

Summary of Consultation and Feedback

Draft Adelaide Road Framework

November 2008

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Part 1: Summary of Consultation on the Draft Adelaide Road Framework

Public consultation on the Draft Adelaide Road Framework was undertaken from mid-September to mid-October 2008. People were asked to comment on the draft vision for the Adelaide Road area, key outcomes and initiatives, and the actions outlined in the draft action plan.

Draft Adelaide Road Framework consultation material was delivered to residents and businesses in and around the study area, mailed to key stakeholders, and was also available on the Council's website. Public displays were held at the Wellington Central and Newtown libraries from 8 September through to 10 October 2008. Copies of the Draft Framework and a feedback box for posting comments were also available at the public displays.

Consultation communication and activities are summarised in the table below:

Key Dates	Details
1 September	Presentation given to Mt Victoria Residents Association meeting
9 September	Consultation brochure and covering memo to key WCC officers, contact centre, libraries; copies also circulated to the Mayor and Councillors
11 September	Council website updated with consultation information, copy of consultation brochure and feedback form (downloadable and online versions)
11 September	<i>Our Wellington</i> (Dominion Post) article on Draft Adelaide Road Framework
12 September	Consultation letter mailed to all landowners in the Adelaide Road Study area
15 September	Consultation brochure distributed by NZ Post to all residents and businesses in and around Adelaide Road study area
15 September	Consultation brochure and cover letter mailed to key stakeholders, residents associations, businesses and previous submitters
21 September	Presentation given to Mt Cook Mobilised group meeting
23 September	More copies of the Draft Adelaide Road Framework booklet sent to Central library, all the branch libraries, service centre and contact centre
10 October	Feedback period closed

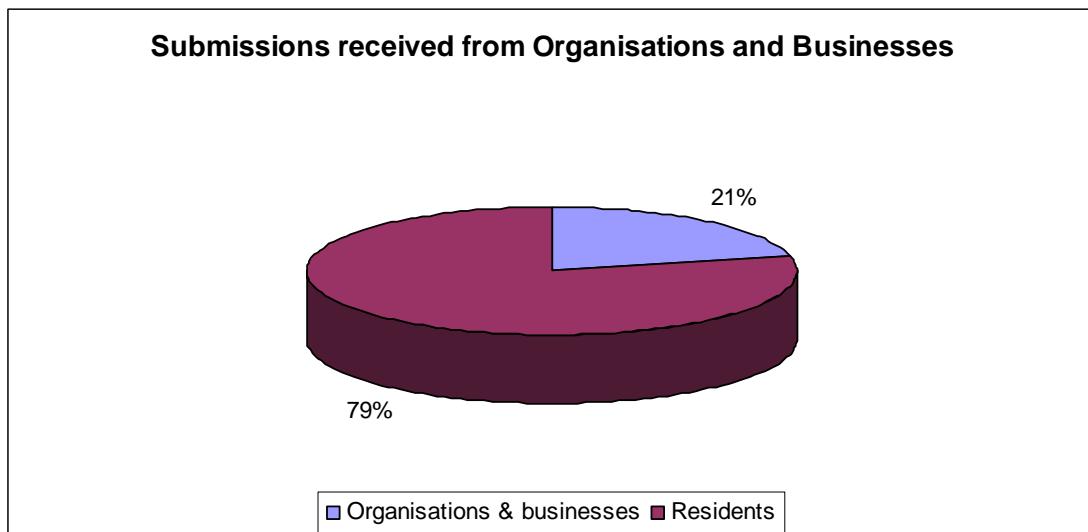
- This summary of feedback is also available on the Adelaide Road project page of Council's website www.Wellington.govt.nz

In total, 96 feedback forms were received on the Draft Adelaide Road Framework by the feedback closing date.

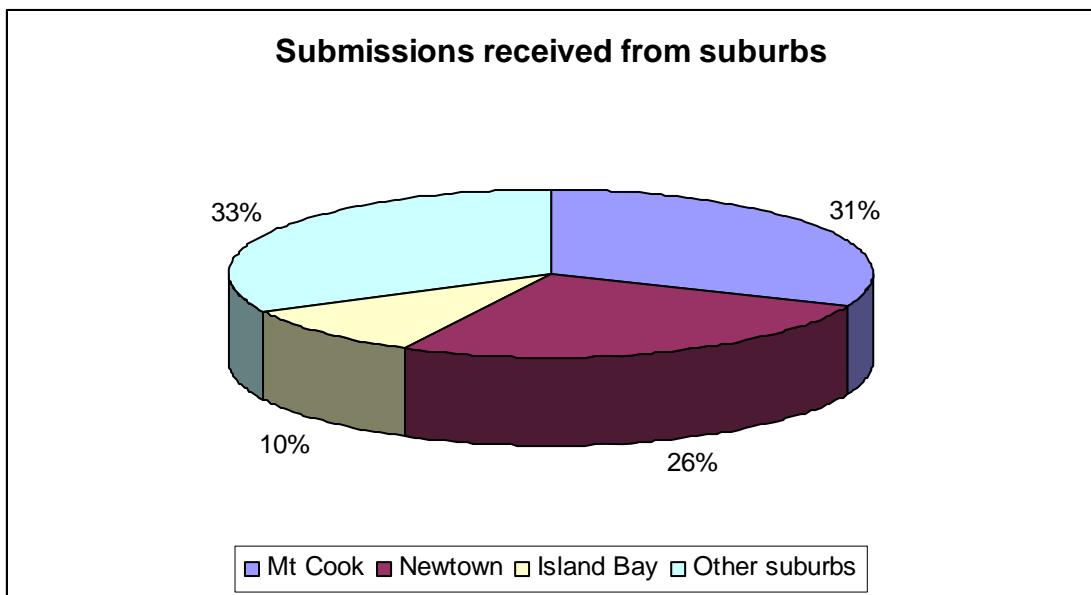
Feedback type	Number received
Post	45
Online	51
Total	96

Feedback forms were received from a range of people and organisations. Twenty one percent (21%) of the feedback received was from organisations and businesses; the remainder was from individuals. Some of the organisations submitting comments and feedback included:

- The Architectural Centre
- Department of the Prime Minister and Cabinet
- Foodstuffs (Wellington Co-operative) Society Limited
- Greater Wellington Regional Council
- Housing New Zealand Corporation(HNZC)
- Living Streets Wellington
- Massey University
- McDonald's Restaurant
- New Zealand Historic Places Trust
- Newtown Fire Station
- Newtown Kindergarten
- Regional Public Health
- South East and City Primary Health Organisation (SECPHO)
- St Paul's Lutheran Church
- Wellington Chamber of Commerce
- Wellington Civic Trust
- Wellington Combined Taxis Ltd.



Thirty one percent (31%) of the feedback forms received on the Draft Framework were from the Mt Cook suburb, 26% from Newtown, and 10% from Island Bay. The remaining 33% was from various other suburbs such as Aro Valley, Berhampore, Brooklyn, Hataitai, Karori, Kelburn, Kilbirnie, Kingston, Melrose, Mornington, Mt Cook, Mt Victoria, Oriental Bay, Seatoun, Stokes Valley, Strathmore, Te Aro and Thorndon.

