127 Darlington Road. The area is located within a short walk from the nearby employment hub of Weta Studios which is likely to have led to the success and vibrancy of the area.

The shops are surrounded by residential houses on flat sunny land, although some houses are slightly elevated on the eastern side of Camperdown Road and are able to overlook the commercial cluster. The scale and nature of the shops work well within the residential setting.

These shops were previously zoned commercial in the former District Scheme.

Rotherham Terrace:

This block of out-of-centre retail activities is located at the intersection of Rotherham Terrace and Darlington Road. The activities present include a caterer, a vehicle testing station, a vehicle mechanic, and two hairdressers and a takeaways.

These shops were previously zoned commercial in the former District Scheme.

Park Road South shops:

These one-storey shops are located at the intersection of Park Road and Brussels Street and are purpose-built commercial buildings. This block of shops contains a dairy and a takeaway shop.

These shops were previously zoned commercial in the former District Scheme.

Caledonia Street Shops:

These shops are located at the intersection of Hobart Street/Caledonia Street and are purpose-built commercial buildings. The one storey block of shops at 63 Hobart Street contain amongst other uses a dairy and a taxi office and have a poorly maintained street appearance.

The shops are surrounded by residential houses and primarily serve this neighbourhood. The scale and nature of the shops work well within the residential setting. With investment, it is considered that the shops could easily be rejuvenated to re-establish a real focal point and hub within the neighbourhood.

These shops were previously zoned commercial in the former District Scheme.

Table 24 Rezoning Proposals – Miramar Other

Location and Proposed Rezoning	Consideration	Image
Rezone 121, 123 & 133 and front of 108 & 110 Darlington Road from Outer Residential to Centres	<p>Most buildings have been purpose built for commercial purposes and were once zoned commercial under the former district scheme.</p> <p>The Centres zoning reflects the role and function and the centre and the type of activities in this centre.</p>	
Rezone 80-82 & 81 Rotherham Terrace from Outer Residential to Centres	<p>The proposed zoning better reflects the mixed use nature of the buildings</p>	
Rezone 95 Park Road and the front of 91-93 Park Road; 78 & 83 Park Road; and 47 Brussels Street from Outer Residential to Centres	<p>The proposed zoning better reflects the commercial nature of the buildings</p>	
Rezone 64 Hobart Street and 3 Devonshire Road, and 63 Hobart Street from Outer Residential to Centres	<p>The buildings have been purpose built for commercial purposes and were once zoned commercial under the former district scheme.</p> <p>The Centres zoning reflects the role and function and the centre and the type of activities in this centre.</p> <p>The zoning will allow for retail development and rejuvenation if there is a demand in the future</p>	

Miramar Park Road

This part of Miramar caters largely to the film industry with production facilities, special effects facilities, and large parking areas to accommodate workers and storage of production vehicles.

The area is splintered in two – one node in the north (along Camperdown Road) contained within a 1ha site that houses the Weta Workshop headquarters and a larger collection of 30 sites further south along Park Road.

The overwhelming theme of the area is of large industrial ‘sheds,’ most of which have been occupied by retail of non-industrial use. In one instance, a former oil storage tank has been converted to a garden centre and café. Additionally, the Park Road Post Production studio is a stark deviation from the traditional character and design quality of the area. It appears that the area is shedding its industrial ‘skin’ to accommodate garden centres, op shops, furniture retailers, and the heart of the “Wellywood” film movement

There are no verandahs on buildings on the main street frontage. As the area was established as a commercial/industrial hub, most sites are dependent upon access by private vehicle – and until recently, retail activities were not prominent in the area. Even the current retail uses are largely ‘destination shopping’ scenarios (garden centres, furniture shops, etc), requiring private vehicles to transport purchased goods. The pedestrian environment is not particularly strong.

The quality of built development is in variable repair. There is a strong streetscape presence in design and scale on the eastern side of Park Road but the western side experiences several breaks in street edge and a greater deal of variety in building design.

Table 25 Rezoning Proposals – Miramar Park Road

Location and Proposed Rezoning	Consideration	Image
Rezone the existing Suburban Centres-zoned land at 124-148 Park Road, and the: <ul style="list-style-type: none"> - Park Road block (bound by Miramar North Road and Park Road south of Revans Street) - the Weta Workshop site (1 Camperdown Road, 3 and 9 Manuka Street) from Suburban Centres to Business 1 Area	The proposed zoning better reflects the mixed use commercial and industrial nature of the buildings but allows for some residential development if necessary	

Miramar South

This part of Miramar caters largely to port and film industry activities.

The Port activities are situated mainly along Shelly Bay Road and contain a number of wharfs and associated port buildings. Other port activities are situated just beyond the Miramar cutting on the southern side of Miramar Avenue on Portsmouth Road.

Tucked in just behind the port activities are film production buildings including special effects facilities. This block extends the entire western length of Stone Street.

The industrial nature of the areas would not lend themselves well to residential or office use above ground floor. There is therefore little scope for residential infill development on vacant land within the zoned area barring an unanticipated eradication of industrial use within the area.

Table 26 Rezoning Proposals – Miramar South

Location and Proposed Rezoning	Consideration	Image
<p>Rezoning the existing Suburban Centres zoned land:</p> <ul style="list-style-type: none"> - on the eastern side of Cobham Drive and south of Miramar Avenue (2 Miramar Avenue (Pt Lot 2 DP 2592 & Reclamation and Sec 1 SO 25805)) - on the western side of Shelly Bay Road (3, 19 & 31 Shelly Bay Road) <p>from Suburban Centres to Business 2 Area</p>	<p>The proposed zoning better reflects the industrial nature of the land</p>	
<p>Rezoning existing Suburban Centres-zoned block of land south of Miramar Avenue and north of Wexford Street, and to the west of Stone Street and Southampton Road, from Suburban Centres to Business 2 Area</p>	<p>The proposed zoning better reflects the industrial nature of the buildings</p>	

Newlands

Newlands was developed in the 1960s to provide for the northern expansion of the City. The Newlands commercial area comprises some two hectares of land made up of retail, industrial, office and community buildings, car parking areas, service lanes and other areas of legal road (footpaths, landscaped areas, a mall area, land occupied by children's play equipment, and a small public toilet block).

The centre has been in decline over a number of years and is not operating well as a commercial and community focus for the Newlands community. The area is suffering from a lack of investment in the shops and public spaces, and there are large areas of legal road and car parking which are not well utilised.

The centre has good access to public transport, but does not have a train service. As a consequence, a high number of people travel by private vehicle to and from the city for work.

An 'industrial' area is the main gateway to the Newlands commercial area from the motorway. There is no 'sense of arrival' into the Newlands commercial area due to the spread of commercial activities in the lower parts of Newlands Road and the unattractive industrial buildings. There is also a lack of welcoming and directional signage.

Other 'gateway' problems include:

- the wide road and lack of street enhancement measures (such landscaping, paving etc)
- the lack of readily accessible carparking
- the predominantly industrial nature of the activities means there are mostly inactive building frontages
- the other side of the road is Newlands Park which has no active frontages
- the steep bank of some 4-6 metres in height behind the buildings also creates a physical barrier to effectively connecting this area with the main commercial area.

Newlands has been subject to a study which involved undertaking a land use and urban design analysis of the Newlands commercial area and its immediate surrounds, and consulting with a number of key stakeholders in Newlands.

The study findings show that whilst the retail function of the Newlands Centre is unlikely to change in the short to medium term, the Centre has a number of positive attributes which need to be taken advantage of. These include a variety of existing retail and service uses, a large area of flat land which is available for further development, good road and public transport connections, ample carparking, good infrastructure, and a number of education and social services in close proximity to the centre. In addition, allowing higher density residential development in the surrounding residential area could also help generate further development activity within the Newlands Centre. In particular, it would complement potential developments in the Newlands centre focused on improving public transport, improved community facilities, enhanced pedestrian and vehicular access and connectedness, and improved recreation facilities.

