

Part 2: A vision for the future

5.0 A long-term vision for Adelaide Road

This section sets out the long-term vision (looking ahead 20+ years) for the Adelaide Road growth area. The vision is supported by a set of key outcomes (see section 5.2), or goals, to help guide future planning and decision-making in relation to the area.

The vision and outcomes outlined in the following sections are based on the results of the community 'inquiry by design' workshop held in March/April 2008 and the public consultation undertaken on the draft vision in September/October 2008.

A series of actions for achieving the vision and outcomes are outlined in Part 3 of this document.

5.1 Vision

The long-term vision for the Adelaide Road growth area is:

A high quality mixed-use area that is a more vibrant, attractive, better connected, accessible and safer place which meets the needs of all people living in, working in, and using the area.



Figure 4 shows an artist's impression of how the Adelaide Road area could look in 20 years' time.

"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." Community feedback 2008

5.1.2 Development objectives and urban form characteristics

The Adelaide Road growth area will be a community located on the edge of the CBD that demonstrates high quality design and innovation in its redevelopment. It will be an urban community with easy access to opportunities for living and working, providing a mix of housing choices, including good quality affordable accommodation for key workers (eg Wellington Hospital). The redevelopment and revitalisation of Adelaide Road will focus on promoting higher density mixed-use development, particularly along the Adelaide Road corridor itself, that takes advantage of its close proximity to the central city and public transport, yet recognises the identity and unique characteristics of the area.

Adelaide Road corridor

The Adelaide Road corridor is a relatively narrow area that fronts Adelaide Road from the John Street intersection to the Basin Reserve. Its proximity to public transport, the CBD, and major employers and businesses, supports an active 'live-work' area, ie a mix of commercial and business uses and residential housing (apartments). Building heights will be higher in this area to achieve this activity mix (up to a maximum of 24m, provided a minimum of two levels of employment activity are provided at lower levels), however, building design will need to be of a high quality. To encourage a more people friendly, attractive and vibrant environment, street frontages at ground level are occupied by 'active' uses (eg commercial, business and retail activities) rather than residential uses. To support the increased employment and residential intensity of this area, improvements to the Adelaide Road corridor, including improving pedestrian safety, street trees, landscaping and public space improvements are proposed. Significant heritage buildings will be retained and enhanced to contribute to the vibrancy and sense of place of this area.

Suburban Centre area

The remainder of the Adelaide Road Suburban Centre area will also support a mix of employment and residential uses, however, at a lower intensity than the Adelaide Road corridor area (building heights predominantly in the range of 12m, but up to a maximum of 18m). Public space and streetscape improvements will support an increased number of residents. Building design will be of a high quality. To protect the amenity and character of adjacent residential areas from new neighbouring development, height and setback restrictions will be applied. Pedestrian connections (eg footpaths, walkways and steps) will be enhanced to ensure safety, good linkages and accessibility.

Character housing areas

The significant areas of character housing/pre-World War II housing surrounding the Adelaide Road area (eg Myrtle Crescent, Tasman Street, Ranfurly and Tainui terraces) will be recognised and protected to ensure they are not compromised by infill housing or demolition. This area will remain a low-density character housing area. Current District Plan protections like the Mt Cook character area and heritage-listed buildings will continue to apply to these areas.



Character building on corner of Adelaide Road and Rugby Street (2008)



New apartment building on corner of Hanson Street and Drummond Street (2008)

Adelaide Road upgrade, including streetscape improvements

Possible formalised walkway route through Massey University/Wellington High School land

Key intersections at Drummond Street and Douglas Street become more pedestrian friendly

Drummond Street and the steps up to Tasman Street are upgraded and landscaped

Possible long-term alternative pedestrian/cycle route linking Hanson/King Street to Belfast/Rugby Street and through to the city.

Possible public open space upgrades eg Hospital Road reserve, King/Myrtle Street pocket park