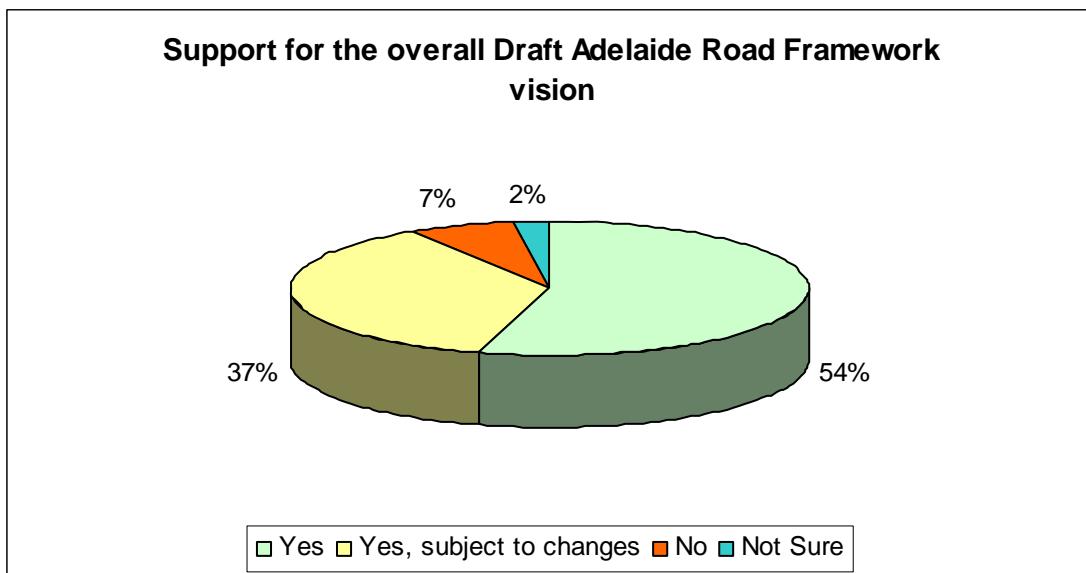


Part 2: Feedback received

(summarised by question from the consultation brochure)

Question 1

(a) Do you support the overall vision outlined in the Draft Adelaide Road Framework?



The responses received showed strong support for the draft vision outlined in the Framework. Fifty four percent (54%) of respondents support the overall vision outlined in the draft Framework and 37% of respondents support the draft Framework subject to changes (a combined total of 91%).

Some specific comments received include:

"The vision would be a huge improvement for the current messy, run-down, unattractive area."

"Adelaide Road area needs to be made more attractive and surely this will benefit the whole community. By enhancing residential and employment opportunities the local community will thrive and there will be the chance to create an even better future for those who live and work there."

"We want Council to ensure that new developments really reflect the framework and achieve the overall outcome; that designs fit with the overall framework and the surrounding context and complement existing buildings."

"We believe that efforts by Wellington City Council to manage urban development through careful densification of key areas along major public transport routes will have a positive impact on public health, community wellbeing and our physical environment."

"HNZC supports Council's vision for the future growth of the Adelaide Road area, including a prosperous and high quality mixed-use area with significantly more residential development, supported by good quality public amenities and streetscape, employment opportunities, and an efficient public transport system."

(b) Are there any changes you think should be made?

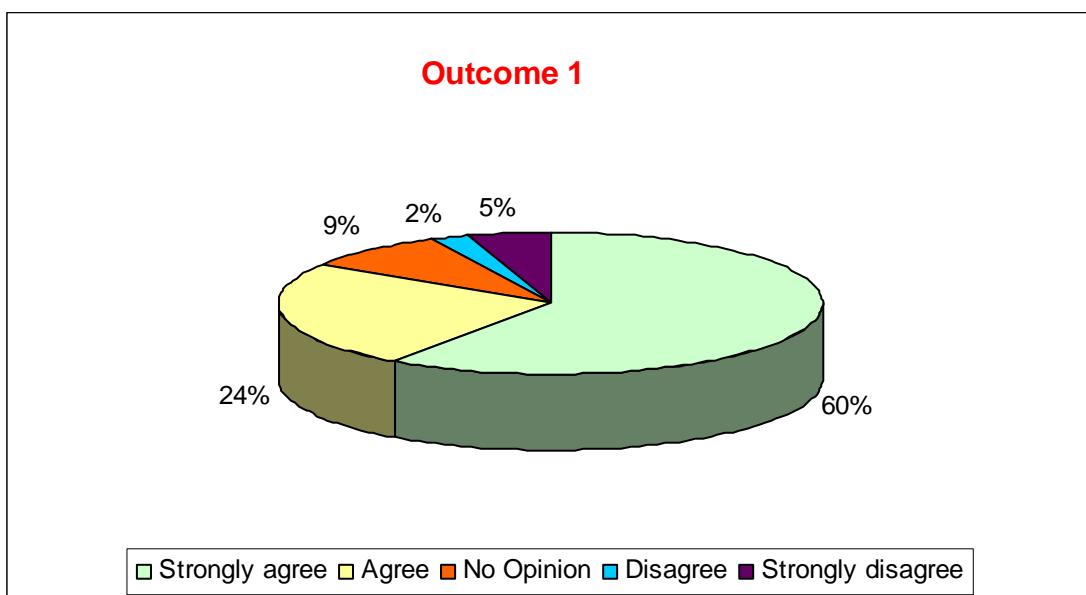
General comments included:

- Raise the height restriction on Belfast St to 18m
- Introduce a light rail corridor from Island Bay to the Railway station in the next 5 years. Encourage foot and cycle traffic rather than private vehicles.
- No development on the Hospital Rd Reserve site opposite Newtown Kindergarten. Consider green area at Wright/Hutchison St boundary.
- Designate student/apartment accommodation along Tasman/Hanson St.
- Dedicated safe cycle lanes will encourage a large increase in bicycle usage in central city and through this corridor. Possible reconfigurations of Adelaide Road as bus and cycle sharing a lane don't work well together.
- Building heights on a widened Adelaide Road should be allowed to be 22m, with discretion up to 28m. There is no mention about the quality/type of buildings? The framework should have some design guidelines for future development.
- Concern at the number of proposed supermarkets from Courtenay Place right through to Newtown. This would add to the traffic congestion which already exists now.
- Beautifying the area would give an aesthetic appeal. The illustrations in the draft framework look nice, but in reality Newtown in general has too narrow roads and to add trees and lamp posts in the long run become clutter.
- The other serious concern is with the Wellington hospital being so close. Traffic congestion would inhibit the progress of an ambulance getting through, especially if it is a life or death situation.
- Overall I think it is very good. However I would like to see some areas designated for private standalone housing - small sections, but with enough room for growing vegetables and a little outdoor space.
- The area on the corner of Adelaide Road and King Street, the old Government building would make a wonderful park for the entire area for kids to play in.
- The increase in height limit to 18m will severely compromise a few residential properties such as my own, which lies directly behind two such buildings along Adelaide Rd. All the windows can be blocked by walls built up 12m-plus high and only centimetres beyond the windows, preventing any source of natural light, heat or ventilation apart.
- The short- and long-term design of Adelaide Road itself should be subject to significant input so these issues and the best way to cater for public transport (now and in the future), cyclists, and pedestrians can be addressed.
- John Street intersection - the character buildings should be retained. But rather than widening the western site of Adelaide Road, these buildings should be shifted back (east) instead. This has the benefit of widening Riddiford Street also, allowing room for wider footpaths, a continuation of any public transport lanes (light rail, busway) and cycle lanes.
- Realignment/widening of John St could be considered before the supermarket goes up, to reduce the size of this intersection.

