

Summary of Initial Consultation and Feedback on

Adelaide Road Planning for the future

(Consultation brochure Nov/Dec 2007)

March 2008

Summary of Consultation

The first Adelaide Road – Planning for the Future project consultation was held from November - December 2007. People were asked to describe what they like and dislike about the Adelaide Road area, what issues are of most concern to them, and what opportunities there may be to improve the area in the long-term. The consultation brochure was delivered to residents and businesses in and, around the study area, mailed to key stakeholders, and was also made available on the Council's website.

Consultation and communication activities are summarised in the table below.

Key Dates	Details
14 -16 Nov.	Consultation brochure and cover letter mailed to key external stakeholders
Thursday 15 Nov.	Our Wellington Page, article on Adelaide Road Project
Friday 16 Nov.	Wellington City Council media release on the Adelaide Road consultation issued
Friday 16 Nov.	Consultation brochure and covering memo to key WCC council officers; copies also circulated to the Mayor and Councillors
Friday 16 Nov.	Council website updated with consultation information, downloadable copy of consultation brochure and submission form (downloadable and online versions)
19 – 23 Nov.	Consultation brochure distributed to 2940 residents and businesses in and around Adelaide Road study area
Monday 19 Nov.	Copies of the Consultation brochure sent to Central library, all the branch libraries, service centre and contact centre.
Thursday 29 Nov.	Radio interview with CEO, Gary Poole on News talk, Breeze.
Tuesday 4 Dec.	Article on Adelaide Road project in Absolutely Positively Wellington
Friday 14 Dec.	Feedback and submissions close
Next steps	<ul style="list-style-type: none"> ■ Feedback analysed and summary of feedback available on project page www.Wellington.govt.nz

A total of 184 feedback forms and letters were received.

Type	Number
Post	140
Online	44
TOTAL	184

Study Area



PART I: General Submitter Information

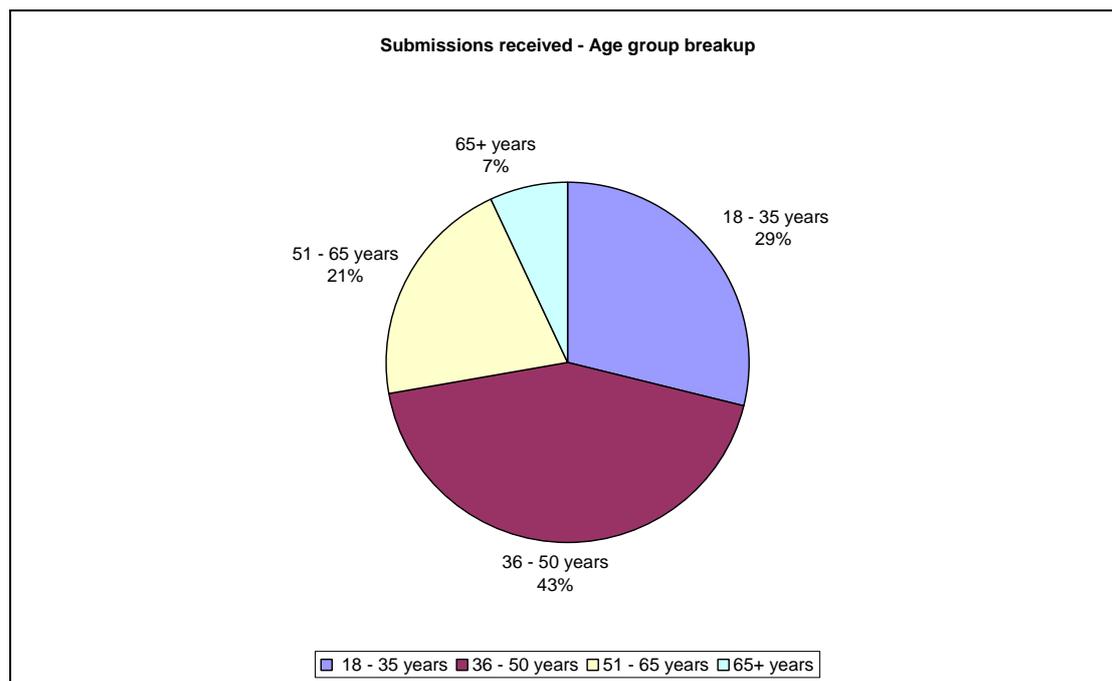
96% of the submissions received were from individuals residing in and around Adelaide road study area and 4% of the submissions were from organisations.

In total, 184 submissions were received on the first public consultation brochure for the Adelaide Road project. Submissions were received from a range of people and organisations. Some of the organisations submitting comments & feedback included:

- Greater Wellington Regional Council (GWRC)
- The Architectural Centre Inc.
- Living Streets Aotearoa
- Housing New Zealand Corporation (HNZC)
- New Zealand Historic Places Trust (NZHPT)
- Royal New Zealand Foundation of the Blind (RNZFB)
- Wellington Civic Trust
- The Housing Sustainability Trust
- Cycle Aware Wellington
- Mary Potter Hospice
- NZ Property Council

Age group

43% of the submissions received were from people aged 36- 50 years, 29% of the submissions were from people aged 18 - 35 years and 21% of the submissions were from people aged 51- 65 years.



Note: The table below compares the percentage of submissions received from each age group with the actual age group population of the study area. This shows that a much greater proportion of responses were received from 36 – 50 year age group than any other group.

