

Adelaide Road: Community Design Workshop

Summary notes from report-back session

6:30pm, Monday 5 May 2008

Massey University level 1 events area (above Tussock café & bar)

Luke Troy, Manager City Planning (WCC) welcomed attendees, including Councillors, and introduced the report-back session and speakers.

Sherilyn Gray, Adelaide Road Project Manager (WCC) briefly recapped what the project is about, consultation undertaken, where things are currently at in the process, and what the next steps are.

Kobus Mentz, Director of Urbanism+ (the consultants facilitating the workshop), then gave a very detailed presentation on the draft results of the Adelaide Road Community Design Workshop that was held at the St Pauls Lutheran Church from the 31 March to the 3 April 2008. It is important to note that the material and ideas in the presentation slides are draft only and are subject to further change and modification as ideas are worked through in more detail.

Introduction

Local context

- The team has looked closely at how the Adelaide Road area fits with surrounding areas and suburbs
- Adelaide Road and area zoned suburban centre is the area of focus
- The proposals are mainly related to Adelaide Road and immediate surrounds, but the suburb of Mt Cook is intimately related (i.e. the effects and benefits don't stay neatly within 'study boundary')
- Therefore an integrated approach has been taken to consideration of issues
 - Want to achieve multiple benefits – ecological responsiveness, community strength, economic vitality
 - Whilst taking into account Adelaide Road's identity, movement network, constraints etc

Consultation – what we heard

- Increase people + cycle friendliness
- Improve public transport
- Green up the area – plantings, trees
- More recreation & green spaces
- More community facilities e.g. meeting places
- Improve the quality of residential development
- Retain heritage housing & character areas
- Reduce congestion
- Adequate parking
- Have a mix of activities
- Improve safety & security (esp. at night)
- Lack of a 'community feel' to area
- Supermarket developments – scale, number, traffic

The Vision – major points/themes:

- Allowing for residential intensification while strengthening the existing employment base
- Resident, worker and youth – day time amenity including food
- Protecting valued heritage and character
- Improving traffic functioning, pedestrian amenity and safety along and across Adelaide Road
- Providing new local public spaces and places
- Providing green and blue linkages.

Integrated approach – consideration of issues divided into 5 key areas/themes:

- Social network
- Green & blue network
- Movement network
- Heritage
- Mix of uses.

1) Social Network/Community

- Identification of existing community infrastructure in the area
- Identification and analysis undertaken on ‘Social Quality Context’ – the ‘triangle’ diagrams. Key question “how well provided for in terms of social/community amenities/facilities/resources etc is the Adelaide Road/Mt Cook area in comparison to other surrounding suburbs?”
- Identification of community infrastructure opportunities, e.g. possible community park at Hospital Road (Vietnamese gardens idea + playground); associated apartment development would help fund and make it safer

2) Green & Blue Network

- Landscape, nature, biodiversity, green environment, sustainability
- Understanding the bigger geography of the area is important
- Ecological corridors – patches of vegetation, trees
- Specific proposals e.g. Drummond St greening
- View corridors – emphasise/make more of these
- Stormwater route follows Adelaide Rd – anything that contributes to improving the Harbour water quality is positive
- Open space/green opportunities (e.g. Drummond St)
- Blue network – stormwater – swales, stormwater collection points, street tree/garden watering

3) Movement Network

- Consideration of road hierarchy/network – Adelaide Road is a primary traffic route
- Range of different uses competing for space:
 - Vehicles
 - Pedestrians
 - Cyclists
 - Public transport
- Have to deal with Adelaide Road and get the most out of it that we can – so everyone gets a ‘slice of the pie’ (pedestrians, cyclists, cars, public transport)