Newlands has been identified as a District Centre in the Centres Policy.

Newlands-Ngauranga

This part of Newlands-Ngauranga caters largely to a storage and transportation activities, and also commercial/trade activities.

The function of the area is industrial and it is frequented by vehicles. The centre has good vehicle transportation links, given its location on SH1, as evidenced by the self storage and transport-orientated activities occupying 60% of the available land. Public transport is also good with three bus stops in the centre area zone on Newlands Road. Few pedestrian links exist, nor are required or needed to facilitate the function of the area.

The building sites are highly visible given their prominent location above the motorway and form part of the main entranceway into the city, extending from the top of the Ngauranga Gorge to the harbour edge.

Signage is prominent and large in scale as it aims to draw the eyes of southbound motorway traffic. If the current permitted activity standards for signage were fully exploited, there would likely be adverse visual amenity effects as viewed from SH1.

The industrial nature of the area would not lend itself well to residential uses. There is therefore little scope for residential infill development on any vacant land within the zoned area barring an unanticipated eradication of industrial use within the centre.

Table 28 Rezoning Proposals – Newlands-Ngauranga

Location and Proposed Rezoning	Consideration	Image
Rezone 99-105 Newlands Road from Outer Residential to Centres	The proposed zoning reflects the role, function and the type of activities in the centre	
Rezone 2D, 6, 12 and 46 Newlands Road and 6 Hurring Place from Suburban Centres to Business 2 Area	The proposed zoning better reflects the industrial nature of the activities in the area	

Newtown

Newtown is one of Wellington's larger town centres. It has a long history as a retail centre (focused on the old tram route), but also contains significant numbers of industrial and commercial activities south of the main shopping area. Though not located in the commercial area, Newtown also contains Wellington Hospital; the region's largest.

The town centre contains an important and wide-ranging mix of activities including retail, commercial, residential and industrial which services the surrounding neighbourhood and beyond. The centre also contains significant community facilities including a library and Council service centre. While the centre contains a supermarket it does not serve as an anchor or act as a centrepiece for the town centre. The centre is not contained with a number of out-of-centre activities being located outside the Suburban Centres zone (mostly to the east and south). Developments outside of the centre generally reflect traditional land use patterns rather than expansion of new uses outside of the existing centre.

The centre is linear in nature running the length of Riddiford Street and the main street is generally intact with good retention of verandahs and retail activity. Verandahs exist on almost all buildings that front Riddiford Street between Hall Street and Arney Street. On the western side of Riddiford Street the verandah continuity is generally good, but it does become disrupted towards the southern end as a result of the McDonalds drive-through and the Shell service station. The verandahs are generally located on traditional retail buildings or shop/houses and reflect Newtown long established role as a retail centre.

The centre is well served for public transport. Riddiford Street and Constable Street are on a major public transport route with frequent bus services. By car, Newtown can be accessed with relative ease from all directions. Newtown is also within walking distance of the Hospital, Massey University and the central city.

The centre has reasonably good pedestrian links. While Riddiford Street and Constable Street are major traffic and public transport routes, the narrowness of the streets and (relatively) slow traffic speeds make pedestrian movement reasonably easy. In addition, raised footpaths along Riddiford Street give pedestrians priority over vehicles that are turning onto and off the smaller side streets, further enhancing the pedestrian experience.

The character of Newtown indicates that the town centre has always been focused on the main pedestrian/tram route up Riddiford and Constable Streets. Along this route the buildings and functions have a strong retail focus, with some retail and office space above ground floor. South of Donald McLean Street there is a noticeable increase in the number of larger sites, often containing industrial and commercial uses.

The quality of built development is on the whole in relatively good repair and the centre presents well to the street. Riddiford Street sets the scene with its historic/funky/dishevelled feel. It has a strong 'main street' character as a result of the high proportion of the original heritage buildings still in place (particularly between Hall Street and Newtown Avenue). The buildings front the street, most with retail use at ground floor. While there are some signs of gentrification the area generally has a slightly 'lived in' feel. The Constable Street frontages are not of the same quality containing a mixture of residential and commercial buildings. The buildings along Constable Street generally address the street but there is little pedestrian cover and some buildings are set back from the street edge.

There is limited scope to continue to build upwards on the street front buildings without compromising streetscape and heritage qualities. While the street is probably wide enough to absorb additional height, extra stories would detract from the existing character of the Riddiford Street frontage which is almost entirely 2-3 stories in height. Newtown Centre is also very linear in nature, often extending only one section back from the Riddiford Street frontage (15-40 metres). This limits the ability to absorb additional height without either

compromising existing streetscape and heritage character, or detracting on the amenity of residential properties to the rear.

Signage is not overly prolific and is generally at a level that befits its role as a retail centre. In general the verandah fascia and under verandah signage is clear and tidy. Some larger signs located above the verandah and at 90 degrees to the building façade are overly obtrusive. Overall signage does not detract from the centre.

South of Newtown Avenue the uniformity and quality of the streetscape drops away significantly. The New World supermarket and the McDonalds restaurant mark the end of the main Newtown shopping strip, and south of this point the streetscape, quality of building stock and continuity of verandah cover all deteriorate.

Set back on the side streets south of Constable Street there are a large number of small sections, some still containing small workers cottages. This area contains an eclectic mixture of light industrial, vehicle servicing, light engineering and residential uses. Many of the traditional cottages have been converted to light industrial use.

Newtown is recognised as a Town Centre in the Centres Policy.

Table 29 Rezoning Proposals – Newtown

Location and Proposed Rezoning	Consideration	Image
Rezone 13-47 Constable Street (on the northern edge of Constable Street between Riddiford Street and Daniell Street) from Inner Residential to Centres	The proposed zoning recognises the existing activities along the northern edge of Constable Street, which includes a library, corner store and service station. It is noted that there are seven residential properties located between the library and the service station, but several of these are currently used as offices.	
Split zone the following properties, half Centres (shops) and half Inner Residential (rear gardens): <ul style="list-style-type: none"> - 76-78 Constable St - 80, 82,84 Constable St 	This split zoning recognises the existing retail shops that front Constable Street but also recognises the residential character to the rear of these shops. The owners of these properties are currently in the process of formally subdividing this land	
Rezone the following properties from Inner Residential to Centres <ul style="list-style-type: none"> - 69 Owen St (Units 1 and 2 DP 395650) - 74 Constable Street - 83 Constable St 	The proposed zoning recognises the existing cluster of retail shops around the intersection of Constable Street and Owen Street as a neighbourhood shopping centre and better reflects the mixed use of the activities. Most of these buildings were also previously zoned for commercial use	

- 89-91 Constable St	under the former District Scheme	
<p>Rezone the following properties from Suburban Centres to Business 1 Area:</p> <ul style="list-style-type: none"> - 7-17 Donald McLean St - 10-16 Donald McLean St - 2-14 Fergusson Street - 5-15 Fergusson St - 102 Daniell St - 5-11 Rhodes St - 253-257 Riddiford St 	The proposed Business 1 Area zoning recognises the range of mixed use industrial and commercial activities located in this area	
Zone amendment to change the remaining Suburban Centre zoned land to Centres	The Centres zoning reflects the role and function of Newtown	

Ngaio

Ngaio is classified as a Neighbourhood Centre in the Centres Policy and is supported mainly by retail activities. Historically, it appears that Ngaio was comprised of two small clusters of purpose-built shops (with residences above or beneath), separated by residential activities. At some point in time the residential buildings have been converted until the configuration seen today has transpired.