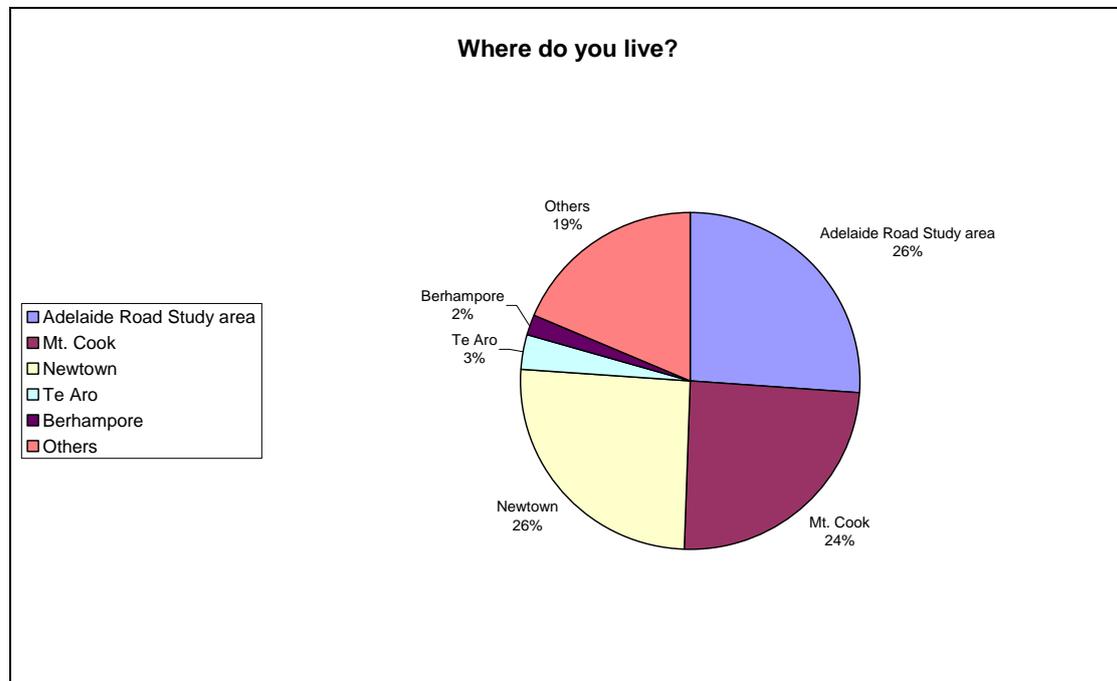
Age group	% of the study area population	Submissions received
18 - 35 years	76%	29%
36 - 50 years	13%	43%
51 - 65 years	5%	21%
65+ years	2%	7%
No submissions were received from people less than 18 years old.		

Part II: A summary of your views

The following information summarises the responses to questions asked in the consultation brochure.

Q1. What area do you live in?

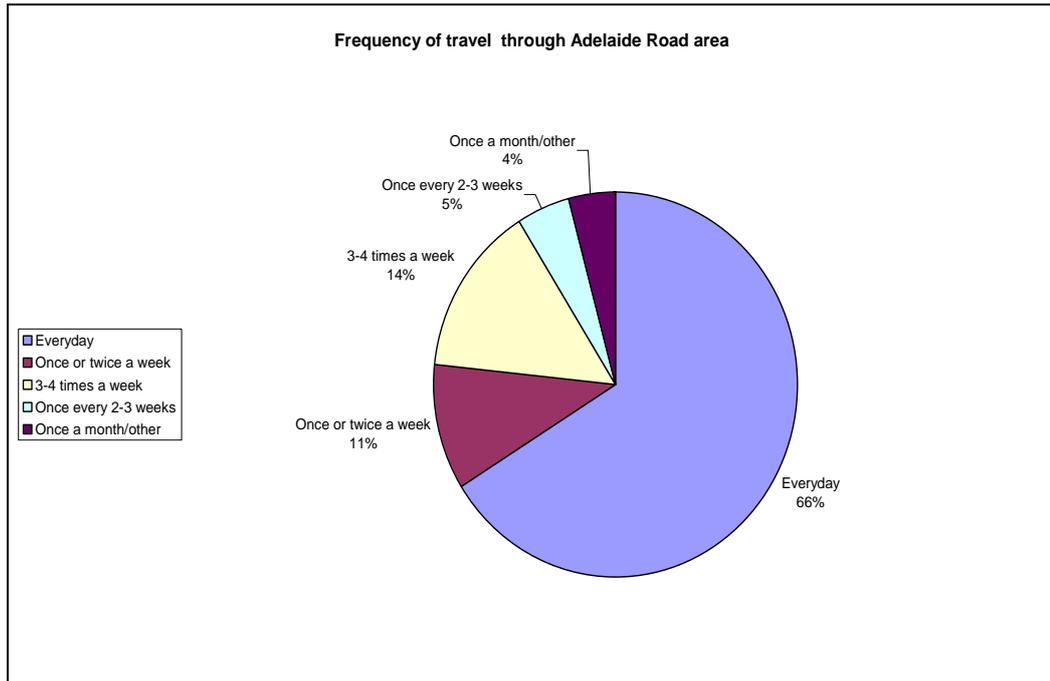
26% of people who provided feedback live in the Adelaide Road study area, another 26% live in Newtown and 24% live in Mt. Cook.



The majority of the people who responded live in the Adelaide Road study area, Mt. Cook & Newtown. Responses were also received from people living in Berhampore, Te Aro, Island Bay, Melrose, Miramar, Khandallah, Hataitai, Kelburn, Oriental Bay, Mt. Victoria, Ngaio, Roseneath and Southgate.