- Connections (lack of quality connections/linkages) – this is a significant issue for the area, raised by many people, need to improve
- Potential ideas to help remedy this:
- Improve quality of existing walkways (safer, better surfaces, lighting, signage)
- Create/formalise other connections eg. Pedestrian connection between Wellington High School and Massey boundary
- Analysis of existing footpath condition over whole study area undertaken; possible interventions identified e.g. more pedestrian crossings, street plantings, lighting etc. Very important for elderly, young children, disabled, & mums/dads pushing buggies)
- Cycle network - have identified several difficult areas e.g. John St intersection, heavy traffic on Adelaide Rd itself, competition for space with cars & buses. Separate cycle lane not being proposed, but see a range of other things being done to improve existing situation e.g. slowing down vehicle speeds along Adelaide Rd by using better street/road treatments, wider shared bus lane, make people more aware of cyclists

Adelaide Road – existing configuration & potential options

- Many different options – 9 tested
- No shortcuts – need to deal with Adelaide Road as it is a major road & no escaping this
- 2 preferred options
 - Short/medium term – Option 8
 - Longer term alternative – Option 5

Option 8:

- Parking provision – important to keeping life normal (so people can do business) and can provide a useful buffer for pedestrians from traffic
- Green coloured lanes on roading option maps are bus areas
- Not peak hour bus like now – is a permanent bus lane and one lane for traffic in each direction

Option 5:

- Longer-term – bus is tram option – technical issues to work through, but it could be done
- 25.3m corridor could handle both the short/med term option and longer term alternative
- **Rugby Street** - intersection remains the similar but subject to the Ngauranga to Airport study outcomes
- **Douglas Street** - intersection narrowed to facilitate public amenity and pedestrians
- Road deviation between Adelaide pub and Kia Ora metals and Co products on other side of road – enables retention of heritage/character building; possible colonnading of the old bank building
- **John Street** – widening western side and allowing removal of existing traffic island; creation of a proper right turn lane going south (will free up a lot of congestion)

4) Heritage

- The work so far on heritage is a starting point – further investigation and prioritising required
- Have identified buildings and areas of differing levels of importance that need more consideration and working through
- Could have for example ‘guidelines’ for areas/buildings in differing degrees depending on the area/building to encourage sensitive responses

5) Mix of Uses

- Council's Urban Development Strategy looks at where urban growth and development is best placed/has greatest benefits
- The strategy has aspirational targets for the number of people, dwellings, jobs in key areas of the city. Adelaide Road (like Johnsonville and Kilbirnie) is identified as a future growth node. The area has many locational advantages (close to central city, hospital, education), is located on a major public transport route, and has a lot of essential infrastructure already in place.
- Adelaide Road – residential intensification, but also has a very important employment base
- As part of the Adelaide Rd project, we have looked at the future potential economic roles for Adelaide Road. Have looked at the existing employment/business situation, trends, and areas of future potential.
- Should look to intensify both residential and employment activities – look to achieve a balance of both; think the employment base of the Adelaide Rd area should be retained.
- “new economy” types of business and employment could be possible/realistic for the area.

Potential uses:

- Offices
 - Limited demand for large offices
 - Potential for small offices; 'B' grade office, lower rent
- Industrial
 - Existing industrial will stay until business ends/closes
 - Larger scale, low value manufacturing will decline as land value increases
 - Potential for smaller scale manufacturing
- Large format/Specialist retail
 - Moderate prospect for large format retail but land amalgamation and parking issues will constrain
 - Potential for small scale convenience retail; bulk designer goods (e.g. furniture); showrooms
- Residential
 - Not 'high end' residential
 - Potential creative industrial live/work
 - Lower end student and short stay accommodation.

Employment –

- 888 jobs in 20 years
- 30,000-60,000 sqm demand for employment land – split between small scale office space; retail space; space for cafes/restaurants/bars/pubs; industrial
- 114,300sqm potentially available land – hypothetical maximum area; assumes unconstrained sites, 75% site coverage and 2 floors of employment uses, 7.75ha of developable land for new build

Building heights

Possible approach – 2 different height zones for suburban centre area

- 1) Adelaide Rd corridor – higher height (height zone 2) – 18m (24m discretionary); minimum first 2 floors employment uses
- 2) Outer edges – lower height (height zone 1) – 12m (18m discretionary)

Summary

- Very complex process – a wide range of issues to consider, lots of interconnections; more investigation and working through of ideas required
- Working to ensure the vision for Adelaide Rd is realistic and practical, but also want to encourage aspirational thinking – this is what creating a “vision” is all about – need something to aim for
- But very aware this area is the local community’s patch – this is where you live; therefore important to have your support
- What is presented tonight is only a draft – is where the community design workshop got to – further working through and changes/modifications will be required.