The topography falls from Ottawa Road down to Cummings Park and the stream, so the buildings are split-level over the falling ground. The front elevations have a predominantly retail aspect, while the lower rear levels have a residential use, although several of the lower rear levels have been converted for commercial use.

The streetscape is split between retail on the western side of Ottawa Road and residential on the eastern. There is currently an important mix of land uses within the centre, including seven retail, residences, community activities (a kindergarten), a healthcare activity, (Plunket), an educational activity, professional offices and a café. Ngaio Primary School is on the eastern side of Ottawa Road, opposite the centre.

The function of the centre extends beyond the zone 60m to the north past Awarua Street, and 200m to the south to the corner of Crofton Road. Inside this area there are five residences not being used for commercial or retail purposes. Other out-of-centre uses include additional healthcare and community activities, takeaway premises, professional offices, a garden centre and a petrol station and workshop.

The centre has good access and public transport. The centre is located on a main transport route so through-traffic on Ottawa Road passing between Ngaio and Khandallah and travelling into the central city is prevalent. The railway station on Collingwood Street is approximately 300m south of the centre, thus within walking distance. This station has a park and ride facility; however the pedestrian link to the centre is poor with little obvious connectivity.

Public parking is available at the kerb side and 30 car parks are located on private land behind the buildings on Ottawa Road and backing onto Cummings Park. This parking provision contributes significantly to the success of the centre.

The quality of built development is on the whole in relatively good repair and the centre presents well to the street. Streetscape improvements have been carried out along Ottawa Road and assist in identifying the true function of the centre. The improvements include paving, tree planting, and a car parking embayment located outside the first group of retail shops and align with the centre's function extending beyond the zone boundaries.

There are few interface issues as most of the centre adjoins open space or the road, and where an interface occurs the land is used for non-residential activities.

A smaller out-of-centre area is located on Crofton Road, south of the Ngaio Neighbourhood Centre. Land uses include a takeaway, mini supermarket with post office and post box facilities, butcher, and mechanics workshop for vehicles. Limited parking is available kerb side, and the workshop has parking in front of the buildings. There is a bus stop and shelter immediately adjacent to the area.

Given the function of this small centre and the existing land uses, this cluster of activity appears appropriate for re-zoning, however the shop/post office is located on Open Space A land, as is the library across Ottawa Road, therefore it is not proposed to rezone these two properties.

Table 30 Rezoning Proposals – Ngaio

Location and Proposed Rezoning	Consideration	Image
<p>Rezone the following properties from Outer Residential to Centres:</p> <ul style="list-style-type: none"> - 1 Khandallah Rd - 71 and 75A Ottawa Rd - 2-4A Khandallah Rd - 59 Ottawa Rd - 45-51 Ottawa Rd (BP station) 	<p>The area contains a number of land uses including a healthcare activity, petrol station, dairy and takeaway premises</p> <p>The proposed rezoning better reflects the current uses and function of the area.</p>	
<p>Rezone 4 and 4B Crofton Rd and 2 Kenya Street from Outer Residential to Centres</p>	<p>The area contains a number of land uses including a takeaway, butcher and mechanics workshop for vehicles. The proposed rezoning better reflects the current uses and function of the area.</p>	
<p>Zone amendment to change the remaining Suburban Centre zoned land to Centres</p>	<p>The zoning correctly identifies Ngaio as a neighbourhood centre</p>	

Ngauranga and Quarry

Ngauranga:

Ngauranga is classified as a Work Area in the Centres Policy and is largely characterised by commercial/trade/showroom, industrial and transportation/distribution activities. A number of professional offices, storage activities, one community facility, a film production activity, and security service area also present in the area.

The function of the area is based on employment activities allied to industrial, trade and commercial operations. The area is located on key arterial routes into the city and is highly visible from these routes. As such, the site has easy access from all directions on the SH network, hence is able to attract workers from Wellington City, the Hutt and Porirua. There are several large scale transportation orientated activities presumably attracted by the good access off the SH network.

This location is an opportunity to accommodate more intensive development.

- The area is a busy employment node with approximately 120 separate activities established, with a good mix of large footprint warehousing/storage and office/commercial type activities.
- Presently the area has an entirely employment/industrial focus with transit orientated activities playing a key role.
- The area is well located to public transport routes, though pedestrian access to and from them is poor.
- The SH network is a limiting factor for future development if the area is to be enhanced by roading and pedestrian links.

This area is located within the corridor of the growth spine and at the junction of key infrastructural elements of road and rail, which the Urban Development Strategy (UDS) identifies as being key components to transit-oriented intensification of employment and housing. The function of this area could therefore be enhanced in line with the UDS.

The footprint of some activities extends beyond zone boundaries, which in some instances do not follow cadastral boundaries. Zone boundaries should be adjusted to align with activity footprints. The surrounding hillsides are zoned Open Space B. Other than Open Space B, there are no interface issues. There is one area of residential on the ridgeline above the centre on the south side, which because of its elevation is not affected by the area.

There are few urban design qualities about this area. Given its location on main roads providing access to the City, design controls could be introduced in a move toward enhancing the visual appearance through this area. There is scope to continue to build upwards on the street front buildings without compromising streetscape qualities. Building height gains could be used to offset design control and new earthworks requirements if they are introduced.

The quality of built development is mixed. Sites with good, immediate access from the main roads are in better repair than those further into area. The streetscape appearance of the area could be better, particularly as viewed from main roads. As a gateway location the area could be improved visually by basic design guidelines/principles in any new developments.

Signage is not prolific and generally does not detract from the area. Although there is one sign on a hillside above the activity it promotes, it appears like a hoarding and is incongruent to its surroundings. Signs integrated into building designs, such as those on Jarden Mile and visible from the Hutt Road, work well on the new developments. Given the 'gateway' location, signs should be reasonably tightly controlled in line with any moves to enhance the visual appearance of this and other centres along the Ngauranga Gorge.

Table 31 Rezoning Proposals – Ngauranga

Location and Proposed Rezoning	Consideration	Image
Zone amendment to change the remaining Suburban Centre zoned land to Business 2 Area	The proposed rezoning better reflects the commercial and industrial nature of the activities	
Rezone the eastern portion of the building at 4 Glover Street from Open Space B to Business 2 Area (non-cadastral boundary to follow footprint of building)	Currently the open space zoning cuts through the eastern portion of this commercial building. The boundary adjustment better reflects the commercial use and function of the land.	
Rezone the southern corner (Lot 1 DP 85099) of 1A Lower Tyers Road from Open Space B to Business 2 Area	Currently the open space zoning cuts through the southern corner of this commercial building. The boundary adjustment better reflects the commercial use and function of the land.	

Quarry:

There are five current land uses in the Quarry Suburban Centre, including one private school (Fraser Avenue); one rest home/retirement village (Burma Road); three industrial activities (abattoir, quarry and concrete batching plant); and approximately 0.5ha of vacant land on Fraser Avenue. This centre has historically grown from the quarry and abattoir activities that have existed since the early 1900s. It is unlikely these activities will move on in the near future. Quarrying is anticipated in the area for at least a further 20 years.

The function of the area is split between industrial uses in the part fronting Centennial Highway, and community activities on Burma Road and Fraser Avenue. This latter part of the zone does not have a true “centre” function, being more socially focused. The vacant land on Fraser Avenue however is not well located or suited to actual residential development and has the potential to be developed for either further community support, commercial or industrial uses not requiring a highly visible location. One limiting factor, however, is access – Fraser Avenue is a narrow, windy road with a high frequency of speeding traffic. Resource consents have been issued for the vacant land at 130 Fraser Avenue, discussed below.