John/Riddiford Street intersection upgrade

Potential supermarket/mixed-use developments

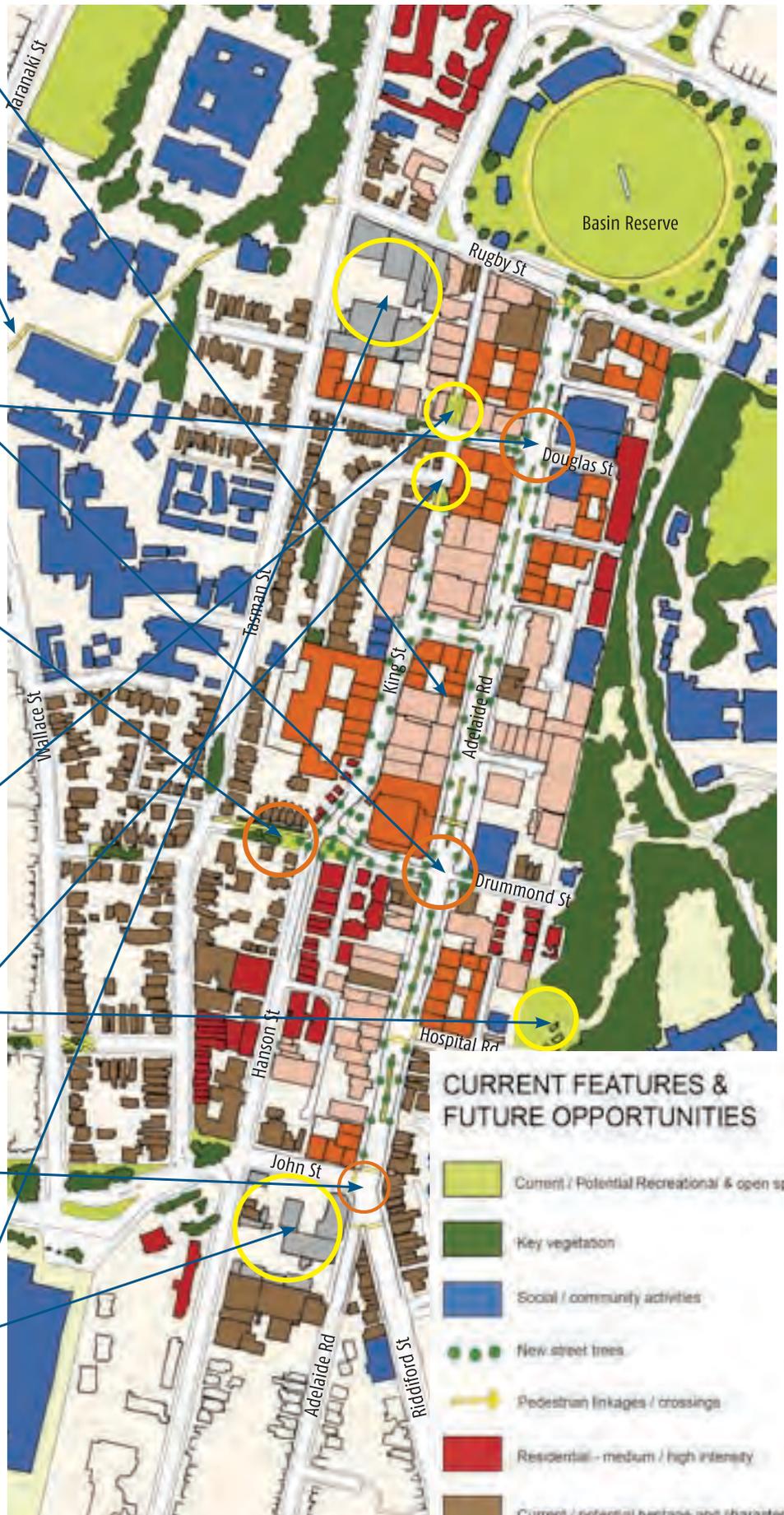


Figure 5 shows the proposed long-term vision for Adelaide Road and its key components.

5.2 Theme areas and key outcomes

The framework's vision and supporting contents are based around five integrated 'theme' areas:

- » Open space (green and blue networks)
- » Social and community (places and spaces for people)
- » Movement networks (roads, footpaths/walkways, cycleways, public transport routes)
- » Heritage and character (buildings and areas)
- » Mixes of uses (residential, employment, services, institutions).

For each theme area, key outcomes and concepts are identified. These signal the Council's strategic priorities in terms of the redevelopment of the area and realisation of the vision. The key concepts summarise the relevant implementation actions from the action plan in Part 3 of the framework.

The summary maps in Figure 6 show some of the key concepts and proposals for each theme area that are discussed in more detail in the following sections.