Question 2

Do you support the key outcomes and initiatives identified in the Draft Adelaide Road Framework?

(a) Outcome 1: Providing for greening of the area, quality public spaces, and strengthening connections between open spaces.



The responses show very strong support for greening the Adelaide Road area. Eighty four (84%) of responses either agree or strongly agree with this outcome (60% strongly agree and 24% agree with the outcome).

Some specific comments received include:

"The proposed array of public space is an important feature of the Adelaide Road draft framework, and while we support it, we also feel that it needs to go much further and be more proactive in creating new park space and pedestrian links."

"The greening of the area is exciting...a lot of people work and visit around here so somewhere to sit and have lunch/take a break outside would be great – especially for people at the hospital."

"Why not allow discretionary height bonuses for "greening" of the area"

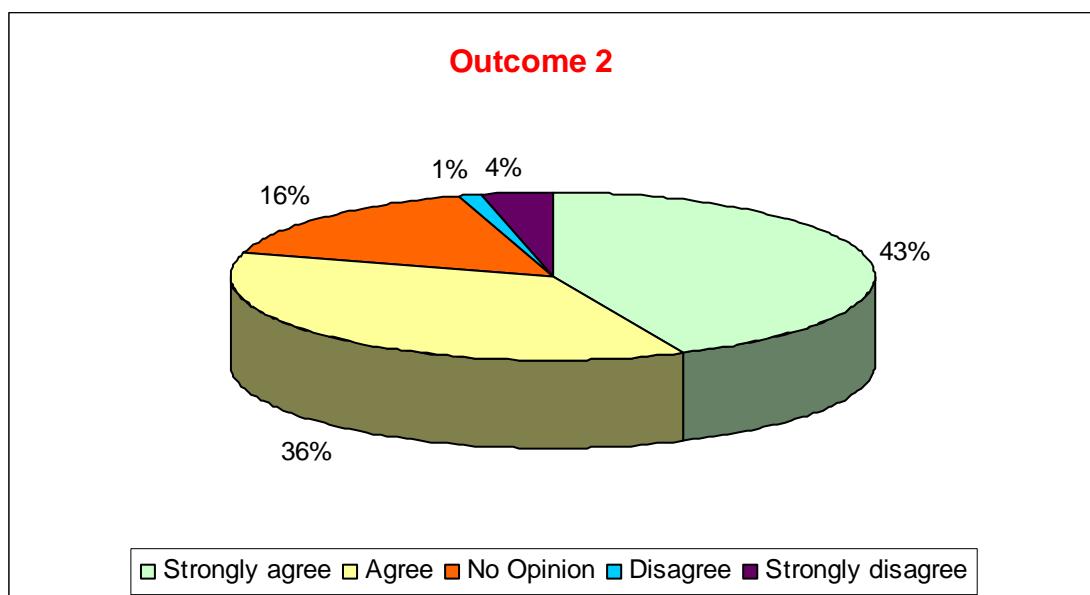
"We strongly support actions to enhance the open space networks in the area as these areas provide important spaces within the community that support health and wellbeing."

Other summarised comments include:

- Adelaide Road needs tidying up. Clean open spaces will make Adelaide Road look more attractive for all users.
- A great plan, in particular the greening of the area and the upgrading of the Drummond/Tasman St steps. Would it be practical to incorporate rubbish containers top and bottom? It is a high litter area.

- I am strongly in favour of opening up access to the town belt near Government House. There should be access to the town belt for local residents, walkers, families and relatives of people staying at the hospital.
- The valley between Tasman St and Government House is inhospitable in its current state.
- Road widening to put trees in the centre strip consumes rates payers' money - only support trees on the footpaths.
- I agree but it has to be in a way that it must not turn into clutter and then trashed in the future.
- Increased accommodation increases the need for more open spaces and recreation facilities - not enough are proposed.
- Some street art/sculpture/fountain would be good on Adelaide Road. Also, water drinking fountains.
- More green and quality spaces needed; less provision for cars, more for walking.
- More trees in the area will have a huge impact. It is bleak and industrial at present.
- I particularly like the idea of having central bus and cycle lanes and making Adelaide Road more 'green' with trees and planting. Pedestrian safety is also very important and needs to be considerably improved.
- The area of parkland on Hospital Road should be left as it is and not have any residential development.

(b) Outcome 2: Strengthening the local community.



There was very strong support for strengthening the local community as part of the Adelaide Road vision. 79% of responses either agreed or strongly agreed with this outcome (43% strongly agreed and 36% agreed).

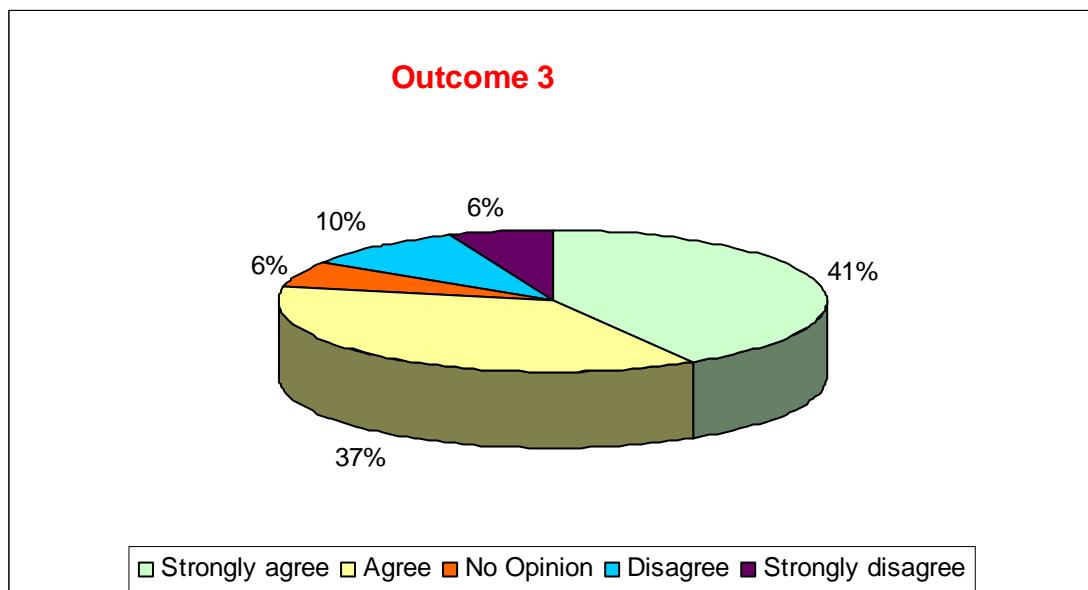
Some specific comments received include:

"...communities need open spaces to enjoy a variety of activities e.g. kicking a ball, practising Kapa Haka, having a picnic on a green grass"

Other summarised comments include:

- This must be supported with appropriate community facilities, particularly in regard to the proposed 75% population increase.
- Communities work better when they can take ownership from the start.
- Social needs/community facilities need to be reviewed to meet the needs of the community.
- Promote safety of Adelaide Road and surrounding areas, which have a bad reputation with violence and assault occurring at night. As a hospital worker, I have been harassed by drunken people while waiting for the traffic lights at the Johns street intersection at 9:30pm. I know that the reputation of the area has encouraged many hospital workers to use cars unnecessarily.
- High rise and high density housing in Newtown only brings in bad socio-economic characters and generates more slum like buildings. People in the high rise buildings (more of them) don't strengthen the community as it just generates a transient population with a 5 year view. Strong communities are where people live at least 20 years in one area.
- Yes, but this will depend on how much area is still fragmented by car spaces and lack of quality community spaces/facilities.
- Allowing for some owner-built (i.e. not developer) private standalone dwellings would encourage more long-term residents to the area - perhaps in the side streets. Apartments tend to be of very poor quality under the current building rules, and many in the city will become slums eventually. Inadequate housing does not make for a sense of community. Requiring apartments to be built to an 80-year lifespan, and with sufficient space and light, would also make a tremendous impact on community in the neighbourhood.