The land on Burma Road does not have a dependency, functional, physical or otherwise on those activities off Centennial Highway and Fraser Avenue. Whereas, although there is a school on Fraser Avenue, it is private and if a change of use occurred there, an industrial activity could take advantage of the site and its proximity to other industrial activities. Vehicle access links to Centennial Highway will likely be an advantage if they could be actualised following the closing of the quarry.

Public parking is available at the kerb side on all roads and each activity provides onsite parking - the abattoir provides 200+ for workers but other activities allow for fewer numbers. All activities provide on site servicing.

Access off Centennial Highway is limited to northbound traffic only, which is somewhat limiting. There is no public road connection between Centennial Highway and Fraser Avenue. Any future connection would be difficult due to topography and steep grades. The level crossing on Fraser Avenue provides a minor barrier to Burma Road.

The centre is contained and surrounded by steep terrain and open space zoned land, effectively locking it into place. Given the nature of the activities fronting SH1, there are few urban design qualities on that side of the centre. The rest home activities orientated to residential support however, have a strong streetscape presence on Burma Road.

Table 32 Rezoning Proposals – Quarry

Location and Proposed Rezoning	Consideration	Image
Rezone 118-154 Burma Road (Malvina Major Retirement Village) from Suburban Centres to Outer Residential	The proposed zoning better reflects the residential appearance and type of residential care activities on site	
Rezone current quarry area from Suburban Centres to Business 2 Area	The proposed rezoning better reflects the commercial and industrial nature of the activities on site	
Rezone 130-150 (vacant land) and 170 (school) Fraser Avenue from Suburban Centres to Business 1 Area	The proposed rezoning better reflects the mixed use nature of the land and will allow for mixed redevelopment in the future	

Northland

Northland has been identified as a Neighbourhood Centre in the Centres Policy.

The neighbourhood service centre is supported mainly by takeaways and is anchored by a small supermarket. There are also a number of residential properties within the centre. The centre is contained, and could sustain minor expansion.

The row of shops from 53-63 Northland Road has a strong linear form, until it is broken by the residential complex at number 65. By and large it appears the centre developed as shops at ground floor, with residential above and to the rear.

Access to and within the centre is good. The centre can be accessed by regular bus service, and is on the thoroughfare between Wilton (to the North) and Kelburn. The centre has good pedestrian links specifically at the eastern extent of the shops – these are formalised by zebra crossings on Northland Road and a small traffic island on Farm Road. Pedestrian links through the centre are sufficient due to its linear nature.

Public parking is available at the kerb side and there are roughly 20 car parks located on private sites throughout the centre.

Streetscape improvements have been carried out along Northland Road and include:

- planting
- car parking embayment located outside the first group of retail shops.
- pedestrian islands across Farm Road

These improvements assist in identifying the true function of the centre.

Verandahs exist on some buildings on the main street frontage and should be required along the entire length of the northern side of Northland Road between Farm Road and Randwick Road. The footpath under the verandahs is at least 2m wide and comfortable.

Signage is prolific and, in some cases, obtrusive. The Dominoes Pizza sign is overtly dominant within the centre's context, and in relation to other signs on the Northland Road frontage.

The quality of built development is on the whole in relatively good repair and the centre presents well to the street. Again, an increase in verandahs along this main retail frontage and stronger design guidance in future resource consent applications would further enhance this.

A potential interface issue that could arise would be if the non-cadastral boundary were removed at 60-64 Northland Road – rezoning the sites entirely to Suburban Centre. At present, the sites contain a workshop and garages. Rezoning the sites entirely to Suburban Centre could allow more intensive development. Greater height on these sections could absorb the potential dominance of the proposed 5 storey mixed-use building at No.66 Northland Road.

Immediately to the east, at No.56 is the Northland Fire House – a listed heritage building. At present, the premises are occupied by professional offices. The larger scale and current use of the building are indicative of a suburban zoning.

Table 33 Rezoning Proposals – Northland

Location and Proposed Rezoning	Consideration	Image
Rezone 52-56 Northland Road from Outer Residential to Centres	<p>The proposed rezoning would reflect the function and current land use of these sites.</p> <p>The proposed rezoning would allow for more intensive development – the sites are on a prominent corner, sit at the gateway to the centre, and are immediately across the street from the existing retail shops.</p>	
Rezone rear of 60, 62 and 64 Northland Road (include 1 Garden Road) from Outer Residential to Centres (ie. erase the non-cadastral boundary at 60, 62, & 64 Northland Road, allowing all of the sites to be zoned Centre)	Eliminates the non-cadastral boundary that ‘splits’ the zoning of each property. Each site is proposed to be zoned Centre in entirety	
Rezone the entire Northland centre from Suburban Centres to Centres	The proposed Centres zoning recognises Northland as a neighbourhood centre	

Rongotai East

This industrial area is dominated by three large functions (self storage units, R.L. Tilley manufacturers and film production workshop). Otherwise, the dominant function by numbers is small-scale commercial/trade activities. There is little residential activity, with few residential amenities within the centre. The function of the area is largely contained.

Access to and within the area is good. The area is within walking distance of Rongotai and Kilbirnie. Rongotai Road in this area has relatively low traffic flow during the daytime; which would probably be different at peak time. Public Transport (bus) to and from the area is available but is not fully utilised in preference to private vehicles.

The quality of built development is on the whole fair but has no particular street presence reflective of the industrial function of the centre. There are several old residential dwellings scattered throughout the centre but, otherwise, the majority of the buildings are large commercial or warehouse buildings of various ages (from 1970s to present).

There are few interface issues as the site is bounded to the north by Cobham Drive and to the east by the airport. To the west is the ‘non-residential’ activity of the fire station, although it is evident that a former accommodation block of the Fire Service has now been disposed of to individual owners. To the south of Rongotai Road is a more traditional residential layout; this area has the advantage of being slightly elevated above the suburban centre. The area is largely separated from these and other residential areas by streets, so there are few shading or dominance issues.

Signs within the centre are prolific but are generally low-key, but signs on Cobham Drive (a major traffic corridor) are larger and more visible.

There are several out of centre activities in the immediate area. There is a service garage at 2 Tirangi Road (Denmac Automotive), an Indian video store operates out of 194 Rongotai Road, and there are two childcare centres at 178 and 192 Rongotai Road; there is also a dairy at 1 Yule Street. All these buildings retain a residential scale. A significantly larger childcare centre is at 127 & 129 Rongotai Road.

Table 34 Rezoning Proposals – Rongotai East

Location and Proposed Rezoning	Consideration	Image
Retain existing zone boundaries but rezone land currently zoned Suburban Centres to Business 2 Area	The proposed rezoning better reflects the commercial and industrial nature of the activities on site	

Rongotai South

Rongotai South is the block bounded by Tirangi Road and Wellington Airport to the east, Lyall Bay to the South, Rongotai College to the north, and a strip of Open Space 'A' backing on to Residential properties and residential land to the west.

The area was laid out in the early 1960s as an industrial space, however has slowly begun to change in character as more mixed use activities move into the area. Stimulated from the Airport retail park, the area is set to contain a large trade supply retailer and it is anticipated that other bulk retailers may choose to locate in the area.

The functions of the area fully occupy the land area and the activities are largely contained. There is a significant area of redevelopment to the east of the centre within the Airport Precinct. This development comprises several bulk retail outlets.

There is certainly scope for more intensified use for the area, whether this be of a light industrial nature or indeed with a more commercial/retail focus. At present there is little to no residential development within the area and little vacant land to accommodate such development. Any future proposals for residential development in the area would need to be carefully considered, preferably through a master planning exercise that looked at all the possible future uses for the area.