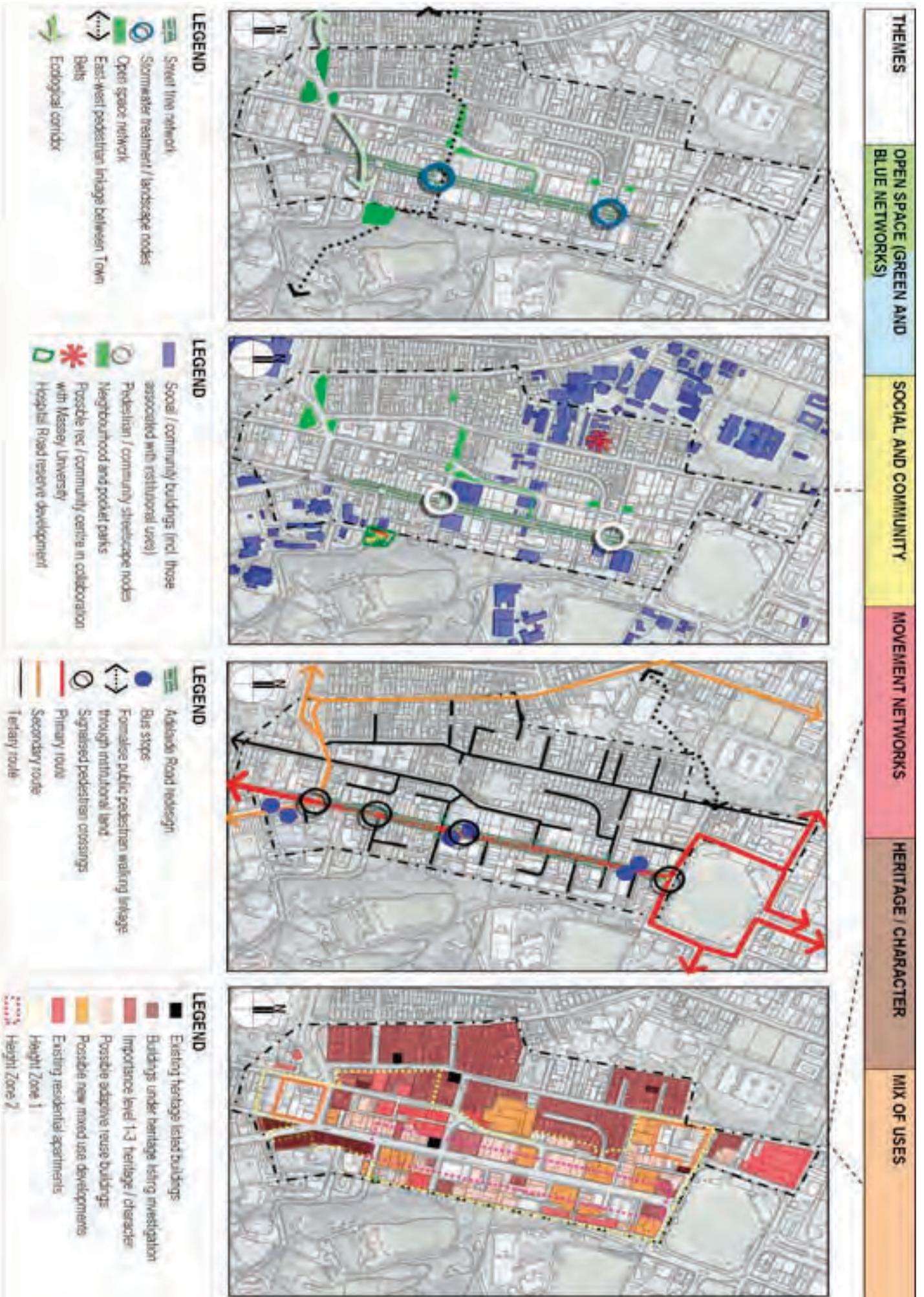


Figure 6: Key draft concepts and proposals for each theme area.

The key outcomes we want to achieve for the Adelaide Road area and the key concepts under each outcome are explained in more detail as follows:

Open Space Networks (green and blue networks)

Outcome 1: Providing for greening of the area, quality public spaces, strengthening connections between open spaces, and incorporating appropriate low impact stormwater management solutions into new development/redevelopment.

Adelaide Road is located between two sections of the city's Town Belt, and adjoining the area's northern boundary is the Basin Reserve. There are several large green areas in reasonably close proximity – eg Prince of Wales Park, Macalister Park, Newtown Park and Alexander Park. However, Adelaide Road tends to have poor connection between green spaces and a lack of locally used and accessible open spaces for residents, children and people working in the area. Tied to this is the desire to turn Adelaide Road into a more attractive and pedestrian and cycle-friendly environment. This requires an emphasis on attractive public space, visual quality, connections, and appropriate low impact stormwater management solutions.