Questions

Q. Adelaide Road is the main route to the southern suburbs – will the designs further choak traffic flow along Adelaide Road?

A. We want to get better management of existing situation; creating extra lanes; full bus lanes in either direction; John St will be more efficient in its operation with a proper right hand turn; need to consider a balance of objectives, i.e. better traffic flow is important, but there are other things that are also important (people-friendliness, attractiveness, public transport functioning etc)

Q. What’s happening to the bus stop outside McDonalds?

A. Stays as is for now. Haven’t got to the detail of specific bus-stop locations yet, but this will follow. Other bus stop locations have been raised as problematic. Need to look at what the best options may be for bus-stops – range of people, businesses & bus users to consider.

Q. More pedestrian crossings on Adelaide Road?

A. Potentially yes – the designs do provide for more/better crossings, for example, at Drummond St/Adelaide Rd and King Street/Adelaide Rd intersections.

Q. Parking is tightly constrained at the moment – if more residential coming into the area then adequate parking is very important. Provide more parking (in-building) for residential living.

A. Is a very good point and very aware of parking issues. The work done so far has also looked at potential options for parking, including ‘in-building’ options (ie having a floor for parking within a building development) – these options need to be explored more in conjunction with the Suburban Centre Zone review (relevant to all suburban centre zoned areas, not just Adelaide Road). Designs provide for more on-street parking (to access businesses etc).

Q. The pedestrian right of way at John Street is very dangerous; cars want to get around the corner at pedestrian’s expense – how will this be dealt with?

A. Haven’t yet got to this level of detail in the designs yet, but it is an important issue that needs looking at.

Q. What is the current roadway width compared to proposed width?

A. approx 20.3 metres, but this varies along the length. Designs are based on a road width of 25.3 metres. Can achieve a lot of this extra width within the current road reserve, but there are some areas where we need to look at where the road would get very close to existing buildings.

Q. What are the plans for the small green area at the end of King St? This is currently an area where people dump rubbish etc but it could be quite nice of local people if more attractive/better looked after.

A. *Haven't yet got to this level of detail yet, but the area is definitely identified in the green network map. Think the area should get some sort of intervention, but not sure of the actual detail yet.*

Q. Concerned about lack of provisions in designs for cyclists using Adelaide Road – this is a key route for cyclists (direct, flat) so will continue to be used in preference to Wallace St (dangerous, narrow, heavy traffic) and even Tasman St (which has a hill in the middle of it and is less direct).

A. *There is a range of competing road users – buses, cars/traffic, cyclists, pedestrians and they all need 'slices of the pie'. Don't have a perfect answer yet. Need to create reasonable street condition – safer, slower traffic speeds, more attractive – this will benefit cyclists. Tasman St provides a safer cycle route for those wanting this kind of route. In terms of road corridor design – couldn't fit dedicated cycle lane into the design (not enough width), but not convinced it would solve the issues anyway – traffic speeds fast, lots of side streets coming off. Primarily need to slow the traffic speed down and create a more reasonable road condition. Better for all users, including cyclists and pedestrians.*

Q. How would increasing height down Adelaide Road impact on light? Don't want to create a canyon effect.

A. *Is a good point to raise, but unlikely to get a wall of development straight down Adelaide Road – will be sporadic, broken up – some buildings high others will stay lower profile. Will obviously get some shadowing from taller buildings, but this likely to be modest. We are doing some work on potential shading issues from the height scenarios. Biggest issue is when shadowing effects existing residential and quality of living etc – want to ensure this is minimised.*