

Adelaide Road key stakeholder & community consultation meetings

Thursday 28 February 2008

Venue: Basin Reserve, RA Vance Stand, Long Room

Time	Stakeholder Group
9 – 10:30am	Major developers & investors
11 – 12:30pm	Institutions
1:30 – 3pm	Transport
3:30 – 5pm	Local businesses & local business landowners
6:30 – 8pm	Public meeting

1. Major developers, investors & architects

Participants: 14 people; representatives from Foodstuffs NZ (Wellington), Prime Property Group, The Wellington Company Ltd., Novak & Middleton Architects Ltd, Architecture Workshop Ltd, Opus Architecture, Parsonson Architects, Studio Pacific Architecture Ltd, Archaus Architects, Athfield Architects Ltd, Boffa Miskell.

What is the potential of the area?

Residential development vs employment

- Te Aro is obvious choice for residential intensification – people can live here and walk to work and to Newtown. An “urban village” is not the answer for the Adelaide Road
- Intensification only likely within close proximity to the hospital – many people working there want to live within walking distance
- Concern that industry could be lost to residential

Social housing

- WCC – approx 300 residents in Hanson Court; HNZN has a few units in study area
- Popular as its close to CBD and public transport; also employment opportunities and community services close by; it's a good location for social housing
- Property values in Adelaide Road are be less than Te Aro – opportunity for affordable housing.

Transport

- Can't escape the area being a major transport corridor; it is a “through zone”, very busy, lots of traffic, unsafe for cyclists
- corridor vs village: Adelaide Road seems very confused at the moment – its not clear how many lanes it is and what the road space is used for.

Other potential roles of this place?

- Service industry important. Wellington has very few industrial areas – understandable because is a high wage area and doesn't make sense for blue collar.
- Retail is good for creating jobs but there is still a requirement for service. People need easy access to these services during working hours (so close to town is good).
- Reverse sensitivity issues arise when more residential goes into these areas.

Change is happening – how do we best control this/influence good outcomes?

- Taking a long-term view of development is very useful. Council needs to keep bigger picture context, especially the linkages and relationships the Adelaide Road area has with other parts of the city.
- Don't believe in the growth spine – intensification should be focused in the CBD and extend out from there in all directions.
- 2 different perspectives:
 - Let the market decide what this area needs. Things get created because there is a need. A developer's perspective is that the market will solve everything.
 - Need to be sensitive about market forces and pressures, but the market won't/can't solve all the issues.

System blockages:

- Height limits need to go up
- A mix of uses needs to occur
- Incentives for development to encourage things to happen in certain places e.g. development contributions lower or negative for supportive/consistent development.

2. Institutions

Participants: 18 people; from various institutions such as Wellington High School, Wellington East Girls College, Mt. Cook School, NZ Film School, Massey University (including the School of Nursing), Toi Whakaari - NZ Drama School, Housing New Zealand Corporation, Government House, Basin Reserve Trust/Wellington Cricket, Department of Prime Minister & Cabinet, Greater Wellington Regional Council, St Mark's Church School, Wellington Housing Trust & Wakefield Hospital.

Educational growth area

- This area is growth area for education. Rents too high in the city – pushing education further out to places like Adelaide Road.
- NZ Film School 100 students approx; also bring other people into the area; Massey Uni – approx 800 students resident in the immediate area
- Student accommodation – lots of recent developments but not great design quality.
- Priority should be placed on students – they bring a lot to the area. Supporting infrastructure (public transport, parking, walking, cycling, public space) and services are important.
- Consequences of having lots of educational facilities in the area are the need for good public transport, open space and recreational space
- would rather see space used for educational uses (build on what already exists) or community uses, than car yards, panel beaters etc

Leisure & recreational facilities

- More people living in the area: need for more open and recreation space
- Access to Town Belt needed – huge recreational area and public space resource. e.g. between the hospital and Govt House boundary?

Health

- The health sector is also strong in this area
- Wellington Hospital has approx 3,000 employees; Uni of Otago Medical School – 1400 students; also Wakefield hospital & Southern Cross in close proximity
- Health workers: indication that many hospital workers would like to live closer to the hospital (especially shift workers)
- Hospital travel plan – 60% of workers live within 5km of the hospital

Transport

- Council should provide the ability to be able to ride your bike safely
- Need to explore cross-connections through the area more, rather than too much focus on the straight-through corridor
- Safety for schools with the Bypass running close by and amount of traffic increasing daily
- Safety around traffic is a big issue for students and of children being picked up and dropped off.