Key concepts:

- » establishing an attractive and connected public realm to maximise the ability for people to enjoy the Adelaide Road area by:
 - creating a good quality landscaped street network
 - creating pedestrian friendly areas at the Drummond Street and Douglas Street intersections with Adelaide Road (incorporating suitable stormwater management) – see Figures 7, 8
- » creating new opportunities for people to play, socialise and rest in neighbourhood reserves, smaller 'pocket parks' and areas of street-based open space
- » strengthening east-west connections between the surrounding Town Belt areas and existing parks and green spaces in the Adelaide Road area
- » providing a range of good-quality active and passive public spaces for people to use.
- » creating new opportunities for ecological linkages (green areas) between the open space land in John Street and the Hospital Road reserve. The provision of additional green spaces should be considered as part of the future upgrade of the John Street/Riddiford Street intersection and any future supermarket/mixed use development in the John Street/Hanson Street area
- » promoting the use of appropriate low impact stormwater treatment solutions, both in Council infrastructure works and in any new developments/redevelopment, including the development of landscape/stormwater treatment nodes (areas) where appropriate (eg Drummond Street and Douglas Street).

Possible spaces that could be considered as part of a public open-space assessment (see Action A15) include:

- » eastern and southern edges of the Basin Reserve
- » small existing green space areas in residential areas eg between the Howard Street cul-de-sac heads
- » pocket park between King and Myrtle streets
- » Drummond Street steps and surrounding public spaces
- » Hospital Road neighbourhood park (proposed Vietnamese garden)
- » pocket park on Adelaide Road, connecting to the Blood Centre
- » green area fronting the public housing on the corner of John Street/Hutchinson Road/Hanson Street.

Relevant actions (see Part 3 – Achieving the vision):

A3, A4, A5, A11, A12, A14, A15, A16, A17, A26, B1, B2, B3, B4, B5, B6



Figure 7 – A possible design for Drummond Street and the steps up to Tasman Street

Drummond Street upgrade – possible design features:

- » landscaped pocket park space on the corner of Drummond and King streets
- » clustered parallel parking bays with street trees
- » narrower roadway at Adelaide Road intersection
- » redesigned Drummond Street steps to enable a direct connection to Tasman Street with more rest/amenity areas and lighting.
- » appropriate stormwater treatment measures.



Figure 8 – Drummond Street green network – a possible street tree/green space/footpath layout

Social and community networks (places and spaces for people)

Outcome 2: Strengthening the local community.

The Adelaide Road growth area has a diverse demographic and ethnic composition and a growing residential population. The area has a high proportion of student housing, some social housing, a strong Pacific community, and a large daytime-worker and youth population. The community fabric is physically separated by institutional land and further constrained by a lack of accessible connections.

Good-quality public spaces, that reflect the needs of the local community, will assist in improving connections and will help provide for community and social needs. There is also an opportunity to investigate partnership opportunities with other organisations and institutions in the area regarding shared social and community facilities, and to support interactions between residents and institutions/ organisations to achieve more shared use of facilities.

Key concepts:

- » improving safety by encouraging Adelaide Road to develop as a vibrant 'go-to' destination, with a mix of uses and 'active edges' at ground-floor level (eg entrances and exits to buildings, display windows, architectural features, shelter from inclement weather, activities that spill out from buildings such as cafes), and incorporating CPTED (Crime Protection Through Environmental Design) solutions, and Health Impact Assessments (HIA) where appropriate into redevelopment of the area
- » creating a network of local micro-scale public spaces where people can meet and interact eg Drummond Street upgrade
- » promoting existing community facilities and ensuring accessibility for everyone
- » considering the community and social needs of the growing Adelaide Road/Mt Cook area and aligning with the Council's work programme, including the Community Facilities Review
- » actively investigating partnership opportunities for the provision of shared social/community facilities with other organisations, institutions and agencies, eg Massey University, Housing NZ, Basin Reserve Trust, local schools
- » supporting interaction between residents and key institutions/organisations to achieve more shared use of facilities
- » investigating opportunities for installing public/community art as part of the redesign of Adelaide Road.

Relevant actions (see Part 3 – Achieving the Vision):

A3, A4, A5, A11, A12, A14, A15, A17, A18, A19, A20, A21, A25, A26, B1, B2, B3, B4, B5

Movement networks (roads, footpaths/walkways, cycleways, public transport routes)

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

Adelaide Road is an important arterial transport route connecting the central and northern areas of the city to the southern and eastern suburbs. As such, the area is heavily dominated by cars and other through-traffic. There are significant 'pinch' points at the Basin Reserve and John Street/Riddiford Street intersection that suffer from high levels of congestion at peak times, hindering movement within and through the area. Ensuring good accessibility for traffic (including emergency vehicles) to the hospital is another important transport issue for Adelaide Road.

The Ngauranga to Airport Corridor Plan proposes improvements to the road around the Basin Reserve to improve traffic flow and better provide for public transport, walking and cycling. The vision for the Adelaide Road corridor has been designed to integrate with the improvements signalled in the corridor plan.