(c) Outcome 3: Improving the Adelaide Road transport corridor for multiple forms of transport.



The responses revealed strong support for improving Adelaide Road for multiple forms of transport. 78% of responses either agreed or strongly agreed with the outcome (41% strongly agreed and 37% agreed).

Some specific comments received include:

"We strongly support the upgrade of the Adelaide Road corridor being Priority 1...improvements to this movement network are critical in achieving the vision for Adelaide Road and other key Council plans and strategies."

"...we support the plans for further sensitive upgrading of traffic crossings and intersection design to make it a safer zone for pedestrians to cross."

"...there is a need for off-street parking in the area in order to keep the carriageway clear so that efficient goods and passenger transport services can be provided."

"We emphasise the importance of high quality public transport corridor and a streetscape that favours public transport options and active modes of transport over private vehicles"

"...we recommend that Council ensure grade separation of cyclists from cars, buses and pedestrians"

"We recommend that Council review Adelaide Road speed limit in light of development in this area. A lower speed may be more appropriate."

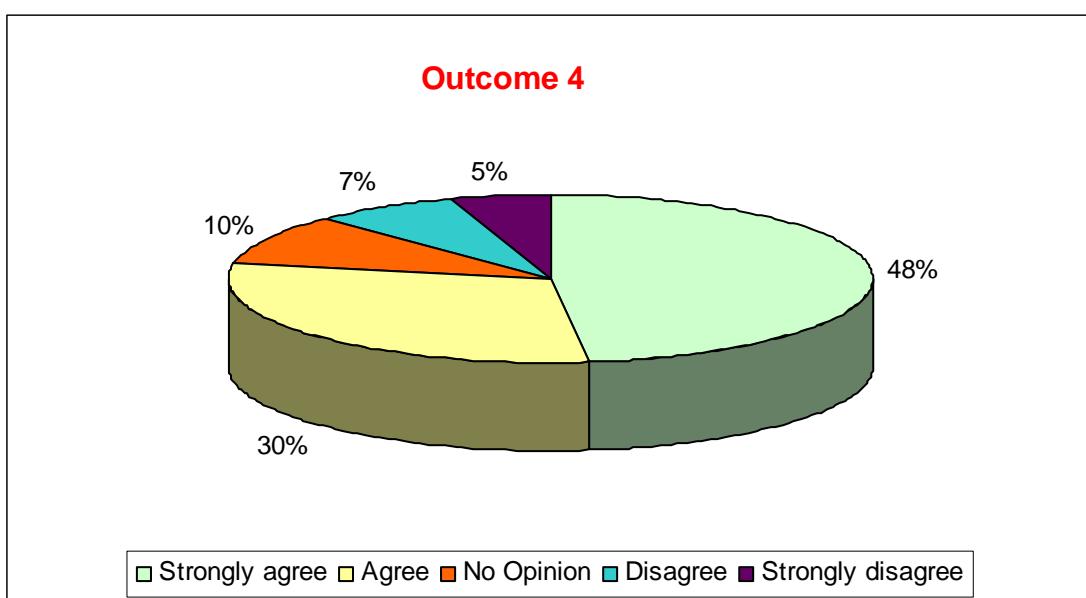
Other summarised comments include:

- Consider promoting bus services to and from the hospital for shift workers, allowing them to arrive/finish at 7am, 3pm and 11pm. This may have a significant impact on the traffic volume on Adelaide Rd.
- The current plan encourages private car use over other forms of transport.
- With an increase in residential people to the area, how can one lane for general traffic be an improvement over what we have now?
- Agree that pedestrian access needs to be improved.
- More emphasis and urgency on recognising the light rail potential of Adelaide Road in the overall regime/city transport strategy.
- I would like to see a modified version of the road configuration illustrated in Figure 11 implemented in the short term, rather than some other interim configuration.
- Only the most adventurous ride bikes on Wellington streets currently, that may be unimportant today, but alternative forms of transportation will be critical within 10 years.
- It's vital to ensure that cyclists, pedestrians, public transport and other road users have minimised conflict potential for maximum safety.
- Cyclists should be encouraged to use a diversion along Hanson or Tasman St.
- If the median area didn't have trees emergency vehicles could have better thoroughfare.
- The artist's impressions in the document have a significant number of buses in them relative to a car, which is positive in that this would go some way towards alleviating the congestion, but we don't think the lack of vehicles portrayed is realistic given the expected traffic volumes.
- There are traffic issues on Hospital Road at certain times of the day as the main exit from the hospital causes long queues and hazards to Newtown kindergarten and crèche.
- Can the Basin Reserve area handle increased traffic? Problems with pedestrians needing to cross the road there.
- As a vision impaired person I use Adelaide Road on foot to go to the Foundation of Blind Building at No. 121. I need footpaths without obstacles and with smooth surfaces. Trees are pleasant but need to be cared for so that branches do not

overhang too much and roots don't raise the surface of the footpath. I need audible/tactile indicators on pedestrian crossings. The junction of John St and Riddiford Street is currently tricky, and I welcome improvements at the intersection.

- These concepts will assist in making progress towards achieving the key outcomes of the Wellington Regional Land Transport Strategy, particularly, connectivity with, or provision of access to, public transport and recreational open spaces.

(d) Outcome 4: Further recognising, and providing appropriate protection for valued heritage and character areas and buildings.



There is very strong support for recognising and protecting the valued heritage and character areas and buildings remaining in the Adelaide Road area. 78% of responses either strongly agreed or agreed with this outcome (48% strongly agreed and 30% agreed).

Some specific comments received include:

"Adelaide Road is historically an important part of the city. It is a key feature of the original roading network based on the Wellington Town Plan of 1840"

"Heritage buildings not only have cultural value, but they ultimately provide economic value because of their uniqueness and are irreplaceable."