Housing

- HNZA would like to see a portion of any new housing as social housing. Housing costs in the central city are increasing significantly
- Impact on neighbourhood of more development - concerns about high rise buildings; lack of community and recreational resources to support increased population; character of Govt House and grounds – impact of more residential on this is an issue.

Arts & Culture

- Already a strong base – should be built upon – lots of opportunities
- The Schools of Dance & Drama should be well-known, high quality performing arts and culture education providers
- Government House – 1,500 visitors a year (formal, by invitation); hold a public Open Day once a year; investigating the possibility of having a front of house ‘drop-in/info’ centre.

Heritage

- Streetscape is important and we should not lose sight of attractive heritage buildings
- Whole character and feeling of the area important
- Views are important and height limits have potential to have a big impact
- Basin Reserve Trust – preserve iconic nature of the Basin; accessible to Wellington residents.

3. Transport

Participants: 14 people; from organisations such as Transit NZ, Cycle Aware Wellington, Living Streets Aotearoa (Wellington), Land Transport New Zealand, Greater Wellington Regional Council, Transport 2000+, the Sustainability Trust, Wellington Combined Taxis Ltd, Wellington Civic Trust and Councillor Celia Wade Brown.

What is the role of this part of the city?

- Should be a mix of different things - a community where you can live, work and play – Newtown provides one of the few models around for this – and this could include Adelaide Road area
- Should be some provision for small scale manufacturing – don’t want to see loss of this. Risk of losing diversity of work.
- Town Belt is a potential green space right on area’s doorstep, but no access from Adelaide Road.
- How do we not swamp commercial/small industry? Is there is mid-way point somewhere so not so severe on employment, e.g. no residential on ground floor (similar to Te Aro ground floor rules). Perhaps this area also needs a retail limit?
- Pedestrians: Adelaide Road is a high use pedestrian route (particularly for getting to work, uni etc), but the walking experience along Adelaide Road is not good. It’s a place to get through. A lot of parking on footpaths.
- Convenient to walk as its close to CBD and institutions, but footpaths generally poor condition

- Streetscape – Adelaide Road very different from other areas; is a “half-way house” – doesn’t quite work from anyone’s perspective; could pick up aspects of Cambridge & Kent Terrace e.g. street trees. Needs to be more inviting; needs a sense of purpose – why would people linger?
- Living Streets; building quality important; getting across streets an issue; signage for cross routes (so people know where these go)

Green buildings/infrastructure

- Adelaide Road offers the opportunity for green buildings; should there be incentives for green building in the area? eg. extra storey if you go green? More discussion required – is a city-wide issue
- If Adelaide Rd were to be dug up, then Council could look at laying separate pipe system for grey water

Transport hot spots – which ones are a priority?

- John Street intersection – needs to work better – this is the entrance to Newtown
- Basin Reserve – congested, particularly at peak times

Transport specific comments

- More people = more traffic
- Bus: Bus lanes have increased traffic delays; some conflict between onroad parking, buses and cyclists
- Light rail: Need to think about regional context – decision made on public transport in Adelaide Road will have regional impacts, e.g. light rail in Adelaide Road would encourage more people to travel on public transport. A high quality bus system could work just as well
- Hospital workers: not big users of public transport; lots of shift workers drive their cars as public transport not set up for them; public transport needs to be frequent, safe and reliable.
- Sustainable transport systems; climate change and sustainability – interested in a positive vision – more people cycling is part of this; make it easier and safer for people to cycle transition from Te Aro to Adelaide Road as its very poor at the moment
- Wellington Combined Taxis office on Adelaide Rd, treatment of corridor will have a big impact; 85 employees; 560 people come to do business with them; there is conflict with the bus stop location outside their business

4. Local businesses & business owners

Participants: 12-15 people; most were owners and occupiers of businesses on Adelaide Road e.g. BP Oil New Zealand Ltd, Society of Mary, Inhabit Design Ltd (furniture store), Coventry Cars, Greek Orthodox community, Foundation of Blind, Marketing Impact Ltd, and other small businesses.