Although the Adelaide Road area has the highest public transport patronage in the city and large numbers of people walk or cycle through the area, it is a poor environment from a safety and 'amenity' perspective due to congestion, traffic access management, intersection control and vehicle speeds. In terms of pedestrian cross-connections, existing steps and walkways linking Adelaide Road to higher areas (eg Tasman Street) are well used but have safety, way-finding and access problems.

The proposals for Adelaide Road have been designed with detailed consideration given to the high numbers of vehicles using Adelaide Road and its role as one of the city's most important arterial routes. The proposals do not change the role of Adelaide Road as a key arterial route, but they do aim to improve Adelaide Road for all transport modes and increase safety.

Key concepts:

- » enhancing the capacity of Adelaide Road and the passenger transport function of the corridor by widening and reconfiguring the roadway and key intersections, including John Street, to provide for improved traffic flow, public transport, pedestrian and cycle movement (see Figures 9,10,11,12)
- » providing solutions at key intersections through revised traffic configurations (to improve road capacity) and signal controls at key crossings for pedestrians (eg John Street – see Figure 12; Rugby Street/Basin Reserve)
- » making pedestrian journeys more pleasant, interesting, safe and direct by making pedestrian routes clearer and safer, providing pedestrian crossing points at strategic locations along Adelaide Road, providing regular visible micro-open spaces at key places along movement routes eg Drummond Street, Douglas Street, and improving way-finding signage
- » increasing cycle safety by minimising conflicts between different modes of transport including vehicles, passenger transport and pedestrians
- » enhancing passenger transport, reviewing bus stop locations along Adelaide Road, and ensuring new road configurations/designs provide flexibility in order to cater for future public transport initiatives
- » formalising a pedestrian route through institutional land (eg from Wallace/Taranaki Street to Tasman Street through Massey University/Wellington High School)
- » encouraging the development and adoption of travel management plans, car-share schemes, and other travel demand management initiatives, particularly by large employers/businesses and new residential housing developments
- » considering the possible long-term development of an alternative pedestrian/cycle route linking Hanson/King Street through to Belfast/Rugby Street and the city
- » undertaking a parking study for Adelaide Road to help plan for and provide a targeted management strategy for residential, shopper, visitor and employee parking; encouraging on-street parking (during the day) to be targeted for short-stay to support employment/business uses, and other parking to be integrated into the overall design of new developments (eg to the back of buildings or as a level within buildings).

Relevant actions (see Part 3 – Achieving the vision):

A1, A3, A4, A6, A7, A8, A9, A10, A11, A12, A13, A14, A17, A21, A26

B1, B2, B3, B4, B5, B6, B7, B8, B9



Adelaide Road intersection with Rugby Street (2008)



Example of current pedestrian access from Drummond Street to Tasman Street



Figure 9 – Adelaide Road corridor – shorter-term vision

Adelaide Road corridor – possible design features:

- » road widened to help provide additional capacity and to better meet the needs of multiple users
- » planted median island to improve the look and feel of the area and to make it safer for people to cross away from signalised crossings
- » pedestrian crossing opportunities are provided via signals at key intersections eg Rugby Street, adjacent to the Blind Institute, Hospital Road and the John Street/ Riddiford Street intersection
- » one lane for general traffic and one wider lane for shared bus and cycle use is provided in each direction
- » permanent on-street parking is provided along with street trees at regular intervals
- » 'active edges' at ground-floor level created along Adelaide Road; vehicle access encouraged from side streets and to the rear of buildings (rather than building frontages); curb cuts to the footpath along Adelaide Road minimised
- » permitted height limits for buildings along the central Adelaide Road corridor increased from 12m to 18m (see Figures 14(a) and (b)).

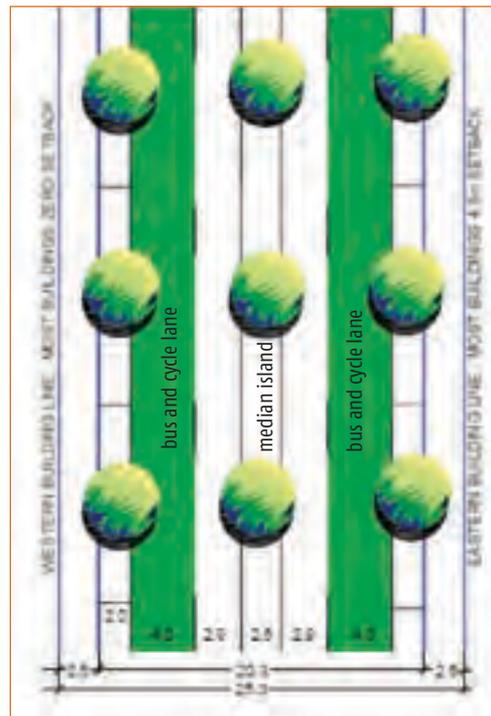


Figure 10 – Possible reconfiguration of Adelaide Road

"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." Community feedback 2008



Figure 11 – Adelaide Road corridor – possible longer-term vision

Adelaide Road corridor – design features for a possible longer-term vision (Figure 11):