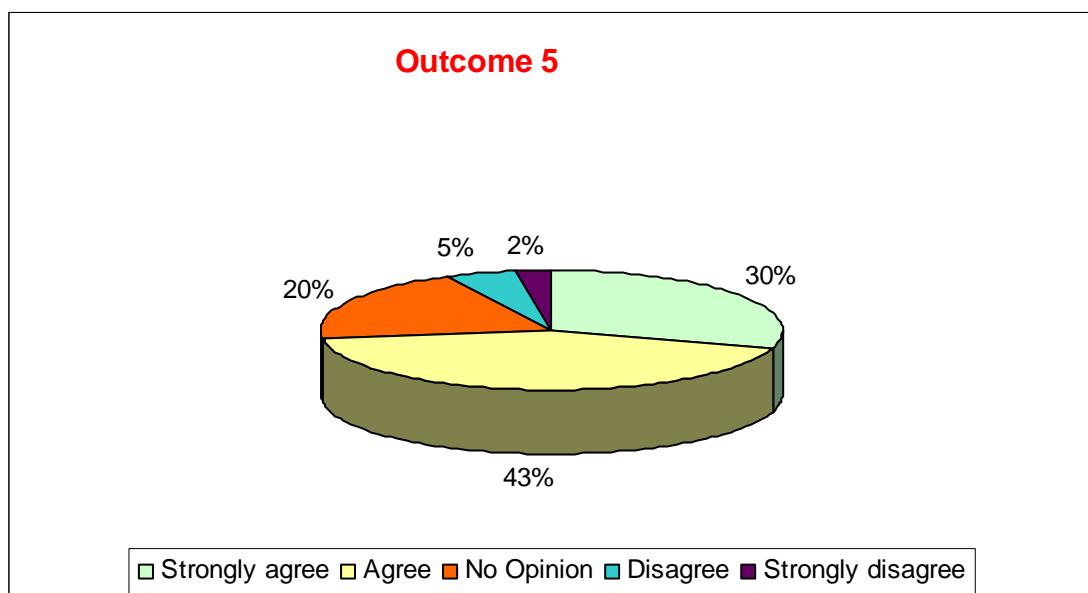
"Heritage is what sets Wellington apart from Auckland – and that is really important."

Other summarised comments include:

- Newtown area has some character buildings, and it would be nice to retain these while upgrading the area and making it look better.
- It is very important to treasure what we have and to give younger buildings the chance to become older and therefore become valued heritage and character buildings in the future.
- Keep the town belt and protection for the character of Newtown.

- Protection of heritage buildings is important but the development of Adelaide Road as an attractive area for technology lead business must be a priority for the economic growth of the city. If appropriate, it may be necessary to move heritage buildings.
- If private individuals want to spend money in improving a building they own, they should be allowed to have a building in any shape or form they wish without their right encroached. The only objection should be consideration of natural light levels to neighbours.
- Yes and all new buildings to have empathetic designs - no more ugly monoliths like storage buildings in Adelaide Road.
- Newtown's character should be retained and enhanced at all costs. No more destruction of heritage buildings, or blind eyes turned to the amateur destruction going on already.
- Preservation of heritage buildings in the older areas is very important and is also a real challenge when they are now in high traffic areas.
- The relatively few older residential properties still dotted around our Adelaide community area provide a valued role in 'humanising' this neighbourhood. If not strenuously protected, their growing marginalisation will result in this area becoming no more than light industrial/commercial, where the few remaining residents become isolated 'social misfits', with property values and quality of life severely compromised.
- Potential partners need to be identified for the actions on character and heritage identified in the draft action plan.
- The Council needs to be sensitive about new developments being appropriate to the area and surrounding houses.

(e) Outcome 5: Recognising and protecting employment opportunities while enabling a transition to suitable 'new economy' activities.



There is strong support for recognising and protecting employment opportunities in the Adelaide Road area whilst enabling a transition to suitable 'new economy' activities. 73%

of responses either strongly agreed or agreed with this outcome (30% strongly agreed and 43% agreed).

Some specific comments received include:

"Designated urban "growth centres" are a sustainable response to Wellington's projected population growth. Because the area is centrally located and well served by infrastructure, the Adelaide Road corridor can make a significant contribution to the Council's broader Urban Development Strategy...a comprehensive planning approach, such as that proposed by the Framework, is necessary if the precinct is to become an attractive mixed-use district."

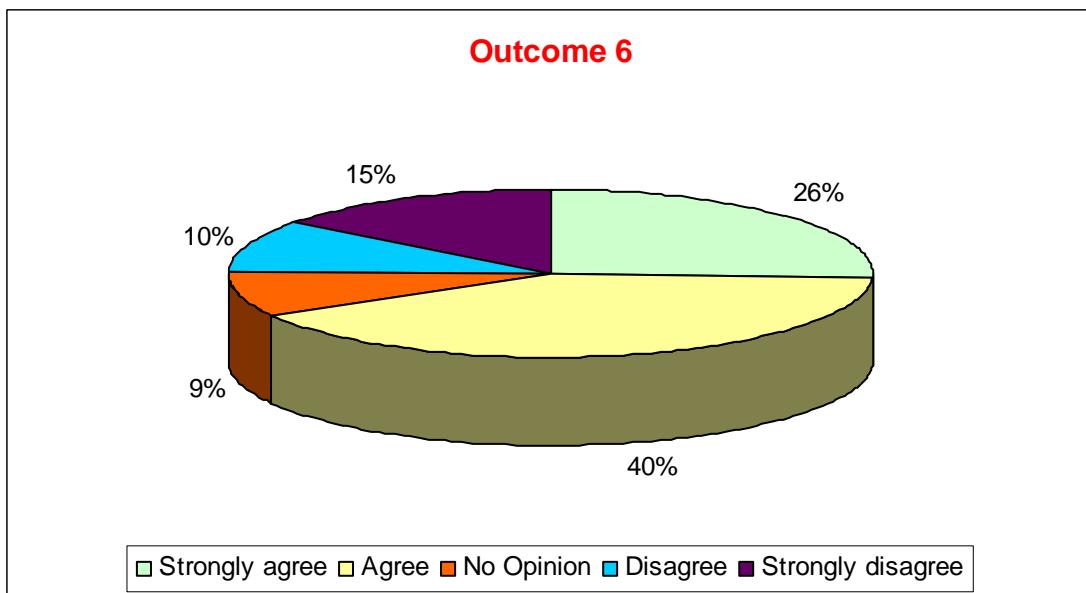
"As residents we want to be able to be able to recognise a 'high quality mixed use area' when we see it, and to be working with Council, landowners and developers to ensure this is what we get in Mt Cook."

"The relaxing of height limits, and ... encouraging ground floor industrial/commercial uses, is to be applauded as an effort to retain existing employment opportunities and city servicing requirements. We would expect however that with this relaxed height limit would come additional requirements for better quality provision of housing, and more usable public space."

Other summarised comments include:

- Definitely agree that this area needs some careful developing to promote growth and a quality environment for residents and workers. This area is in the scruffy part of town but has so much potential to be developed into an upmarket, people-friendly place.
- Encourage the business that will create the community you envisage, and let the market take care of the rest. High speed broadband to this precinct would help.
- There is a retail business presence on Adelaide Road which needs to continue to provide employment.
- Mixed use with commercial and residential would be appropriate. It seems we need to link the other end of Newtown with Adelaide Road.
- Re: the supermarket complex at the corner of John St and Adelaide - will it have other shops around it - garden centre/cafe etc?
- It's not very clear what 'new economy' really means. Would like to see a balance of commercial and retail appropriate to the area.
- Some businesses operating in the area are no longer suitable e.g. the entire car services/repair businesses in Douglas St and King St that park their client's cars on the road blocking the traffic and behind the parks.
- I have a real concern about the increase in housing and population its quality, the two supermarkets, traffic volume and congestion on the surrounding streets.
- I oppose the lifting of height restriction for two reasons. Firstly, to protect our heritage buildings and secondly Newtown must remain the suburb it is for the low income families that live here.
- What activities fit in a mixed commercial/residential area, and what control does Council have over this? Can guidelines be developed?
- Increased height limits could have potential adverse effects as a result of the cumulative impact of taller buildings around Adelaide Road, compromising the heritage values of Government House, in particular its setting which includes views to and from the house and its grounds and views to the War Memorial and Carillon. Currently there are no measures in place to provide adequate protection to the setting and views to and from Government House.