Access to and within the area is good, with Kingsford Smith and McGregor Streets looping through the middle. The centre is not particularly well served for public transport – public transport passes through the centre but does not appear to be a frequent service (Airport route). There are no formalised pedestrian crossings within the centre but Kingsford Smith Street and McGregor Street are not busy roads meaning crossing the road can be done reasonably safely. There is limited access, however, to the open space to the east, and the buildings in the centre also turn their backs on this area. Public parking is available at the kerb side and there are in the order of 250 car parks located on private land, mostly on properties fronting Kingsford Smith Street.

No streetscape improvements (under the Public Space and Centre Development Strategy) have been carried out along any of the roads within the area. The street-widths are wide with footpaths on either side. The quality of the buildings within the area is mixed, but generally comprises utilitarian industrial buildings of various ages and environmental quality; there are few verandahs or other street activation. Signage is also variable, ranging from cluttered frontage to completely absent. There are also some large billboard signs and fully painted building frontages, facing Lyall Bay Parade, that are very obtrusive in the area.

There are a few other out-of-centre activities located on Lyall Parade within 500 metres of the centre – namely, Maranui Café, and a neighbouring takeaway shop.

Table 35 Rezoning Proposals – Rongotai South

Location and Proposed Rezoning	Consideration	Image
Retain the existing zone boundaries, but rezone amendment to change Rongotai South from Suburban Centres to Business 1 Area	The proposed rezoning better reflects the commercial and other mixed use activities in the area	

Roseneath

Roseneath is identified as a neighbourhood centre in the Centres Policy. It is a slightly unusual “centre” in that it consists on a small set of 3 single storey shops that were purpose built in conjunction with the high rise apartment building above. The shops are in a prominent position near a sharp corner on Maida Vale Road and overlook Oriental Parade.

The shops were zoned for commercial purposes in the former District Scheme.

Table 36 Rezoning Proposals – Roseneath

Location and Proposed Rezoning	Consideration	Image
Rezone 21 Maida Vale Road from Outer Residential to Centres	The proposed Centres zoning best reflects the function and current land uses in the area.	

Seatoun

Seatoun is a small neighbourhood centre surrounding the intersection of Falkirk Avenue and Dundas Street. All but two of the buildings in the centre are single storey, giving the centre a low-rise, domestic scale very much in keeping with adjacent residential properties. Seatoun is classified as a Neighbourhood Centre in the Centres Policy and is supported mainly by retail activities, as well as residential, art galleries, two restaurant/cafes, a professional office, a healthcare service, and takeaway premises.

Seatoun appears to have developed as a traditional ‘main street’ neighbourhood centre. The age of the buildings indicates that the centre developed around the same time as the surrounding residential neighbourhood. The centre is embedded in the surrounding residential neighbourhood. The centre is focused on the four corners of the intersection, with all properties sharing boundaries with adjacent residential properties. There is little buffering between the suburban centre activities and surrounding residential properties, however the centre is of a character and scale that sits comfortably with the surrounding residential neighbourhood.

The centre is generally contained, the quality of built development is in relatively good repair, and presents well to the street. Verandahs exist on most buildings on the main street frontage and help to define the centre on a busy intersection. The footpath under verandahs is at least 3m wide and comfortable.

The function of the centre extends slightly beyond the zone. There is one office use (real estate company) located outside the centre boundary. The office appears to be occupying an old retail building as it has a verandah over the footpath. Although the office is located in an old retail building it is not recommended that the site be re-zoned as suburban centre because:

- The site also contains a residential house with a reasonable sized rear yard
- There are two properties containing residential uses between the real estate office and the edge of the Suburban Centre zone.

There are also signs of residential activity encroaching into the area, with a number of sites containing townhouses and purpose built residential buildings.

No streetscape improvements (under the Public Space and Centre Development strategy) have been carried out, but the centre has been landscaped to a reasonable degree. In particular, the landscape treatment around the intersection of Dundas and Falkirk Streets assists in defining the area from the surrounding residential neighbourhood.

Signage is not prolific, is generally low key and does not detract from the centre.

All properties in the centre share one or more boundaries with adjacent residential properties creating possible interface issues. On most sides the existing centre is hemmed in by fairly intensive residential development. There appears to be little scope for, or merit in, expanding the zone boundary, given the nature of the surrounding residential development.

There is almost no scope to continue to build upwards on the street front buildings. Not only would this significantly alter the scale of the streetscape, but the close proximity of residential properties would make additional height difficult to deal with without compromising amenity values.

Table 37 Rezoning Proposals – Seatoun

Location and Proposed Rezoning	Consideration	Image
<p>Retain the existing zone boundaries but zone amendment to change Seatoun from Suburban Centres to Centres</p>	<p>The proposed Centres zoning best reflects the function and current land uses in the area. In addition, there is almost no scope to intensify the centre on account of the close proximity of adjacent residential activities.</p>	

Shelly Bay

Shelly Bay is located in two isolated bays on the north-western edge of Miramar Peninsula. Historically Shelly Bay has served as a military base and this is reflected in the range of buildings located in the area. It does not have a 'main street' or commercial/industrial character, rather it is a loose collection of small to medium sized timber buildings, including administrative buildings, staff quarters, warehousing and wharves.

The military ceased occupation of the area some time ago. Development of the area has been on hold pending resolution of land ownership via the treaty settlement process. Shelly Bay is currently home to an eclectic mix of uses, but this is likely to change in the future as land ownership issues are resolved.

Shelly Bay is not a town centre in the traditional sense. The layout and design of buildings very much reflects the sites history as a military base. Buildings are sporadically spread within a landscaped setting.

Currently, there are nine land uses including; two commercial/trade; two sport and leisure (including police training); two film studio; one education (art for kids); one residential and one utility.

The function of the area is very much contained within the existing setting. Buildings are almost exclusively limited to the flat land in between the harbour and the steep escarpment to the east.

Access to the area is poor. The area occupies an isolated position on the north-western edge of Miramar Peninsula. The area is accessible only from the north or south along Shelly Bay Road. Once inside the centre access and pedestrian links are very good. The spacious layout of the site in a landscaped setting makes walking easy. Public parking is available throughout the centre.

Buildings on the seaward side of the road tend to be more utilitarian, warehouse-type buildings. Those buildings on the landward side tend to be more domestic in design and scale with higher levels of detailing.

No streetscape improvements (under the Public Space and Centre Development strategy) have been carried out within the centre. However the area has a lovely setting with established trees and beachside amenity. The area also has heritage values that will need to be carefully managed in the future.

The quality of built development is on the whole relatively good. However the warehouse buildings on the seaward side of the road are in very poor condition. The wharf structures are also in a state of decay and in need of serious repair if they are to be used in the future.

Shelly Bay is subject to an urban design guide, which also specifies area specific heights for buildings in different parts of the centre. Heights are lower along the water's edge (8 metres) stepping up to 11 metres in the areas at the foot of the escarpment. There is one pocket of 7 metre height further up the escarpment in the north-eastern corner of the site.

Given the prominence of Shelly Bay and its value to community, redevelopment of the area will have to be carefully considered. It is recommended that a master planning exercise be undertaken with future landowners.

Table 38 Rezoning Proposals – Shelly Bay

Location and Proposed Rezoning	Consideration	Image
<p>Retain the existing zone boundaries but zone amendment to change Shelly Bay from Suburban Centres to Shelly Bay Business Precinct Area</p>	<p>The proposed Shelly Bay Business 1 zoning best reflects the mixed use character of the area and will also allow for different types of buildings and activities in the future.</p>	

Southern Landfill

The Southern Landfill is located at the intersection of Happy Valley Road and Landfill Road, extending up Landfill Road. The area appears to have developed as an offshoot of activities associated with the southern landfill: waste management, recycling and plant storage. The activities within the area are a mixture of similar heavy trade, plant storage and commercial activities which are well suited together. The two retail activities, the landfill shop and the landscaping supplies, are not misplaced in the centre either.