Hospital issues

- Housing for hospital staff not core business, but support any improvements in this area in this regard
- Approximately 3,000 employees
- Draws workforce from throughout the region, but would expect that a lot of workers would like to live close by, particularly shift workers and on-call
- Hospital suppliers – price driven rather than proximity
- Big issues are access (unimpeded access and free flowing traffic); hospital has access from Adelaide Road; traffic calming treatments are not good for emergency vehicles

Development type

- Student accommodation – a lot has been built in the last few years, but there looks to be continued demand for more
- Council should embrace “real” mixed use, i.e. commercial with good quality residential above. This development is more secure, safer, and provides other transport options
- Parallel investment in the public transport system is required as growth comes (one can’t happen without the other)
- Would be good to see development; front of business is a billboard for our business; would be good to see more amenity and more eating options
- Height limits: the height of development in the area matters e.g. interference with airspace corridors (Vodafone)
- Parking and congestion are big issues; but a more liveable area would be exciting
- Kent Tce/Cambridge Tce/Adelaide Rd – last of the flat land available for high quality commercial business
- Residential vs busy transport corridor – could face residential living away from the main corridor, overlook side streets/back streets with more appeal/quieter

Traffic & transport

- Bypass has increased the amount of traffic on Adelaide Road making in very hard to get to work some days
- There is a shortage of parking
- The small green space at the end of King St could be used to create a connection with Belfast St – for cycles and buses
- bus lanes and bus stops present safety and business access issues – re-look at their locations

Infrastructure

- Stormwater collection off hill on Eastern side of study area – doesn’t appear to be a good collection system at present – surface flooding/flooding of building basements

5. Public meeting

Approx 70 people in attendance (majority of people live in the area; a handful also work in the area)

Type of development

- Mix of different things is required – could have residential on top and commercial at bottom level; not a “light industrial desert” – want a liveable area, which looks attractive, possibility to walk around easily. Area is starting to get that feel of cheap, nasty buildings.
- Height limits: no high rise apartments; tallest at the moment is about 6 stories; think about visual impacts, sun and air circulation, and adding to the wind tunnel along Adelaide Rd
- Intensive housing: not like UK, has bad examples: no open space or amenities. NZ is special – green space and amenities need to be part of the picture if talking about more people living here.
- Places for kids and young people are important.

Housing

- Affordability of housing; risk of developing lots of cheap studio units
- Development of Adelaide Road area could push families who currently live there further out from town (from Tasman St area in particular)

Recreation & public open space

- Access to green space: Lack of publicly accessible and useable green spaces; access to town belt or Basin Reserve.
- Basin Reserve – the potential use of this area by the public needs to be clearer. It is under-utilised; valuable resource; only used for cricket 5 times a year – other sports fields are much more widely used.
- Need community public meeting places – informal spaces where people & friends can meet e.g. farmers market, community garden, small green spaces etc.

Transport

- Adelaide Road is a traffic-conduit
- Lack of off-street parking
- Look at the possibility of light rail (or trams) in the study area.
- Basin Reserve: Think about putting traffic through/under the Basin Reserve (idea floated by a councillor many years ago); Why can't traffic be 2 ways around it?
- John St intersection is a major issue
- What about a congestion charge? Would help reduce car fumes and pollution; positive health impacts
- Width of the road is an issue – bottlenecks at each end, but not in the middle – the middle area is a speedway; Road widening – need to claim space now if we want to do this

Parking issues

- Hospital parking for staff – under-provided, overflows onto streets of Newtown; upper carpark area used by hospital staff; Hutchison Road
- Also parking for Massey students; competing with residents for spaces

Walking & Cycling

- Adelaide Road is a “pedestrian wasteland”; the road cuts the area in half, difficult to cross
- Cyclists are really important – need to be safe. Only 3 routes for cyclists to get from the south to the city: Adelaide Road – cars fast, bus lane to negotiate; Wallace St even worse than Adelaide Road; Tasman St – steep hill in the middle

Heritage/character

- BGI – loss of significance: has been a focus for the community and high level of use by children; is at the heart of the area
(→ Council working hard with Foodstuffs to save front part of the building)
- Old buildings in the area have special character – need to retain this.