- » dedicated bus lanes (one lane each direction) in the centre of the road – long-term this could be possibly replaced with a higher quality bus service or light rail if appropriate in the future
- » dedicated cycle lane between on-street parking and general vehicle travel lane
- » demarcated bus stops and pedestrian crossing points to ensure the safety of public transport users.



John Street intersection – possible design features (Figure 12):

- » retain character buildings in their current position
- » road widening on western side of Adelaide Road to provide more space
- » removal of existing traffic island on Adelaide Road and provision of new right-hand-turn lane on Adelaide Road into John Street to reduce congestion and improve capacity.

Figure 12 – Possible John Street/Riddiford Street intersection layout

Heritage and character networks (buildings and areas)

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

The Adelaide Road area has recognised heritage and character in residential, commercial and other buildings and areas, eg the Mt Cook character housing area and several listed heritage buildings. These make an important contribution to the identity of the Adelaide Road/Mt Cook area and to its sense of place.

The Adelaide Road area also has close links to several important and distinctive landmarks with significant historic value including the Basin Reserve, the National War Memorial and Carillon, and Government House and its grounds. The framework seeks to protect and enhance the special character these heritage assets provide to the Adelaide Road area and the wider city.

In addition to contributing to an area's sense of place, look and feel, and people's aesthetic appreciation of an area, heritage and character buildings are attractive settings for business activities to establish. Providing development opportunities that support the adaptive reuse of character buildings will help to retain the look and feel of the area while at the same time allowing for the transition to high value-adding employment uses.

Key concepts:

- » undertaking detailed investigation and prioritisation of heritage and character buildings and areas in the Adelaide Road area (see Figure 13)
- » maintaining and enhancing the protection of important heritage and character areas and buildings through the District Plan to ensure the integrity of the area's heritage is not compromised by infill housing or demolition
- » investigate measures (eg view protection shafts) to ensure appropriate protection of views to and from Government House and its grounds and views to/from the War Memorial and Carillon.

Relevant actions (see Part 3 – Achieving the vision):