The function of the area is contained and the majority of the available land is utilised; a significant portion of the area is bush-clad hill slope which would be difficult to put to any suburban area use. Activities immediately outside the area include a small residential enclave (converted to a gym and practice rooms) and the southern landfill; otherwise the area is surrounded by rural land.

There are two main non-residential activities near the area; these are a takeaway/bakery located at 307 Happy Valley Road and the Bata factory located on Bata Grove. Both activities are not directly associated with the centre (the bakery would serve workers in the centre and the T'n'T landfill). The out of centre activities should not be considered for rezoning for these reasons.

The quality of built development is on the whole in fair but does not associate with the street well. The buildings within the centre could be described as 'industrial warehouse', although there are several residential buildings used for offices.

Table 39 Rezoning Proposals – Southern Landfill

Location and Proposed Rezoning	Consideration	Image
Retain the existing zone boundaries but zone amendment to change the Southern Landfill area from Suburban Centres to Business 2 Area	Given the existing and anticipated continued industrial use of the area, it is considered appropriate to rezone the Southern Landfill from Suburban Centres to Business 2 Area	

Strathmore

Strathmore

Strathmore is a small neighbourhood centre located on Broadway, near the intersection with Ira Street. The centre is entirely contained in the block bounded by Broadway, Strathmore Avenue and Glamis Avenue, with most properties fronting onto the southern edge of Broadway. A range of activities currently occur at Strathmore, including retail, takeaway shops, restaurants/cafes, residential, a small supermarket ('4 Square'), an automotive workshop, a pub and a church.

The function of the Strathmore centre is contained within the centre. There are no out of centre activities in close proximity to the centre.

The Strathmore centre appears to have developed in a structured way. The retail frontages are strongly focused on to Broadway and Glamis Avenue (but it appears the Glamis Avenue tenancies have been less of a success), with servicing and a range of larger supporting activities to the rear. Verandahs exist on most buildings on the Broadway and Glamis Avenue frontages.

Access to and within the Strathmore centre is good. Public parking is available at the kerb side and 10 car parks are located on private land in front of the pub (on Strathmore Avenue). The centre has two bus stops. Pedestrian links across the Broadway are formalised by zebra crossings. Pedestrian links through the centre are not significant due to its small size.

The quality of built development is on the whole in relatively good repair/ and the centre presents well to the street. The centre is very compact and has a fine grain with no vacant tenancies along the main frontage. The setting of the centre is complemented by the location of a park and public toilets across Broadway.

The quality of the street edge on the two side streets is average-poor compared to the Broadway frontage, however the Broadway frontage could benefit from application of the verandah/shopfront requirement to ensure that any future redevelopment is complimentary to the existing buildings.

Streetscape improvements (under the Public Space and Centre Development strategy) include a modest planting embayment and paved crossing mark the eastern entrance to the centre. A more extensive entrance greets those approaching from the west, with a planted roundabout and grassed area marked with signage.

Signage is fairly prolific, and fairly visible, but in general does not detract from the centre. There are a significant number of verandah top signs given the small size of the centre.

There are few interface issues with the Strathmore centre. The centre has street frontages on three sides (Broadway, Strathmore Avenue, and Glamis Avenue) providing a buffer to surrounding residential properties.

Broadway

The Broadway centre is located further to the west along Broadway, near the intersection with Hobart Street. The Broadway centre is smaller and less coherent than Strathmore. It is spread over three dislocated sites which contributes to a fragmented feel. On the southern side of Broadway there is a cluster of three single storey retail/commercial properties. The three buildings abut each other and have verandahs, so give the impression of a small 'main street' frontage. On the northern side of Broadway there is a motel and a service station. Both activities occupy large corner sites, with three smaller residential properties separating the two. None of the properties are currently zoned suburban centre in the District Plan.

There is little scope for intensification in the Broadway centre due to its fragmented layout and the proximity of adjacent residential properties.

Table 40 Rezoning Proposals – Strathmore

Location and Proposed Rezoning	Consideration	Image
Rezone 382-386 Broadway from Outer Residential to Centres	The proposed rezoning better reflects the current land use.	
Rezone 357-367 Broadway and 3 Hobart St from Outer Residential to Centres	The proposed rezoning better reflects the current land use.	
Retain the existing zone boundaries for Strathmore, but zone amendment to change Strathmore from Suburban Centres to Centres	The centres zoning reflects role and function and the centre and the type of activities prevalent in the village	

Tawa East

This area is located at the eastern end of Surrey Street. It is a large, stand-alone site wedged between the railway line and Porirua Stream. Currently, there is one industrial activity (on a large, fenced off site at the northern end of the area) and one large format retailing centre (containing a number of tenancies) on the site. All of the tenancies in the retail complex are currently vacant, indicating its demise as a large format retail centre (possibly as a result of the Porirua Mega Centre and/or DressMart Tawa).

The Surrey Road complex is not a town centre in the traditional sense, rather it is a custom built large format retail centre. It does not have many of the facilities of 'public' spaces that would be expected in a main street environment. A large area of parking is available in front of the retail complex – over 100 carparks are provided on site.

Access to the area is average: vehicular and pedestrian access is via two residential streets (Surrey Street and Melville Street), however, the site has excellent commuter train access (there is a train station and park and ride facility at the southern end of the site). The complex is only a five minute walk (via Melville Street) from the Tawa town centre.

The quality of built development is on the whole poor and the area has no particular street presence, sense of place or amenity value. There appears little chance that the area will continue as a retail centre, so the site presents a significant redevelopment opportunity in close proximity to the Tawa town centre.

There are few interface issues in the centre due to its isolated nature. The site is buffered from surrounding properties by the railway line (to the east) and Porirua Stream (to the west). As such, there is significant scope for residential infill development on vacant land within the zoned area, including the significant potential to develop taller buildings on the site.

The site has been identified as a Live/Work Area in the Centres Policy.

Table 41 Rezoning Proposals – Tawa East

Location and Proposed Rezoning	Consideration	Image
Retain the existing zone boundaries but zone amendment to change Tawa East from Suburban Centres to Business 1 Area	<p>The current large format retailing activity has failed leaving the sites open to consideration for new uses. Its isolation means that there is scope to increase building heights on the site in order to promote residential intensification.</p> <p>Vehicular and pedestrian links to the centre are average, but the location of a railway station at the southern end of the centre means that it has very good public transport links, particularly for commuters. In addition, the site is in close proximity (5 minutes walk) to the Tawa town centre, making it a good candidate for mixed use intensification.</p>	

Tawa Main

Tawa is classified as a Town Centre in the Centres Policy.

Tawa centre was established as a traditional main street retail centre focused around Main Road. There is still a strong ‘main street’ feel along Main Road with most buildings containing retail or service activities. This is particularly true along the eastern edge of Main Road. The western edge of Main Road has been modified to a greater extent particularly by the introduction of a service station in the middle of the block. Along the western edge and at either end of the centre there is a more diverse range of activities including commercial/trade operations, a service station, a library and community services.

The supermarket is located behind the Main Road frontage, facing Oxford Street. It appears to have been developed later than the Main Road properties, possibly in conjunction with the pedestrian mall/square that links through to Main Road. The supermarket is set back from the Oxford Street frontage with a substantial open air car park occupying the space in between.