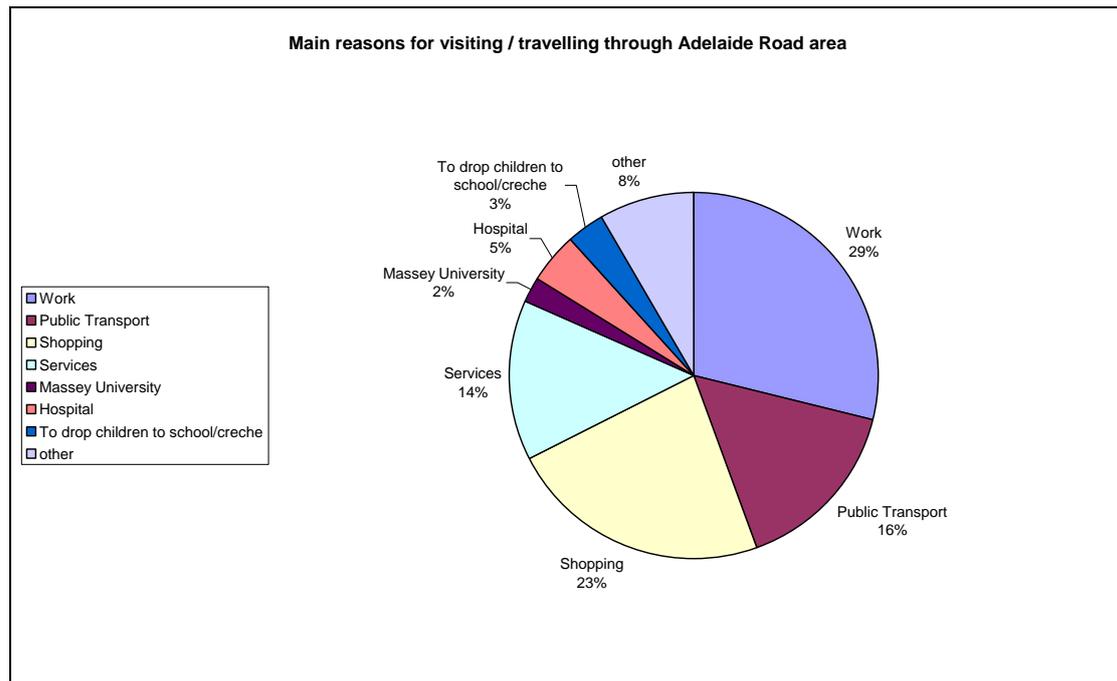
Q2. How often do you visit or travel through the Adelaide Road area?

91% of respondents visit the Adelaide Road area on at least a weekly basis or more often. 66% of respondents travel through the Adelaide Road study area everyday.



Q3. What are your main reasons for visiting/travelling through the Adelaide Road area?

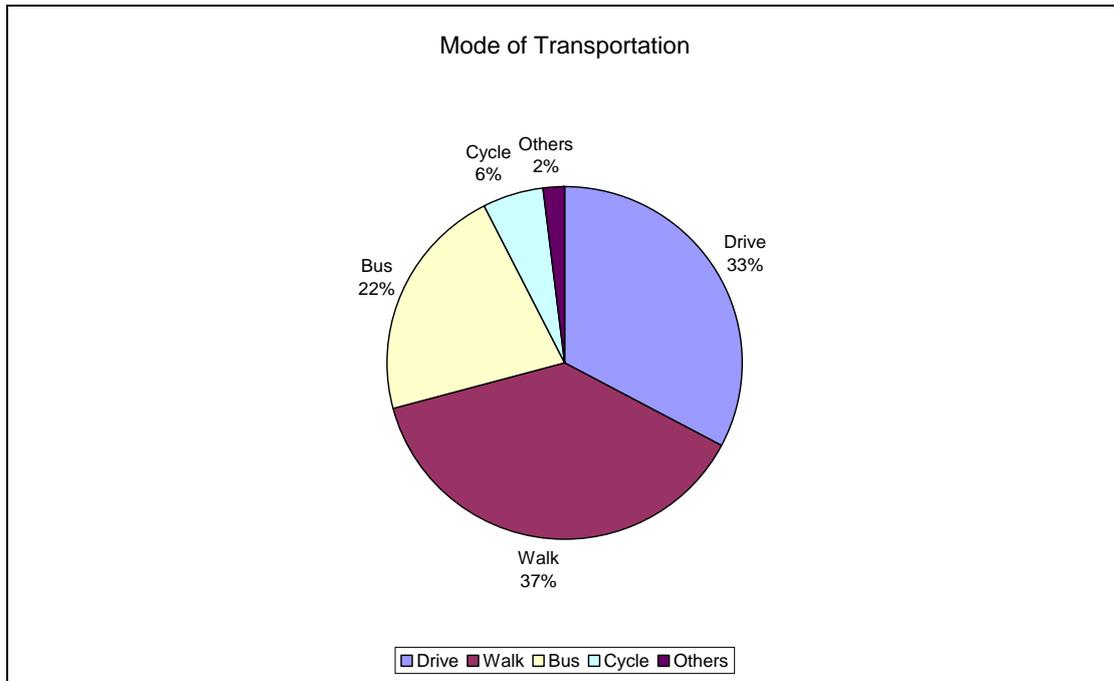
29% of people who responded travel through Adelaide Road to get to work, 23% visit Adelaide Road to go to shopping, 16% of people use the area's public transport, 14% of people visit Adelaide Road to use services in the area.



The main reasons for visiting / travelling through Adelaide Road area are for work, to catch public transport, to use services in the area and to go shopping. A small number of people visit the area to go to Massey University, the hospital or to drop children to school, kindergarten or crèche. The other reasons for visiting/ travelling through Adelaide Road are for exercise, walking through Newtown, petrol station, getting to waterfront, Te Papa museum, walking to Victoria University.

Q4. How do you usually get to the Adelaide Road area?

37% of people walk to get to the Adelaide Road area, 33% drive & 22% use buses.