A11, A12, A22, A23, A24

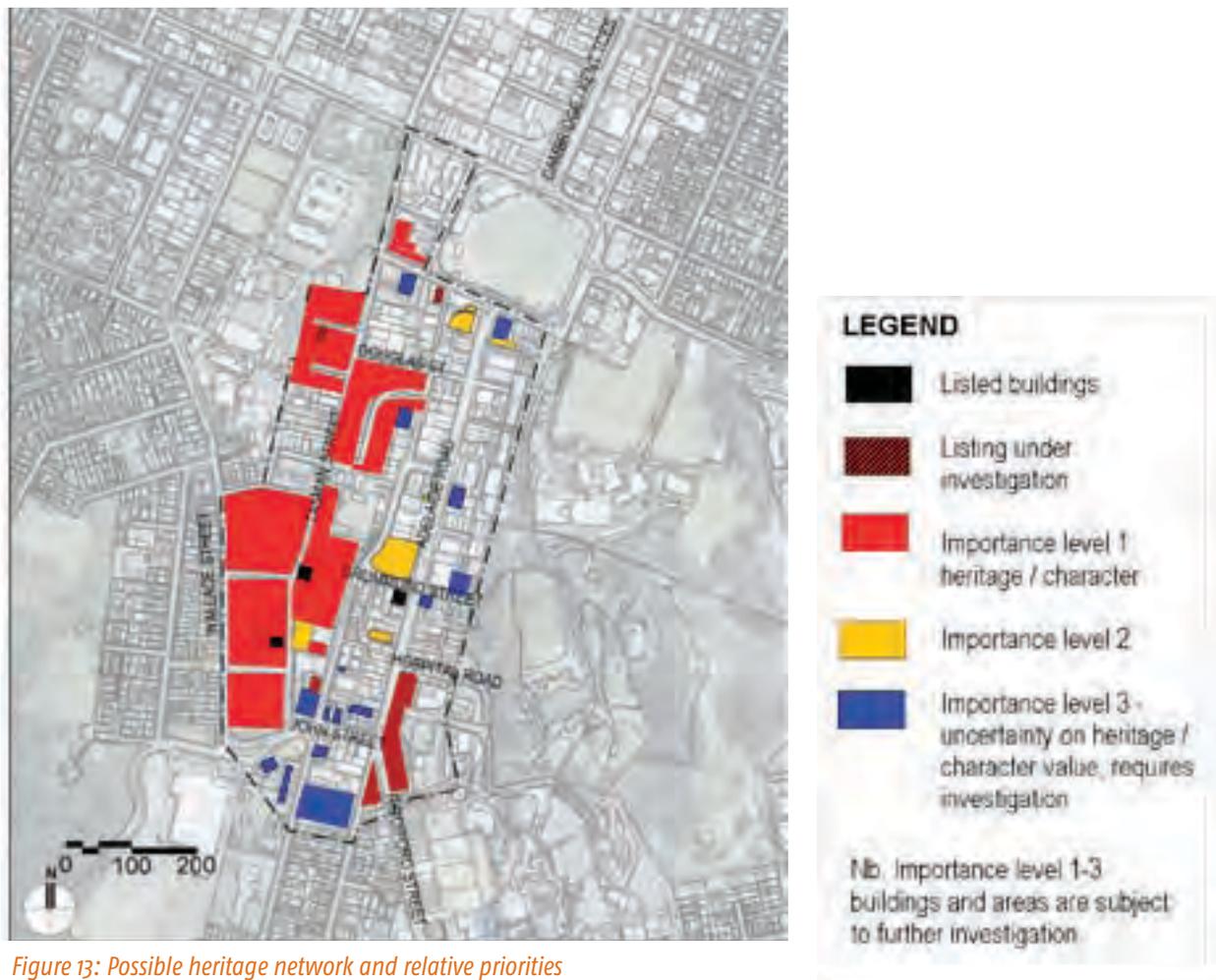


Figure 13: Possible heritage network and relative priorities

“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.” Community feedback 2008

Mix of uses (residential, employment, services, institutions)

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

Adelaide Road is one of the most mixed-use areas in the city. Because of its proximity to the CBD, the hospital, and good public transport, it is also an area of changing land uses and activities, is subject to increasing land values, and is of growing interest from developers and investors.

Adelaide Road exhibits the classic characteristics of a traditional city 'fringe area' adjoining the CBD with a mix of manufacturing, wholesaling, business and vehicle-related activities and services. While many of these activities fulfil an important economic role and should be supported in their continued operation, the area also runs the risk of declining unless the area stimulates 'new economy' local business and employment (eg businesses based on new information and communication technologies) in conjunction with residential intensification. The area also has a large proportion of institutional jobs associated with the hospital and tertiary education providers. There is an opportunity to build on the type of employment associated with these sectors.

The quality of previous development in the commercial area of Adelaide Road has been quite varied, primarily as a result of the area's permissive 'Suburban Centre' zoning. This has resulted in relatively poor-quality urban development. The framework seeks to improve the quality of new development in the area, ensure a mix of different uses and activities, and encourage a range of new employment opportunities and activities.

Key concepts:

- » attracting workers from businesses and institutions into the area by developing good-quality streetscape and public spaces, a quality public transport system and good parking
- » actively working with landowners and developers to redevelop under-utilised sites
- » encouraging new development that is of a high quality and includes a mix of employment and residential activities (eg apartments above ground-floor employment uses – see Figure 14(a))
- » investigating the development of mixed-use/higher density housing guidelines under the District Plan to provide increased urban design guidance for new developments
- » protecting existing employment activities and encouraging new employment activity by providing additional employment space through greater building-height allowances along Adelaide Road – see Figures 14(a) and (b)
- » encouraging the growth of commercial activity supporting the hospital and university
- » ensuring the development of 'active edges' at ground-floor level, particularly along Adelaide Road and John Street/Riddiford Street
- » ensuring any larger-format retail developments (eg supermarkets) are of an appropriate scale, incorporate a mix of uses and activities into their design, integrate with the local community, address traffic concerns and help achieve the objectives of the vision
- » encouraging comprehensive redevelopment of key sites and the amalgamation of smaller sites to ensure more efficient use of land and minimum impact on adjoining/adjacent areas (especially housing).

Relevant actions (see Part 3 – Achieving the vision):

A1, A2, A3, A4, A5, A11, A12, A13, A14, A15, A16, A22, A23, A25

B1, B2, B3, B4, B5

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

The Adelaide Road area has an expanding residential component which includes student accommodation but also includes examples of new 'higher-end' apartment developments (eg the apartments on the corner of Hanson/Drummond streets).