Compared to many similar sized town centres closer to central Wellington there is very little residential activity in the Tawa centre, however the centre is surrounded by residentially zoned land on all sides.

The function of the centre extends slightly beyond the zone boundary. There are eight out of centre activities located fronting Main Road to the north and south of the existing Suburban Centre zone. However these uses, which include two motels, three churches and two medical services, are generally compatible with the surrounding residential activities and do not justify an expansion of the existing zone.

Access to and within the centre is good. There is a train station 200m to the east of the centre. Trains run into Wellington approximately every half hour, more frequently during the morning commuting period. Bus services are limited, with only the morning commuter buses continuing on into central Wellington.

Angled public parking is available at the kerb side on both sides of Main Street. Approximately half of the properties (usually those on the fringe of the main retail area) maintain onsite car parks, with 160+ car parks located on private land. The majority of these are in one car parking area associated with the supermarket, fronting onto Oxford/Cambridge Street. A service lane runs to the rear of the shops at the southern end of the centre, on the eastern side of Main Road.

Pedestrian links through the centre are significant with a pedestrian mall/pathway linking Main Road to the entrance to the supermarket and a number of formal and in-formal links that allow pedestrians to move through the middle of the block to access the Main Road frontages.

The quality of built development is on the whole is relatively good. In particular the frontage on the eastern side of Main Road is fairly vibrant and presents well to the street. Locating the supermarket behind the main street frontage has been successful insofar as the centre has retained its ‘main street’ character. Signage is not prolific, and is generally low key and does not detract from the centre.

Streetscape improvements (under the Public Space and Centre Development Strategy) have been carried out along Main Road and within the pedestrian mall/public square located opposite Essex Street on the eastern side of Main Street. The improvements, which include paving, tree planting, wind screens for pedestrian comfort, a public sculpture and the creation of a public square on the eastern side of Main Road, halfway along the retail frontage, align

with the centre's main street function rather than the zone boundaries and are obviously intended to improve sense of place and increase pedestrian amenity.

Verandah cover on the eastern edge of Main Road is fairly consistent, a reflection of its traditional retail role. The verandah cover on the western edge is less consistent, reflecting the more varied range of activities especially the service station at the intersection with Essex Street. The buildings fronting Main Street are generally built up to the street frontage. One exception is the multi-storey office building that is set back from the street edge, behind the public square on the eastern edge of the Main Road. This set back, along with an adjacent vehicle access has resulted in a break in the street edge and verandah cover of approximately 50 metres.

The only area where interface issues may be significant is in the north-eastern corner of the centre where the commercial properties directly abut residential properties on flat terrain. There appears to be little pressure to expand the Centre zoning in this area. If expansion were to be considered, the only logical area to expand the centre would be to the south on the western side of Main Road. At present this area contains a mixture of residential and community services, and is dominated by two large church complexes.

Overall the out of centre activities around Tawa are of a scale or type that sits reasonably comfortably in a Suburban Centre/residential fringe environment. As such it is considered that there is little to be gained from rezoning any of these activities. South of the centre there is a more varied range of out of centre activities including three churches, a doctor's surgery and a small professional office.

Table 42 Rezoning Proposals – Tawa Main

Location and Proposed Rezoning	Consideration	Image
Retain the existing zone boundaries but zone amendment to change the Tawa Town Centre from Suburban Centres to Centres	The centres zoning reflects role and function and the centre and the type of activities prevalent in the centre	

Tawa, Oxford Street (Tawa Middle)

Tawa (Middle) is a small collection of commercial and retail properties centred on the intersection of Main Road and Oxford Street, approximately 200 metres south of the main Tawa centre. While it appears that the centre was originally a small 'main street' type centre comprising of shop-houses, it now contains a variety of uses including two reasonably large car sales yards, four professional offices, two restaurants/cafes, two takeaway bars and seven retail units.

Access to and within the centre is average. Access by private vehicle is good as the centre is located on a major road and there is reasonable on-street parking. Public transport is below average. Tawa has poor bus services, and the nearest train station is 500-600 metres away. Public parking is available at the kerb side and approximately 10 car parks are located on private land.

There are no out of centre activities on the periphery of the Tawa (Middle) centre. The suburban centre zone covers all those properties used for non-residential activities.

The quality of built development is on the whole in relatively poor and the centre has no particular street presence. The older building stock is generally shabby, and newer buildings have done little to enhance the feel of the centre. In particular the car-sales yards have created large 'holes' in the street edge with buildings being set back from the street edge. Verandahs exist on a small number of buildings on the eastern side of Main Road, south of Oxford Street. Signage is not prolific, and is generally low key and does not detract from the centre.

There are few interface issues. The residential properties to the west are elevated above the centre by the contour of the land. The area to the east of the centre is dominated by a school. The scale of buildings at the northern and southern ends is in keeping with that of the residential neighbours.

Table 43 Rezoning Proposals – Tawa, Oxford Street

Location and Proposed Rezoning	Consideration	Image
<p>Retain the existing zone boundaries but zone amendment to change the Tawa Street area from Suburban Centres to Centres.</p>	<p>There appears to be very little pressure to increase the size of the centre or to amend the boundaries of the Centre zone.</p>	

Tawa South, Tawa

Spanning approximately 1 km from end to end, Tawa (South) is a long, fairly narrow centre that runs north-south along Main Road from Tawa Street in the north, to Boscobel Lane in the south. The majority of the area sits to the east of Main Road, occupying the land between the road and the railway corridor to the east. The area is contained with few out of centre activities.

The area has traditionally been zoned for industrial purposes and this is reflected in the land use patterns and mixture of uses found within the centre. However, the rest home development and DressMart retail complex, which contains 30 retailers, have had the effect of splitting the area into three distinct parts.

The northern end of the area still retains a strong mix of industrial/commercial activities. The Porirua Stream runs through the middle of the area, on the eastern side of Main Road. This creates an interesting built form as some buildings front Main Road with their back to the stream, while others are set back from the street with access across private bridges. While the stream does not dominate the character of the centre, it is an interesting feature that has influenced the layout and built form present in the northern portion of the centre.

The middle third of the area contains a low rise retirement village. This stretch of Main Road has little in the way of streetscape value as the road frontage is dominated by a continuous 2 metre tall rough sawn timber fence, which obscures all but the roofs of the retirement units behind.

At the southern end, the area is dominated by the large, utilitarian DressMart building and associated car-parking. The DressMart building is set back from the Main Road frontage but is visible and fairly prominent from the street.

Access to and within the area is average. While Main Road runs along the length of the area providing good vehicular access, the bus service operating in this area is limited. There is a train station with a park and ride facility at the very southern end of the centre, but the shape of the centre means that only the southern area (including the DressMart complex) is within comfortable walking distance.

Public parking is available at the kerb side and a large number of carparks are located on private land. Pedestrian links into and around the area are poor due to the centre's isolation and lineal layout. For the most part the centre is wedged between Main Road and the railway corridor to the east, with no direct links to the surrounding residential areas. Access across the rail corridor is understandably poor. Access across Main Road is average due to the volume and speed of traffic moving along the road.

While the buildings in the northern area are fairly utilitarian in design, they generally have a positive relationship to the street. While the street edge is not continuous, the buildings provide a reasonable degree of street edge definition and the majority of buildings that front the street are articulated with openings and entrances onto the street. Signage is not prolific, is generally low key and does not detract from the centre. Overall, the urban design qualities of the centre are average to poor.

Because of its isolation from adjoining residential uses there is substantial scope to continue to build upwards on the street front buildings without compromising neighbouring amenities of streetscape qualities. Main Road is wide enough to absorb increased height. However this may not be a desirable outcome because:

- Residential activities are the only use likely to want to take advantage of additional height in this centre
- The introduction of additional residential use may result in the loss of further land for industrial use.