(f) Outcome 6: Providing for more intensive, high quality residential growth along the northern part of Adelaide Road.



There was a good level of support for providing for more intensive, high quality growth along Adelaide Road. 66% of responses either strongly agreed or agreed with the outcome (26% strongly agreed and 40% agreed). There was a higher level of uncertainty and disagreement in relation to this outcome though than the other outcomes sought, with 15% of responses strongly disagreeing with having more intensive high quality residential growth in this area.

Some specific comments received include:

"Spaces need to be carefully created, ensuring adequate sun, pedestrian flow, enclosure by surrounding buildings, and freedom from cars to be successful and popular with the desired inhabitants."

"Intensive is the absolute opposite to "high-quality". I am strongly opposed to building any more high density housing in this area. It will have the opposite affect to what this project is trying to achieve."

"Supportive of this outcome as long as more car use is not encouraged and there is provision for green spaces and facilities for young children. Don't want them becoming 'slums'."

"Supportive but would prefer that development avoid the street feeling closed in: for example, setting back from the street the higher floors, say third floor and above, instead of all the floors being at the street front. Also need to preserve sun/light for existing residences in Height Zone 2."

Other summarised comments include:

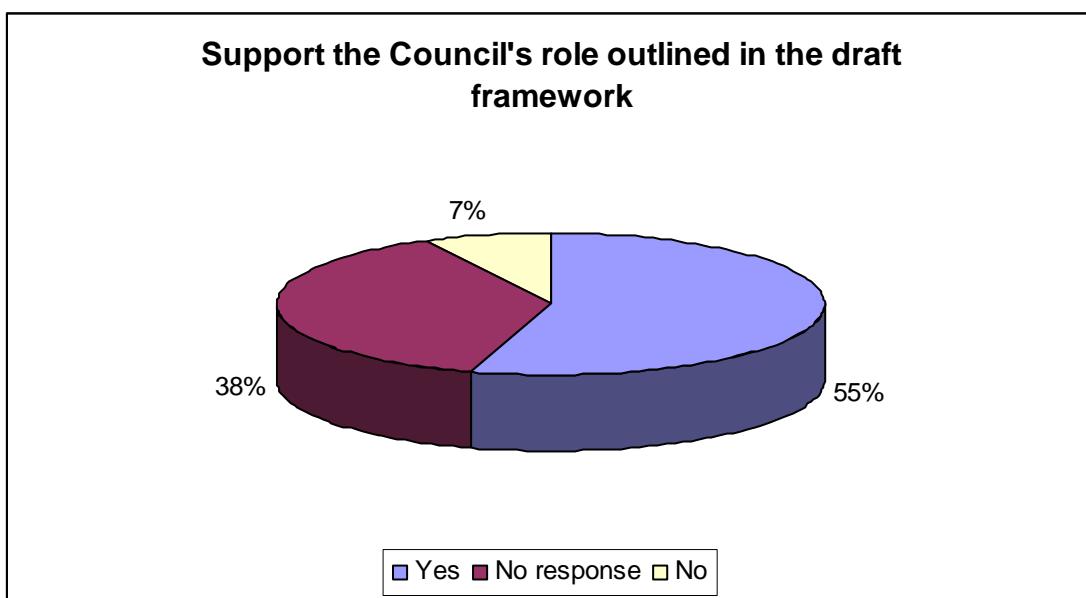
- Support the intensification of residential development and further development of Adelaide Road as a 'mixed use' area, but this is contingent on the transformation of movement networks, protection of heritage and character networks, development of affordable housing options and development of green space.
- The mixed residential commercial concept is a good one for Wellington and the urban design looks good. However, we have a major concern relating to the

transport implications of the proposal. Adelaide Road is a major arterial route which does not seem to be conducive to the resident/pedestrian friendly environment desired and portrayed in the draft framework. There is currently a high level of traffic congestion which would be exacerbated by the development.

- This supports lower carbon emissions, supports modern light rail and adds dynamic living environment if done on and for human scale community.
- We have an aging population that are used to living in a dynamic (racial/cultural) environment. None of the existing retirement complexes offer this...also there will be more people requiring some care who are already used to living in apartments. The proximity to the city and Newtown and hospital would be advantageous.
- We see the proposed changes to the Adelaide Road area as being an important step forward for the possibility of gaining better quality developments for student housing.
- It is important that support for residential development in the northern area does not eclipse ongoing provision for existing residential properties in other sectors of the Adelaide area.
- Wait for the decline in residential properties until you are sure this is going to be a viable option. Banks are no longer lending at 100% who is going to buy these high quality residences?
- Concerned about the impact on local schools which have limited space and resources.
- My fear is that it won't be high quality housing; increase in population puts too much strain on already stretched resources e.g. parking
- Not sure I agree with residential on Adelaide Road but rather on the streets bordering Adelaide Road. In other words providing suitable housing for workers employed at the hospital and new technology businesses on or near Adelaide Road.
- Development actually needs to be high-quality, and actually needs to be intensive. Current developments have been extremely low-quality.
- Ensure a broad spectrum of cost options – keep affordable for students and workers on lower wages
- Encourage the development of affordable, quality residential developments specifically targeted at hospital workers. There are many hospital staff who would like to have accommodation within "safe" walking distance of the hospital
- Support height restrictions being capped at 4-6 floors to avoid an Adelaide Rd "canyon" being created.

Question 3

(a) Do you support the Council's role outlined in the draft framework?



Fifty five percent (55%) of the responses were in support of the Council's role outlined in the draft framework.

Some specific comments received include:

"Council needs to be pro-active and make plans to designate or purchase land now"

"We support the Council's role outlined in the draft framework - may need to partner to develop good examples of environmentally friendly buildings. Bold leadership eg public transport priority and upgrades is essential before densification."

"HNZC is supportive of a partnership approach with Council to provide for a sustainable and high-quality Adelaide Road community."