The existing population of the project study area is about 2140 people; within the area zoned 'Suburban Centre' the population is about 1000. The Urban Development Strategy anticipates accommodating an additional 1550 residents (approximately 870 dwellings) by 2026 in the Adelaide Road growth area. This is a significant amount of additional residential development. The framework therefore seeks to provide for more intensive, higher-density residential development within the suburban centre area.

However, meeting the Urban Development Strategy's housing growth objectives for Adelaide Road should not be at the expense of employment, character and heritage, other areas sensitive to change, and community values. The framework seeks to ensure the development of high-quality housing by increasing District Plan requirements for new development. New rules will help ensure for example adequate sunlight access, natural ventilation, noise insulation, privacy and will help decrease the worst effects of wind.

New, intensive, high-quality housing growth will be primarily focused within the main Adelaide Road corridor area, eg in apartments above ground-floor employment uses. Where new development is located adjacent to or adjoins lower density residential areas, height and setback restrictions will help protect amenity and character values.

Key concepts:

- » developing good-quality streetscape and public spaces, a quality public transport system, and good parking to support intensive residential development
- » providing for residential growth without undermining the employment role of the area by encouraging new development that includes a mix of employment and residential activities eg apartments above ground floor employment uses (see Figure 14(a))
- » focusing new higher-density living in apartments along the Adelaide Road corridor area
- » encouraging high-quality intensive housing developments that demonstrate attention to design, quality materials, integration with local surroundings and provide internal parking
- » providing new rules and requirements in the District Plan to ensure high quality residential developments meet the needs of inhabitants (eg adequate sunlight access, natural ventilation, noise insulation and privacy) and are sensitive to existing residential areas
- » investigating the development of mixed-use/higher density housing guidelines under the District Plan to provide increased urban design guidance for new developments
- » encouraging comprehensive redevelopment of key sites and the amalgamation of smaller sites to ensure more efficient use of land and minimum impact on adjoining/neighbouring areas (especially housing)
- » encouraging the development of a variety of housing choices, including affordable and accessible housing for lower-income, student and ageing population groups
- » actively investigating the opportunities for increasing good quality affordable and social housing provision in the Adelaide Road area and working with key stakeholders such as Housing NZ to achieve this.

Relevant actions (see Part 3 – Achieving the vision):

A1, A2, A3, A4, A5, A11, A12, A13, A14, A15, A16, A17, A20, A21, A22, A23, A24, A25

B1, B2, B3, B4, B5

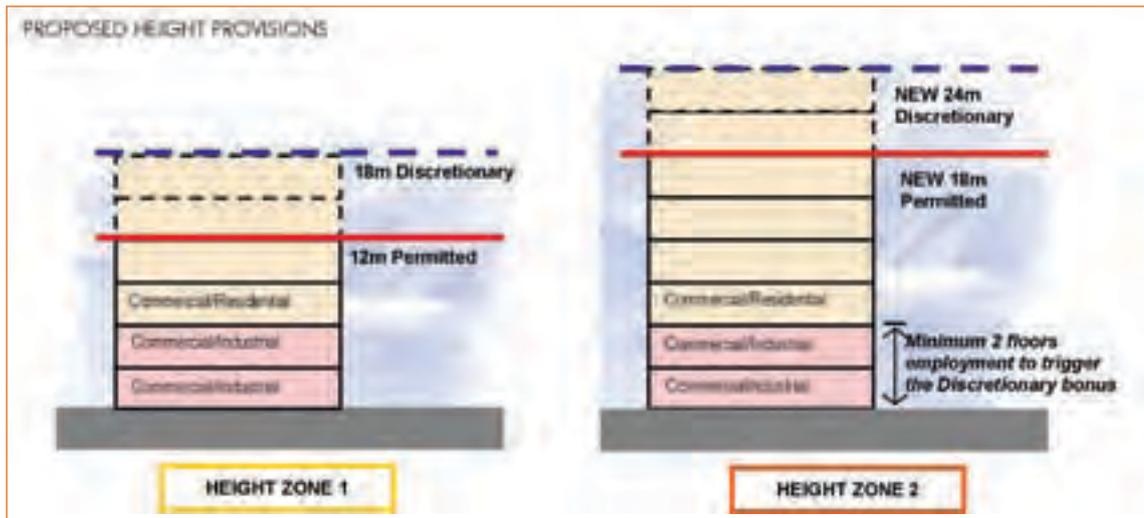


Figure 14(a) – Possible Adelaide Road height zones and mix of uses

“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 ...”

Community feedback 2008



Figure 14(b) – Height zone 1 and 2 areas – possible boundaries