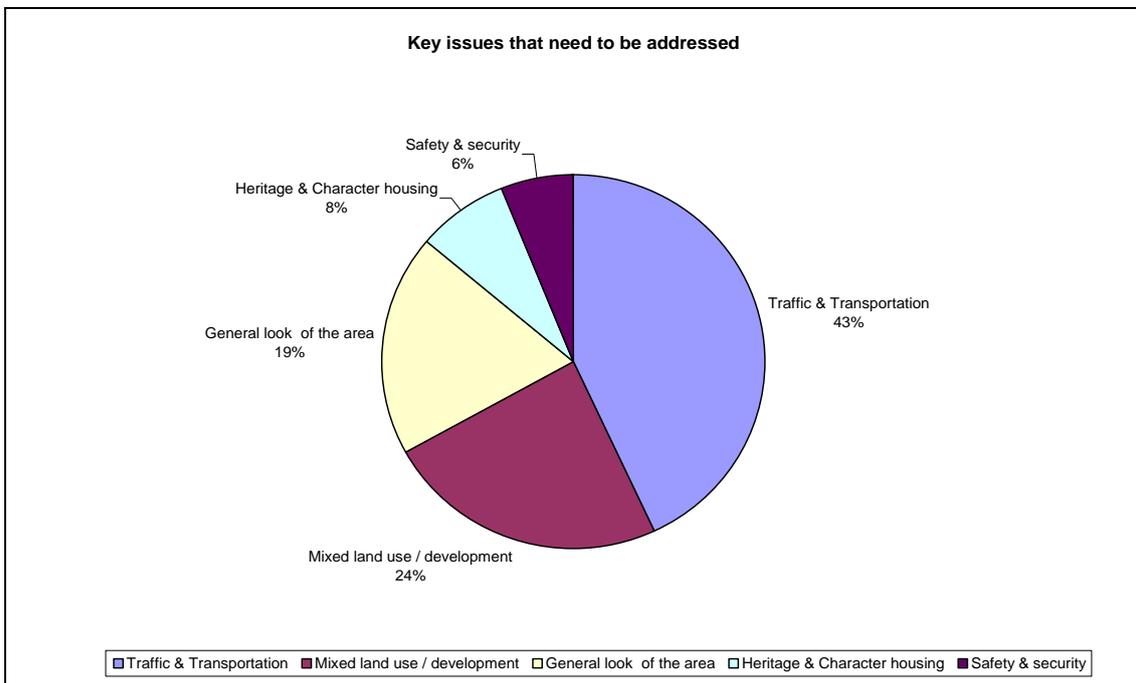


The most common way for people to get to the Adelaide Road Study area, is to walk (37%), drive (33%), or bus (22%). Many others cycle or use other means of transport such as skateboard or scooter.

If we compare this to city wide travel to work pattern, 45% of population drives to work, 15% of population walks to work, 17% of population uses public transport and 2% of population cycles to work.

5. As outlined in the brochure, the council is developing a plan to help manage the future growth of the northern Adelaide Road area. What do you think are the key issues that need to be addressed?

People expressed following key issues - transportation and traffic (43%), mixed land use/ development (24%), general look of the area (19%), safety and security (8%) and heritage and character housing (6%).



Summary of Key Issues

Traffic and transportation issues

Traffic:

- Traffic access, length of signals at intersections & traffic management
- Traffic flows and congestion
- Traffic & boy racers increasing on Hanson St.
- Speed of traffic, more traffic use on Wallace Street.
- Reduce peak hour traffic
- Traffic bottleneck at John street intersection & Basin Reserve
- Ease of traffic movement to Hospital and southern suburbs

Parking:

- Poor parking provisions e.g. for after hours medical centre on the Adelaide road.
- The illegal & unsafe parking practices especially of automotive industry in the area
- Lack of off-street parking especially for new businesses/ industry in the area.
- Car parking building for people to safely park and shop freely around Newtown.

Public Transport:

- Adelaide Road needs to be the key transport route for Newtown - not Wallace and Taranaki street.
- Maintain bus lanes & promote use of public transport
- Less emphasis on cars and more on good public transport e.g. trams could be used from basin reserve to hospital & zoo!
- Integrate transport on Adelaide Road with city wide public transport, cycling and walking plan.
- Need light rail

Cycling & walking:

- Parking on the road
- Pedestrian crossings near high user areas.
- Improve the footpaths and make it easier to walk.
- Lack of safe and comfortable pedestrian routes.
- Need safer intersection & cycle lanes.
- Need bike trails & cross walks

Mixed land use, development and housing issues

- Overall design of the precinct, aesthetic appearance and cohesiveness of the area need to be integrated (at present several sections are unattractive). Design planning keeping with history of suburb, traffic speed, volume and environment. The area is filled with national treasures like the War Memorial, Dominion Museum, Government House, Basin Reserve & G1 Police Barracks, colleges, St Mark's Church School etc.
- Challenge of integrating mixed land use i.e. balance of commercial & residential use.
- Ensure future development is family friendly and appropriate to properties in Mt. Cook.
- No more subsidised social housing by Wellington City Council and Housing New Zealand Corporation.
- Retention of small scale manufacturing/service facilities servicing the CBD and suburbs.
- Community facilities need to be retained or replaced with others.
- Ugly light industrial sprawl
- Development of educational zone
- Poor design of high density student accommodation.
- Any new housing in the area needs to be well designed with strict height restrictions. Quality developments with good urban design focus.
- Build houses for people to be able to afford them.
- Poor use of Basin Reserve.
- Two new supermarkets are excessive, particularly with current traffic issues.

General look of the area

Open space & greenery:

- Creation of new & improved open public spaces.
- Beautification of the area with trees and improved footpaths to make it attractive.
- Provision of a park, green space for families
- More native tree plantings, landscaping and greenery e.g. trees in the median strip of Adelaide Road.

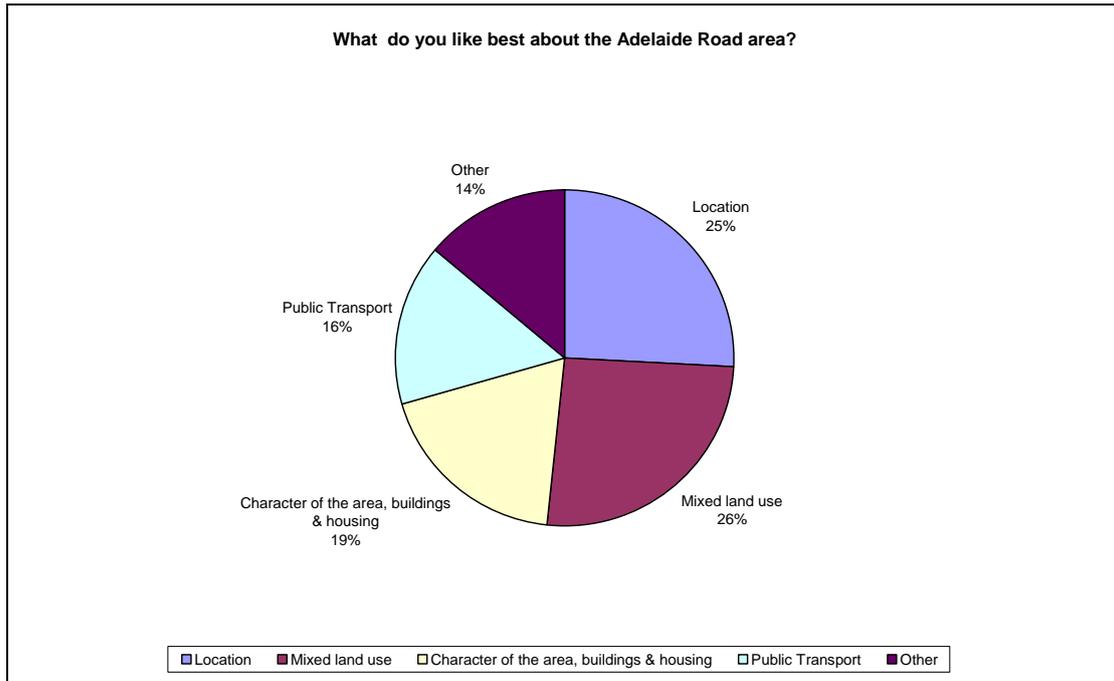
Design quality & buildings:

- Appearance / presentation of facilities, footpaths, roading
- Improving the overall design, quality & attractiveness of the area
- Creating a more people friendly environment
- Adelaide Road is the gateway to the south but its bleak industrial & horrible environment for pedestrians and cyclists.
- This area of Adelaide road is very poor in terms of urban design (particularly in terms of inactive street fronts, and the need for mixed use). It lacks high quality public open space.

	<ul style="list-style-type: none"> • Too much visual pollution with signs etc. <p>Pedestrian & child friendly:</p> <ul style="list-style-type: none"> • A more people friendly environment should be created. • Encourage use of green open spaces which are -pedestrian and child friendly • Walkway is not very nice most people take Tasman Street. • How can two supermarkets contribute to better pedestrian access? <p>Other:</p> <ul style="list-style-type: none"> • Graffiti • Rubbish Control • Strengthening the local community and providing a focal point for Mt. Cook.
<p><u>Safety and security issues</u></p>	<ul style="list-style-type: none"> • Ensure safety for school children with speeding traffic. • Minimise traffic pollution • Make it easy for cyclists & public transport to negotiate its way through a very narrow topography; better connection with Kent/ Cambridge terraces. • An increase in residential development especially along Adelaide Road itself so as to increase number of pedestrians at all times and ensuring pedestrian safety especially at night. • Safety for pedestrians in high foot traffic areas i.e. lighting good pedestrian access ways. More street lighting needed at Tasman street. • For visually impaired, any development must give priority of the use of the footpaths for pedestrians, particularly preventing business activities impacting upon safe and efficient pedestrian movement, and narrowing down of access to widen car access.
<p><u>Heritage and character housing issues</u></p>	<ul style="list-style-type: none"> • Protection and preservation of heritage and character houses and buildings • Retaining as much of the historic buildings as feasible • Less infill housing to retain character building • Basin Reserve – What is its future? • Ensure heritage values and amenity values are maintained, preserved and enhanced. • Maintenance and enhancement of local character • Protect and enhance the historic character of the Mt Cook area and John St entering into Riddiford St.

6. What do you like best about the Adelaide Road area?

26% of people who responded like the mixed land use, 25% of people like the location of the Adelaide Road area, 19% of people like character of the area, buildings & housing of the area and 16% of people like the public transport.



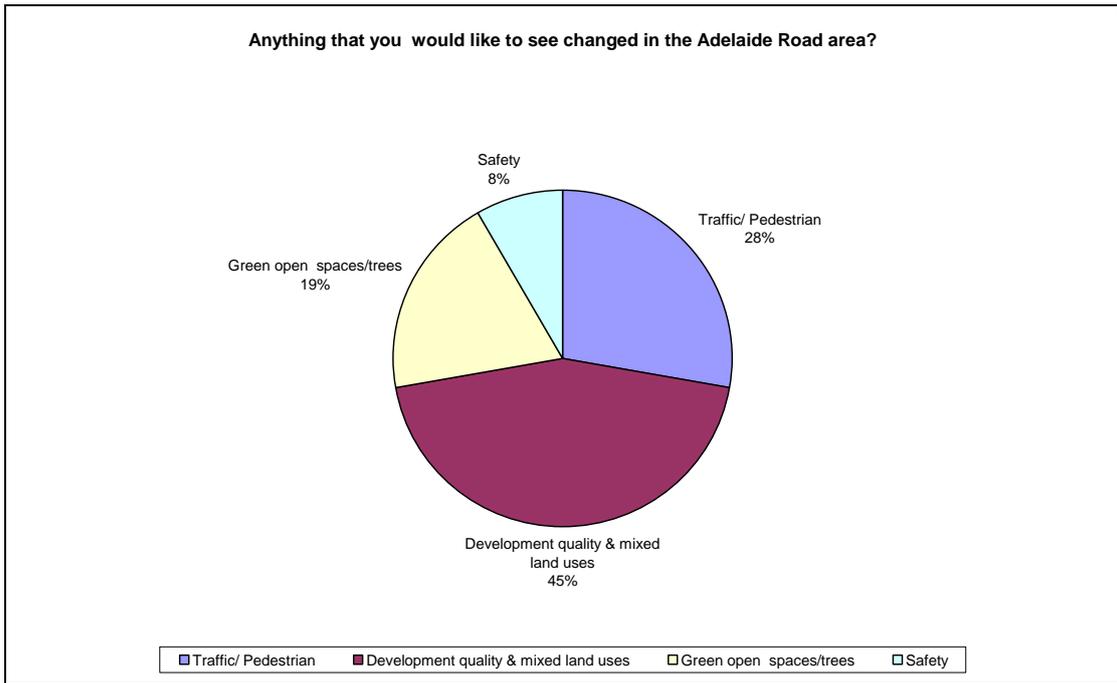
Summarised comments:

<u>Location</u>	<ul style="list-style-type: none">• Location related to rest of city, linkage between city and inner suburbs, openness, connections with hospital, character.• Proximity to city & suburbs (Newtown, Hataitai, Island Bay) It's busy, active and a great connection between southern Suburbs & CBD.• Convenience; located between work and home. It's a connection between Newtown and city.• Sun, warmth, closeness to: Hataitai, Cuba St, Newtown, Courtenay place. It's flat & close to frequent bus services.• Access to town, historic architecture, character of Newtown/Mt Cook neighbourhood, some good walking areas• Character & closeness to central city and Newtown• The possibility the wide street offers, the proximity to the Basin, the Hospital and Govt house, not to mention the schools & the University campus. It has wonderful potential.• The Basin Reserve and proximity to CBD. Close enough to work in the city, but far enough away to give the "living in the suburbs feeling".• It's close enough to town to walk in. There are lots of services, and there's a nice community feel to the area at Tasman street. There are nice houses, while at the same time the students give the area a more modern flavour.
<u>Mixed Land use</u>	<ul style="list-style-type: none">• The different mix of buildings & uses• Owner operator shops; heritage of buildings; opportunity to walk in sun (no high rises). Newtown shops have more of a relaxed feel than the CBD.• It is a wide open space. There is a mixture of businesses/ residential and useful services.• It's ability to provide service/ repair/ light manufacturing close to city core.• Easy access to businesses located in Adelaide - furniture, appliances, plumbing, supplies etc.• It has a great mixed feel to it. The diversity of structures, people, shops. Fact that it's not mainstream / conventional.• Its vibrancy & the services available for all sorts of things.• It's not too built up, nice houses being slowly done up.• It's potential! The Adelaide area has long had great potential. It could become a secondary commercial district with cheaper rents, with mixed uses, and high density living. All this right on a public transport corridor, with a (potentially) beautiful avenue at its centre.• It supports a variety of small businesses.• It has a high portion of young people living in or travelling through it.

<p><u>Character of the area, buildings & housing</u></p>	<ul style="list-style-type: none"> • Character of historic houses and cottages • The area is less dense in comparison to larger type CBD buildings. Sense of historical context. • Lots of educational institutes & green spaces • Proximity to amenities makes walking easy. • Streets are wide. Interesting houses and businesses. • Useful facilities. Attractive period houses, especially Tasman Street. • The aspect of the road itself. It has a great natural slant down towards the basin. The side streets full of character. • Boys and Girls Institute pool. • New hospital, proximity to secondary and tertiary education. • Basin Reserve provides an attractive relief from the rest of the area. • The smaller streets and steps have character.
<p><u>Public Transport</u></p>	<ul style="list-style-type: none"> • Bus lanes - during busy peak periods. • A straight boulevard type design with views to north & south • Sunny and main access to town or Island Bay • The width of the street - Adelaide Road • Its potential to be both a " main street" for Mt. Cook and a link between Courtenay place and Newtown • Free parking • The area is well served by public transport with a number of high frequency bus routes running along Adelaide Rd. • Adelaide Road is currently a busy area, serving as the main traffic link between the southern suburbs and the CBD, northern Suburbs, Hutt Valley, Porirua and Kapiti Coast.
<p><u>Other</u></p>	<ul style="list-style-type: none"> • One of the few remaining wide roads with more than one lane either side, great view looking down from Berhampore rise down through Adelaide road, Cambridge and Kent Terraces to the harbour. • Parking off the road at shops - video, medical store. Not much elsewhere. • Tui's around the old museum! Cool housing, quaintness, good pedestrian connections, steps/ short cuts. • The park area surrounding the Massey University grounds has a lot of potential as a family friendly safe green space. • The number of pedestrian crossings especially traffic light controlled and the cycle way at the northern end. • Wide street/view shaft to Basin Reserve

7. Is there anything you would like to see changed in the Adelaide Road area?

45% of people who responded would like to see positive change in development quality and mixed land use, 25% would like to see change in traffic and pedestrian issues, 19% would like to see change in green open spaces/trees and 8% would like to see change in safety and security.



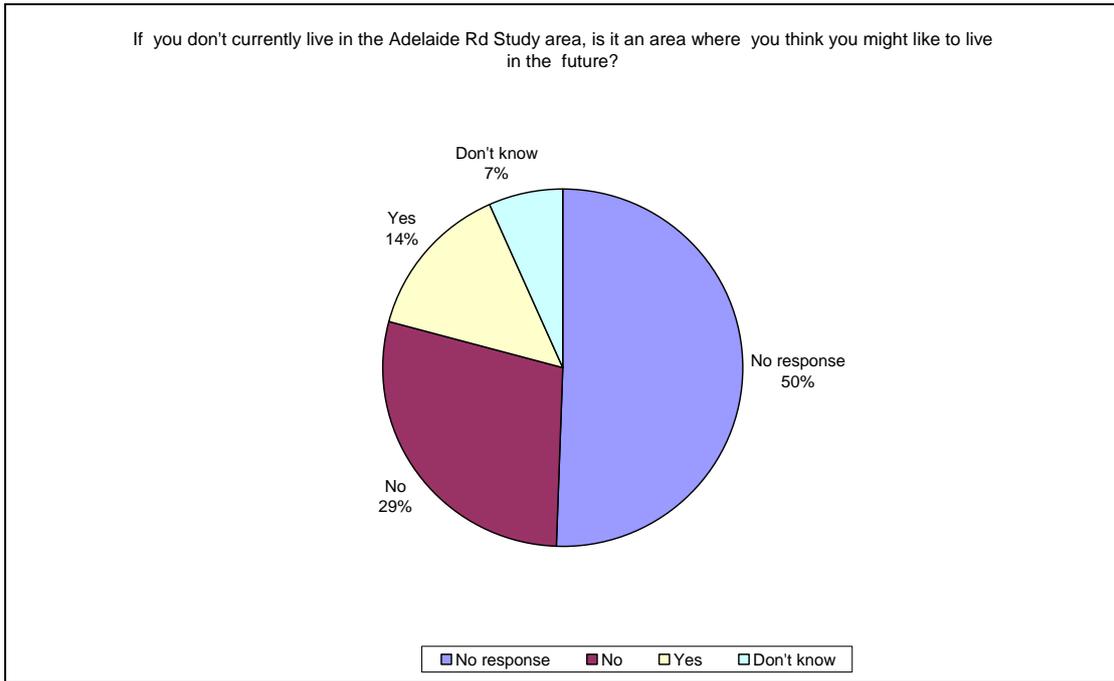
Summarised comments:

<p><u>Development quality and mixed land use</u></p>	<ul style="list-style-type: none">• Adelaide Road is a blatantly commercial area. A street lined with petrol stations, vehicle testing stations, commercial storage, takeaway outlets and big trade outlets is simply never going to be a community hub. Newtown has far more potential to be beautified and provide a central community area for the residents of Mt Cook.• Encourage the active use of current buildings and frontages, for example for cafes with outside seating, as well as urging that future development of housing is attractive and adds to a pleasant environment.• It feels too big, industrial, very people unfriendly, no aesthetics, and much wasted space which needs beautifying; Adelaide road is too wide!• The plethora of ugly signs, commercial clutter, messy power poles, uneven footpaths, rubbish and broken curbing down Adelaide Road.• More medium to high density residential, more retail street frontage. A greater mix of retail, industrial, coffee/café/book outlets.• Keep the new development small and the buildings low rise. Less of poor quality, cheap, residential & apartment developments.• No more subsidised housing by Wellington City Council and Housing New Zealand Corporation. We need more affordable quality housing.• Make Adelaide Road have more of an urban village feel.• Area definitely needs younger people but not over run by students. Create an optimum balance.• Focus more on the community and provide facilities for families.
<p><u>Traffic and pedestrian issues</u></p>	<ul style="list-style-type: none">• Adelaide Road should be recognised as the main arterial route that it is and widened to provide the essential increased traffic flow which is desperately required. The Basin Reserve traffic flow connecting to the new bypass needs to be considered.• Address the bottleneck at John Street and the Basin Reserve should take priority. Consideration should be given to a new over bridge for Kent Terrace traffic heading to Buckle street. This would divert traffic that is merely circumnavigating the basin.• Pedestrian refuges and trees planted in the middle of the road along the current painted flush median would provide a more pleasant, safe and encouraging environment for walking.• Better traffic flow during peak times.• Keep cars out of the bus lanes & educate bus drivers about the safety.• Safer conditions for cyclists & pedestrians• Make it a more comfortable pedestrian route into town.• Footbridge to Basin Reserve.• Install tram system/light rail for enjoyable, leisurely public transport• Bike lanes.• Removal of bus lanes and trolley bus lines.

<p><u>Green open spaces/trees and recreation</u></p>	<ul style="list-style-type: none"> • Adelaide Road from the Basin Reserve to Wellington hospital needs to look both nicer with trees and improved footpath. • It would be great to have a play ground/ green open space, and to make Adelaide Road itself more attractive. • More recreational areas - children's playground, café, shops • Trees & pedestrian islands in middle of road with tree plantings. • Visual pollution - need a park area • More trees, grass, pedestrian walkways • More vegetation. Safer cleaner bicycling/pedestrian ways. Integrate drainage, walking, bicycling, and services into green areas i.e. storm water swales.
<p><u>Safety and security</u></p>	<ul style="list-style-type: none"> • Safer access between the road and businesses, more parking near the after hours medical centre, safer roadway for cyclists, less congested route for buses and emergency vehicles. • Late night party goers, boy racers & graffiti artists • Safety at night needs improving in the area

8. If you don't currently live in the Adelaide Road study area, is it an area where you think you might like to live in the future?

29% of people who responded don't wish to live in the Adelaide Road study area, 15% of people would like to live in the study area and 7% don't know if they would like to live in the future.



Summarised comments:

<p>No, it's not an area where I might like to live in the future</p>	<ul style="list-style-type: none"> • Too much traffic noise and pollution and not enough green spaces. It's an industrial area with no appeal. • The road traffic is high towards Massey University, Wellington Hospital, colleges and Basin Reserve. • The traffic is increasing making it unsafe. Also the new supermarket will only exacerbate things. • Transport oriented development would make it more noisy and polluted & not fit for residential area. • Feels like a transport intersection with associated issues - noise, pollution, transient population. • It is a thorough fare and infill housing would add to an already congested area (Basin Reserve) • Not until significant improvements are made to the aesthetics of the Adelaide Road. • We can't afford the house that we would like to have. • Lack of lively community. • Lack of parking • Not child centred and not good for raising kids • Boring place, no shops to walk to, and little sign of real or actual life. • Happy where I am - in close proximity • I prefer Newtown
<p>Yes, it's an area where I might like to live in the future</p>	<ul style="list-style-type: none"> • Proximity to town, waterfront, Newtown, and work. • Accessible to public transport & amenities. • Close to town, close to the Basin, close to the airport. In so many ways this is an underutilised area that is seen as a transit route rather than a destination in its own right. • Walking distance from city centre, it's sunny. Some places are quiet. • It has nice sized properties with backyards. • Already a resident, we love it and hope we can love it for more reasons. • If transport was improved and the streets cleaned up. Yes I might live there again but the area would need to be more user friendly to pedestrians and people using transport. • It would need to be safer to walk around and especially at the north end. • It is convenient. It all depends on whether it continues its current trend towards a slum with low rise buildings, dominated by low quality student housing, with no cohesive plan or whether it develops into a true work-live-play area, with good quality housing, a good mix of commercial activities, well designed and attractive buildings, the development of a good well connected pedestrian network, good public amenities, accessible public transport, and an attractive streetscape.