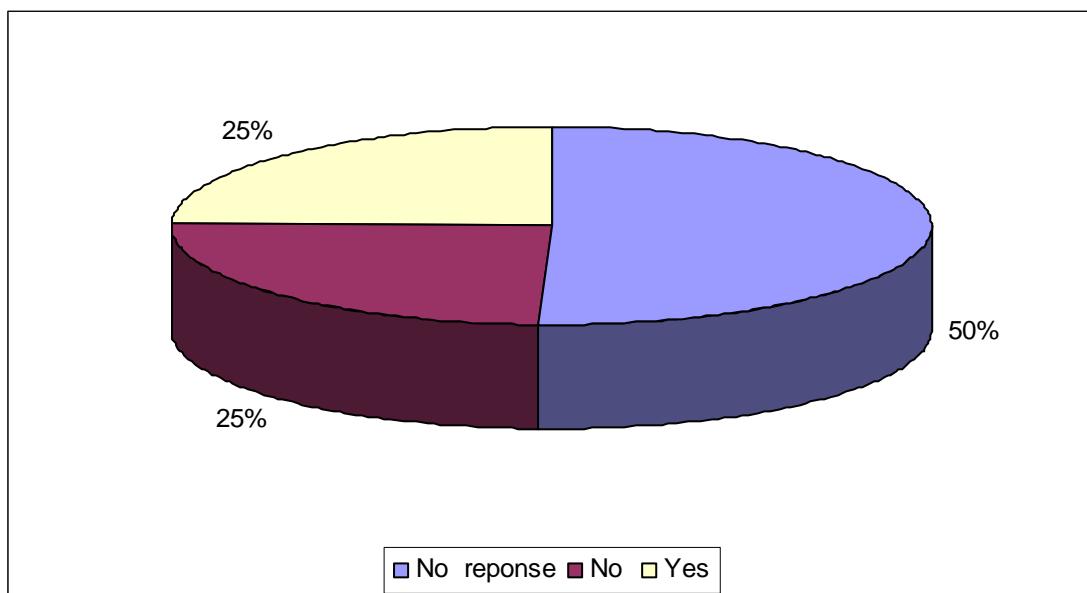
"It needs to be backed by investment, plan changes, and a real commitment. Adequate staff resources need to be allocated now."

Other summarised comments include:

- Yes. In a recession the best thing local/central govt can do is spending on needed infrastructure. This pumps the life back into the economy.
- In general yes, but with reservation about land purchase. Concerned that some parts of plan may go ahead like new buildings or extra height additions without the Council doing parks, bus lanes etc as these are subject to funding.
- Yes, although it really is a partnership.
- The Council always has a role in the governance of the city
- Support the idea of including side streets, open spaces and safety in Adelaide Road.

- The Council needs increased powers to prevent developers building unsustainable, poorly designed and tiny apartments.
- No. The council will be dependant on developers and other Wellington 'potential partners' completing and doing their roles. Who will police the developments to ensure that not too many 18m (24) and 12m (18m) buildings are being built and spoiling the overall vision of the area? Don't believe that the current resource consent processes will allow the council to manage the developments other than they fit the ideals (or building regulations) - however a developer can still build a unsightly building (i.e. cheap looking box) and sell overpriced apartments!

(b) Are there any other key roles?



Twenty five percent (25%) of the responses thought there were other key roles for the Council in the implementation of the draft framework.

Some specific comments received include:

"Publicity, negotiation with property owners, illustrating opportunities that the private sector can capitalise on given Council lead."

"It is also important that Council have an ongoing 'community development' or 'community organising' role that goes beyond influencing the built environment, and the provision of transport, facilities and open spaces."

"Given the precedent-setting importance of the first new buildings – both in terms of design and mixed use – would a private-public partnership be the most suitable approach to early construction?" Could the Council invest in the first 2-3 structures and actively manage the design and use of the buildings for a time?"

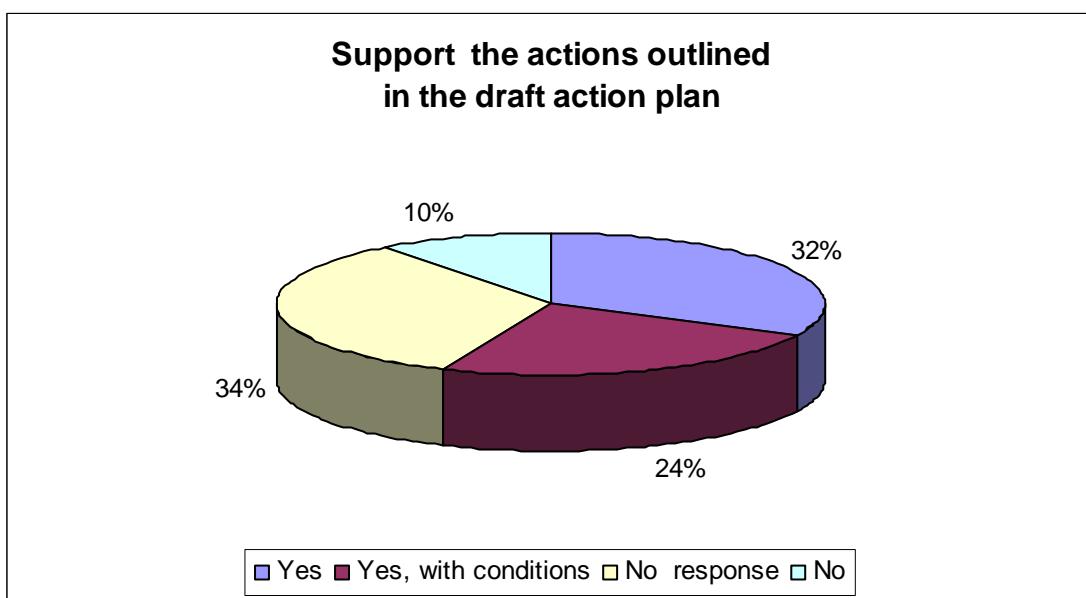
Other summarised comments include:

- Providing incentives for key stakeholders and potential partners e.g. reduction in fees for consents.
- Council should be more prescriptive.
- WCC as enabler, standard setter and monitoring role.
- Keep involving community including low income groups!

- The Chamber of Commerce should help to encourage new economy growth through the mixed use developments that come from the plan.
- The Council should take more leading and pro-active role in the intial design, construction and management of the first few buildings and also in the formative and inclusive evaluation of initial developments before, during and post construction.
- Council needs to be pro-active, and make plans to designate or purchase land now, before the up-coming redevelopment of the area succeeds in pushing prices skyward.
- Council as investor and/or funder for such activities that support existing communities and their growth.
- I would like to see Council work proactively to bring the framework to fruition
- Listening to your submitters, caring about your citizens - take no notice of business, round table or chamber of commerce. Get ready for the decline and spend more money on the overloaded infrastructure due to infill housing.
- Publicity, negotiations with property owners, illustrating opportunities that the private sector can capitalise on given Council lead.

Question 4

(a) Do you support the actions outlined in the draft action plan (section 6.4 and 6.5)?



Thirty two percent (32%) of the responses received support the actions outlined in the draft action plan (set out in sections 6.4 and 6.5 of the draft framework); 24% of the responses received support “with conditions” the actions outlined in the draft action plan.

Summarised comments include:

- Yes, it's a good investigation.
- Yes, except Parking A13 - this should be first priority as parking is a major issue now.
- Disagree with urban open space upgrade A15. Question suitability of Vietnamese garden option and infill housing development.
- Yes, except investigating detailed design for colonnading the Old Bank Building on Adelaide Road (A9) and its unclear what action A12 means.
- Yes, so long as there is due consideration given to parking.
- Yes, provided that there is heritage and character protection and quality location of infill housing.
- Yes, but the Council needs to be more prescriptive in its approach.
- Yes, but no trees on the median strip of Adelaide Road, no height increase on Adelaide Road, and no to supermarket on John St.
- Yes but I can't see anything in the draft action plan that mention cyclists. Currently this road is a bit of a death trap in places and if you want to encourage people to settle there and use facilities and minimise car usage you need to pay attention to cycle safety vis a vis conflict with other road users.
- Yes, bring final proposal back to the community. Initial consultation was good and needs follow-up.