- The area does not provide the range of day to day services that residential occupants would want to access. The nearest centre providing these services (the main Tawa centre) is some distance away (0.6-1.6 km)

There are few interface issues. For the most part the centre is wedged between Main Road and the railway corridor to the east, with no direct links to the surrounding residential areas. The only area where the centre boundary abuts residential properties is in the north-western corner and in this area the majority of residential properties sit well above the suburban centre properties due the rise in land contour.

There are two out of centre motels, one at the intersection of Main Road and Redwood Avenue, and one off Boscobel Lane, however these should not be considered for rezoning because they are generally compatible with the surrounding residential activities and are physically separated from the existing centre.

A new service station and retail shop are proposed in the southern area, at the entrance to the DressMart complex. Consent has been granted, and was required to address hazardous substances, noise, parking and servicing issues.

A resource consent has been granted to replace the industrial building at 89 Main Road with a large, four storey retirement village containing 117 apartments. This would introduce a new built form and activity type into the northern area, possibly bringing with it problems relating to reverse sensitivity. Construction work had not commenced at the time of writing.

Table 44 Rezoning Proposals – Tawa South, Tawa

Location and Proposed Rezoning	Consideration	Image
Rezoning eastern side of Main Road south of Tawa Street (68-100 Main Road) from Suburban Centres to Business 2 Area	Given the existing and anticipated continued industrial use of the property, it is considered appropriate to rezone this area from Suburban Centres to Business 2 Area	
Rezoning western side of Main Road south of Tawa Street (87A-99 Main Road) from Suburban Centres to Business 1 Area	Given the existing and anticipated continued industrial-type use of the property, it is considered appropriate to rezone this area from Suburban Centres to Business 1 Area	
Rezoning the southern end of Tawa (16-42 Main Road) from Suburban Centres to Business 1 Area	The area has a distinct mixed use character. The Business 1 Area zoning will allow for the expansion of business operations and limited residential if necessary.	

Thorndon

Thorndon has been classified as a Neighbourhood Centre in the Centres Policy. The main function of the centre is retail/service centre supported by a high degree of residential activity. There is an important mix of community activities present. The actual zoned area is a bit haphazard, with several residentially zoned properties in the 'strip' contributing to the function of the centre. No main street up-grades have been made, though the centres uniform character and heritage elements greatly assist in the legibility of the centre.

There is good access in and around the centre and public transport is available as the centre is on a main road, however this and the road width together make kerbside parking difficult. These factors combined with the historic layout of the street and property, i.e. no vehicle access or front curtilage, means service deliveries are generally performed on the street.

Public parking is available at the kerb side, all are short term and difficult to access because of the narrow road carriageway. Twelve car parks are located on private land alongside the tavern and two properties have formal parking in their forecourt areas. These spaces are difficult to manoeuvre. Only the tavern has any on-site service area.

Pedestrian links across Tinakori Road are non-existent, and because Tinakori Road is quite busy it is difficult to cross from one side to the other. The rear of a few properties have been opened up by providing public lanes to rear buildings and courtyards, making good use of the rear of properties.

The area within the commercial zone is protected by the Thorndon Character Area provisions, which guides development to be in keeping with the pre-1930s historic era of Thorndon. Recent development is sympathetic to the existing pre-1930s buildings, and difficult to tell apart, giving a strong indication that the current District Plan provisions are guiding character and working well.

Approximately 80% of the street has main shop front windows. Whilst verandahs are a prominent feature of the street, some large gaps are present like in front of the tavern. It is considered that streetscape improvements would benefit the centre. The appearance of the centre is overall high in quality and gentrified. Signs are not an issue and seem well controlled through character provisions.

No interface issues of any significance were identified within the suburban centre zone. Should the zone be extended along the street, there would be fewer interface points in the centre, but some new ones on the edges of the zone.

Seventeen out of centre activities are identified, including two health care facilities, two restaurants/cafes, two pubs/taverns, two service activities, three mechanics (one with petrol pumps), two retail, one hotel, one professional office and one community activity.

Several of the above activities are located on Tinakori Road in and around the suburban centre zone. Extending the existing zone would accommodate these particular sites, however spot rezoning would be required for others, most of which are long established, but stand alone activities. The exception is the premises at 3 – 7 George Street where a large industrial building now accommodates several service and community type activities.

Other activities are stand alone and not sufficiently clustered or connected to warrant spot zoning. Only one of the existing non-residential activities should be considered for rezoning. The zone could be altered to better connect and accommodate existing non-residential activities such as at 318 Tinakori Road. This would also provide an opportunity for residential properties within the strip to be used for commercial purposes as of right. The number of out of centre non-residential activities indicates advantage could be made of additional commercial space.

Table 45 Rezoning Proposals – Thorndon

Location and Proposed Rezoning	Consideration	Image
<p>Rezone 352 and 356a Tinakori Road from Inner Residential to Centres</p>	<p>These properties operate as a drycleaners and an antique shop and are most likely to continue to be used for commercial purposes in the future. Given the location and proximity to the Thorndon village it is considered appropriate to rezone these properties to Centres</p>	
<p>Rezone 318 Tinakori Road from Inner Residential to Centres</p>	<p>This property is a new build and has been purpose built to contain shops at ground floor and residential above. It is situated in the middle of the commercial hub of Thorndon.</p> <p>The ground for use of retail is anticipated to continue in the future and it is considered appropriate to rezone the property to Centres</p>	
<p>Rezone the front part of 304 Tinakori Road from Inner Residential to Centres</p> <p>Rezone rear of 300-302 Tinakori Road from Suburban Centres to Residential</p>	<p>Number 304 contains a shop at ground floor and residential above. It is situated on the edge of Thorndon village and should be recognised for its commercial use.</p> <p>The proposed rezoning of numbers 300-302 better reflects the current residential land use of the rear of these sites.</p>	
<p>Zone amendment to change the remaining Suburban Centre zoned land to Centres</p>	<p>The proposed Centres zoning best reflects the commercial nature of the area.</p>	

Wadestown

Wadestown is identified as a Neighbourhood Centre within the Centres Policy. A small number of existing services and shops area present which comprise of service activities takeaways and two retailers. These shops serve the immediate needs of the local residents. Within the centre are also residential activities; healthcare services; a café and a church.

Access to and within the centre is good with a regular bus route passing through the centre and the centre being on a collector road route. Public parking is available at the kerb side along Wadestown Road and Weld Street and is heavily used by both visitors to the centre and by residents. The centre has reasonable pedestrian links with a zebra crossing located between the main bus stop, public toilet and the remaining shop frontages.

The spread-out nature of the functions that comprise the ‘centre’ is illegible and detracts from the ability to create any sense of place. The disestablishment of some historic commercial activities further fractionalises the centres function.

Community activities, including library, community centre and plunket rooms, are outside of the zone but in the near vicinity. Their lack of integration detracts from any sense of place about Wadestown.

Whilst the centre is not well contained, it has a distinct cluster of shops opposite Cecil Road – visually identifiable by the shop frontages and verandahs. This cluster of shops represents the most significant contribution to the streetscape and overall design qualities of the centre.

The quality of built development is generally good for a centre of this size, however the verandahs and window frontages (whilst intact) are not protected. Signage is not prolific, and is generally low key and unobtrusive.

Table 46 Rezoning Proposals – Wadestown

Location and Proposed Rezoning	Consideration	Image
Retain the existing zone boundaries but zone amendment to change Wadestown from Suburban Centres to Centres	The proposed Centres zoning best reflects the commercial nature of the area.	