9. Do you have any other comments or suggestions to make about this project?

Summarised comments:

<p><u>Quality of new development</u></p>	<ul style="list-style-type: none">• Encouraging mixed use developments with service, hospitality and retail on ground floors and office, workshops, residential above should help the area achieve a more balanced growth.• Adelaide Road would make a good area for medium density housing (3-4 stories). However critical to this is provision of parking within each building. Also side street rather than main road access to the parking. This means the need at an area scheme and not just single project piecemeal development.• It's a wide street, so needs moderate density development so it doesn't look like a wasteland. May be 6 floors?• The new development shouldn't be put in the hands of grey anonymous developers as they look at the profit rather than creating a whole new properly planned community.• Intensification of the area through coordinated site development rather than piecemeal infill development to ensure good urban design outcomes.• Poor infill housing development needs addressing as an issue of urban fabric not individual buildings.• The integration of good quality, social housing must be a key issue in developing a vision for how the future population and housing of the study area can be planned for and managed over next 20 to 30 years.• HNZC seeks to work in partnership with WCC and provide for an increase in good quality, social housing within the Adelaide Road study area.• Very concerned about the possible supermarkets and apartment complexes and how they will affect traffic flow. Already a disaster.• Very concerned at the loss of the swim school which is greatly used by city /surrounding area families.• There is need for different strategies in different part of the Adelaide Rd area.• Fewer road/ advertising signs. Better road signs so newer people can get around the city with no problems.• Please no more pubs or liquor stores - we already have enough!• Huge opportunities for improvement visually, logistically. Has potential for both preservation & modernisation.• A strong and continuous building line, close to footpath edge, with pedestrian oriented active frontages at ground level.
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<p><u>Transport and Traffic</u></p>	<ul style="list-style-type: none"> • Adelaide Road is always going to be a thoroughfare between Newtown and town. The challenge is going to be streamlining the corridor; making the trip enjoyable and safe for cyclists whilst protecting the integrity of surrounding areas. • Make this road wider, have a special lane for parking each side, and two lanes for normal driving. • Pedestrian access on adjoining streets needs to be improved, in line with future development plans. Access from the Adelaide Road area down through to Courtenay Place should also be more direct and easier for pedestrians, because it now requires a number of crossings. We would like to see the presently unused middle strip between Kent and Cambridge Terraces transformed into a pleasant leafy pedestrian / cycle path. • The bus lane that operates for 2 hours during peak hour traffic should be extended from 7 am to 6pm to make the existing road work more efficiently rather than one lane is being clogged with parked cars. • The Adelaide Rd area strategy needs to take account of the urgent need to reduce greenhouse gas emissions. It should be aggressive in establishing a transport hierarchy that favours sustainable transport modes and discourages others. • Don't put in light rail. Consider replacing unsightly trolley wires and buses with battery or hydrogen or methane powered buses. • Please consider the pedestrians and cyclists viewpoints as equally or even more important than traffic. • Vehicle crossings kept to a minimum to ensure conflict with pedestrians, cyclists and through vehicles is minimised. • Car parking provision kept to a minimum and located to the rear of buildings.
<p><u>Heritage and character housing</u></p>	<ul style="list-style-type: none"> • This area is of national historical & cultural significance. Any development needs to keep to the scale and aesthetic and structural integrity of the many old buildings that make it up. • Redevelopment of the area should ensure a sustainable outcome that provides for the local community's social, economic, environmental and cultural well being. This includes ensuring that historic heritage is not put at risk from inappropriate subdivision, use and development. • NZ Historic Places Trust is currently in the process of registering the Tasman Street Wall which is an important physical reminder of the long occupation and use of Mt. Cook. • Protect houses/buildings built before 1940's. • Use/enhance heritage aspects of area • Protect heritage sites .This area should be positive entry to Wellington. • Historic buildings should be retained.

<p><u>Safety and security</u></p>	<ul style="list-style-type: none"> • I am concerned about increase in assaults in Newtown and central city areas. I am a shift worker and can be walking along Adelaide Rd at anytime of day and night. I do want a local supermarket - Tasman/ Rugby Street. • Having lived in this study area for 7 years, I know it is a violent, low life haven. Vandalism, graffiti & daily drunken screaming are a routine. • Security - Install cameras at intersections in all directions as this will catch people speeding and those people beating up innocent people as what happened in Hall St, Newtown not long ago. • Persons who have significant vision impairment normally use a building line to facilitate footpath travel. Environments should be simple, logical and consistent to enable persons with vision loss to safely negotiate their way. The continuous path of travel should be accessible and provide the pedestrian with a safe route. • Road runoff is a toxic cocktail of contaminants including heavy metals and chemicals. The pollutants come from vehicle exhaust, road wear, and compounds from tyre and break pad wear. Measures should be taken to treat the contaminants. • Adelaide Road is a flood prone area as identified in the hazard map for Newtown catchment area. So the urban development must work within the constraints of these flood prone areas.
<p><u>Green open spaces and beautification</u></p>	<ul style="list-style-type: none"> • More green open spaces, parks with seating and walking areas. Increase native planting. • Adelaide Road northern section should have an avenue of trees either on pavements or down centre of road. This would help to reduce traffic noise and would make it more attractive. • The mix of commercial/industrial/mass housing around Adelaide Rd is plain ugly. It is not pleasure to walk along - it almost encourages driving. It would be good to improve this. • No more ignoring the street front - businesses shouldn't be allowed to build areas of car parking adjacent to the footpath, where shops and services should be located. • Many buildings on Adelaide Road present great opportunities for roof garden installations. The four buildings between the electrical substation and Drummond Street should be investigated for garden potential. • Parking areas should also be landscaped utilising retention planters and garden strips to act as storm water detention and treatment devices.

Comments about the project

- I think it's fantastic that the Council is looking at how growth can occur.
- Great that the Council is doing this project. It's an area of busy industrial atmosphere that could be much improved.
- Good to see the Council trying to do a positive development project for Adelaide.
- A very worthwhile project - Adelaide Road area has huge potential, at present wasted by the domination of so many ugly commercial / industrial buildings. They should not be present in such a central area of the city.
- I think it is a very timely project. This area is one of the most depressing places in Wellington! It is way out of line with the rest of the beautiful city. I suppose more housing there as long as it isn't boxes, high and useless places. Thanks for the opportunity!
- This is a remarkable opportunity to achieve a really good design for the whole area.