(b) Are there any other key actions?

Summarised comments include:

- Reviewing progress and processes so that the action items are kept current and relevant.
- Bring final proposal back to community. Initial consultation was good, needs follow up.
- Vetting developers - what have they done before and are they sound in all respects?
- Review of service lane designation 98.
- Some work that would benefit resident and make the place more pleasant could be done sooner e.g. urban open space upgrade, community network, way-finding improvement, Drummond Street streetscape and steps upgrade, and other streets mentioned in the action plan should happen sooner.
- Clear and unobstructed drive along Adelaide Road. Impose liquor ban on the streets of Newtown as too many people are wandering around with open liquor bottles.
- Yes. Provide gardens/playground for the Hospital Road reserve area as there is not currently such a resource and this would enhance the area. This would also benefit the surrounding childcare provisions
- Plan for the Basin Reserve better. There is scope for improvement. Negotiate with St. Marks and the use of the bus lane 4 buses during peak hours 4- 6pm.
- Safety and security
- Yes. Review of the area through Mount Cook from the John Street / Adelaide Road intersection through to the top of Taranaki and Tory Streets.
- Yes. Just please ensure it is safe and practical for cyclists.

Question 5

Do you have any other comments or suggestions to make on the draft framework?

Summarised comments include:

- The area is quite a high graffiti zone - it would be a shame if any new improvements were vandalised. Support zero tolerance on graffiti
- Link in transport. Bring nature back to Adelaide Road. \$140 million is a bargain for this section of light rail, but then extend elsewhere
- It's a commercial area and should remain commercial
- Build safer communities and suburbs
- Maybe provision for a community centre like the new one on Daniel Street in Newtown. Great resource.
- Council should not fund any council type flats. Pre-1930s protection rules need to be upheld. Council should ensure that the District Plan requirements/ rules etc ensure that there are no 'cheap and nasty' houses. Quality, well designed, attractive, is required (e.g. corner Drummond and Hanson very much preferred over the one on corner of Taranaki and Webb Streets).
- Confirm Adelaide Road and Wallace Streets as major thoroughfares. Confirm pedestrian access routes through the area (as proposed) to encourage interest, establish use in the area and to confirm that the plan is appropriate.
- Would support multi-story parking facilities.
- There is significant opportunity to enhance the John Street area. There is a great need for improved traffic-flow and pedestrian options in the area around the high-rises, the drama school and the former Bunning site. This would be an ideal location for a community centre or development that would encourage the mingling of residents, students and those that work in the area. This area could potentially become a centrepiece of the area, and be an anchor/draw for surrounding communities.
- Conditional support for the project in principle, on the basis that further consultation will be carried out on any further plans/ developments/ restrictions/ controls proposed.
- We would like to see the poster bollards remain in place or be relocated and additional poster bollard or pole poster holder locations investigated.
- Widening Adelaide Road will bring more cars on the road causing more congestion and make less room on footpaths for pedestrians. It will also be harder for pedestrians to cross the road.
- Since most of the work on the Adelaide Road Project was completed, the Nguaranga - Airport Study has identified a strong preference for a flyover close to the northern boundary of the Basin Reserve. The idea of a flyover is totally unacceptable.
- I find this a very well thought out programme of improvement in a reasonable time frame.
- Car parking is an issue. Do not believe we need two supermarkets.
- I have strong reservations about the safety of a cycle lane that is in the door-opening-zone for parked cars. I would prefer a cycle lane in the centre, adjacent to the bus lane. I would also like to see less provision for car parking on Adelaide Road - road space too valuable and ease of parking encourages unnecessary car use.
- Many students and local residents are eagerly waiting the day when there is easy access to these supermarkets within walking distance of home/university/school.

Perhaps the council can reduce traffic to the supermarkets by limiting parking spaces and promoting public transport.

- I fully endorse the Council proposal to improve the area and make it a better place to work and live. Serious consideration is needed of the social behaviour of its inhabitants when creating higher density living.
- Street lighting has been an ongoing issue around the steps which connect Douglas Street west to east; it is a disgraceful mess with graffiti all down the buildings.
- Bus/cycle lanes: These should be wide enough so that when bus stops to collect passengers a cyclist can travel past the bus without needing to change out of the bus lane and into the car lane. This means either widening the bus lane or have bus stops that are indented into the footpath so that buses move to the left allowing cyclists to pass.
- Would like to see things like policy development and design guides: e.g. no curb cuts. Want to see public input (next 1-2 years) as to how it is to be widened / redesigned e.g. to answer questions around public transport in the middle, on the edge, and the like.
- I am very impressed with the whole scheme and the hard work that has gone into these plans.
- Excellent plan - I think the plan should include provision for adequate car parking, preferably free car parking. Currently during the weekdays there is very little public car parking facilities available and I find this a problem when I travel to businesses and facilities in the area.
- Thank you for a consultation and communication job well done. Intended being able to attend meetings etc but the timings was always bad for me. However, written communication kept me informed.
- Just to reiterate that cycling lanes are sorely needed.
- Some attention should be paid to Wallace Street and Tasman Streets so that they are in keeping with the revamp of Adelaide Road.
- As a landowner in the area I am very much in favour of the concept and look forward to the progress of the development.
- Well done, a positive step for the suburb! Go for it.

APPENDIX 1: Copy of Draft Adelaide Road Framework - Feedback Form

Draft Adelaide Road Framework – feedback form

Absolutely POSITIVELY Wellington
The City of Wellington
Wellington City Council

Submitter details

Your name:	
Company or organisation name (if applicable):	
Street address:	
Suburb:	
City:	
Phone:	Email:

Personal information will be used for the administration of the consultation process and may be made public. All information collected will be held by Wellington City Council, 101 Wakefield Street, Wellington, with submitters having the right to access and correct personal information.

Questions/comments – use extra pages if you need to

Question 1. Do you support the overall vision outlined in the Draft Adelaide Road Framework?

yes yes, subject to changes no not sure

Are there any changes you think should be made?

Question 2. Do you support the key outcomes and initiatives identified in the Draft Adelaide Road Framework?

(a) Outcome 1: Providing for greening of the area, quality public spaces, and strengthening connections between open spaces.

strongly agree agree no opinion disagree strongly disagree

Comments:

(b) Outcome 2: Strengthening the local community.

strongly agree agree no opinion disagree strongly disagree

Comments:

Questions/comments

(c) Outcome 3: Improving the Adelaide Road transport corridor for multiple forms of transport.

strongly agree agree no opinion disagree strongly disagree

Comments:

(d) Outcome 4: Further recognising, and providing appropriate protection for valued heritage and character areas and buildings.

strongly agree agree no opinion disagree strongly disagree

Comments:

(e) Outcome 5: Recognising and protecting employment opportunities while enabling a transition to suitable 'new economy' activities.

strongly agree agree no opinion disagree strongly disagree

Comments:

(f) Outcome 6: Providing for more intensive, high-quality residential growth along the northern part of Adelaide Road.

strongly agree agree no opinion disagree strongly disagree

Comments:

Question 3.

a) Do you support the Council's role outlined in the draft framework?

Questions/comments

b) Are there any other key roles?

Question 4.

a) Do you support the actions outlined in the draft action plan (sections 6.4 and 6.5)

b) Are there any other key actions?

Question 5.

Do you have any other comments or suggestions to make on the draft framework?