

# Part 1: Setting the scene

## 1.0 Introduction

### 1.1 Wellington is a growing city

Wellington is a dynamic and growing city. Forecasts are that by 2026 there will be around 44,000 more people living in Wellington City than in 2008. With Wellington's population steadily increasing, growth has to happen somewhere. To help ensure Wellington is a compact, sustainable, and liveable city, the City Council is taking an approach that focuses new growth in and around key suburban centres with good infrastructure and public transport.

### 1.2 Directing and managing change in Adelaide Road

Change is already happening in the Adelaide Road area. There is significant, growing interest in the area from developers and investors. A number of new townhouse, apartment and student accommodation developments have already been built or given resource consent. The redevelopment of Wellington Hospital will also have an impact on the future development of the area.

The challenge is how to best plan for, and manage change. The key aim is to improve the area for all people living in, working in and using the area. This will mean protecting the things that people value about the area and ensuring high-quality development leads to a more pedestrian-friendly, accessible and prosperous part of the city.

### 1.3 Developing a vision for the future

Adelaide Road is an important part of the city. It provides employment and a range of services. It is close to the central city, Wellington Hospital, the Newtown shops, the Basin Reserve and Massey University's Wellington campus.

The Adelaide Road project has been investigating opportunities for the future development of the northern end of Adelaide Road (between the Basin Reserve and the John Street/Riddiford Street intersection). The project has looked at how this area can be developed and enhanced to create a more attractive, people-friendly and prosperous part of the city.

This document outlines a long-term vision, key outcomes, and a supporting action plan for the area's long-term development. The ideas and initiatives have been developed as a result of extensive information-gathering, research, analysis, and consultation with the community and key stakeholders.

## 2.0 Project context

### 2.1 Location

The Adelaide Road growth area (the area subject to this framework) covers an area that extends from Rugby Street (on the south side of the Basin Reserve), south to the John Street/Riddiford Street intersection, and is bordered by Wallace Street in the west and the boundary of Government House to the east – see Figure 1. The area is about 2km from the Wellington CBD and lies between Te Aro and Newtown.

In developing the framework, the project consistently looked beyond the study area boundaries to ensure wider land-use and transportation influences were taken into consideration. Influences such as major institutions (eg Wellington Hospital and Massey University), recreational and sporting facilities (including the Basin Reserve) and transport networks (including State Highway 1), are all of critical importance to the future development of the Adelaide Road area.



Figure 1: Adelaide Road study area.

## 2.2 Strategic context

The Council's Urban Development Strategy, approved as part of the Council's Long-Term Council Community Plan (LTCCP), sets the overall framework for managing growth and change in the city. Its approach is to direct growth to where the benefits are greatest.

The Urban Development Strategy introduces the concept of the growth spine – which encourages growth in housing and employment along a public transport spine between Johnsonville and the airport. More intensive mixed-use development is encouraged in key growth areas (the CBD, Johnsonville, Adelaide Road and Kilbirnie), supported by improved public transport and roading. Improvements to the quality of urban development, as well as better integration with community facilities and services, are also important considerations.

The northern Adelaide Road area is one of the key growth areas identified in the Urban Development Strategy. The Adelaide Road Framework is the second 'centre plan' (following the Johnsonville Town Centre Plan) resulting from the Urban Development Strategy.

The northern Adelaide Road area is well located in terms of being able to support residential and employment growth – it is within walking distance of the CBD, the hospital, and the Newtown shops, has excellent access to public transport, and is located on the key arterial route to the southern suburbs.

Growth considerations for the Adelaide Road area, based on the strategic direction of the Urban Development Strategy, include:

- » accommodating about 1550 more residents (870 dwellings) by 2026
- » recognising the importance of Adelaide Road as an employment area and providing opportunities for a diverse range of business/commercial activities, retail, institutional activities and other services
- » enhancing the effectiveness of Adelaide Road as a major transport connection (including public transport, walking, cycling).

## 2.3 Adelaide Road profile

Some key facts and figures for the Adelaide Road study area:

Some 2145 people live in the Adelaide Road study area (Census 2006). Within the area zoned 'Suburban Centre' in the District Plan, there is a population of about 1000 people.
Relatively few families currently live in the area – 77% of people are termed 'couple without children', compared with 42% for Wellington City in general.
The area is home to a large student population – about 31% of the area's population.
Over half of the population (56%) are aged 20–29 years, compared with 19% for Wellington City.
25% of people have a total household income ranging from \$30,000–\$50,000, compared with 13% for Wellington City.
The area has a diverse ethnic makeup – 64% European, 13% Asian, 9% Maori, 4% Pacific, 10% other.
In terms of land use, about 60% of the area is commercial, 20% residential, and 20% roads and infrastructure.
Adelaide Road and the surrounding area is a significant employment area – about 4000 jobs are based here (this includes the hospital). This represents about 2% of jobs in the region.

## 3.0 Developing the framework

### 3.1 What is the role and scope of the framework?

The Adelaide Road Framework has been developed in consultation with the community, landowners, businesses, Council staff, developers, government agencies, local interest groups and others. It outlines a long-term vision for the future urban development of the northern Adelaide Road area.

The framework is primarily focused on the 'Suburban Centre' zoned area, but the surrounding residential, institutional and educational areas provide important context for the future growth of the area.

The vision and outcomes outlined in the framework are based on the results of the community 'inquiry by design' workshop held in March/April 2008.

The framework is designed to help guide planning and design decisions including:

- » how this area will look in 20 years' time
- » what role this area will play in the context of the wider city
- » what type of development should occur, where it should be located, and what it should look like
- » which areas, features and characteristics need to be protected and/or enhanced
- » what infrastructure improvements and other investments are necessary to support growth.

### 3.2 Why is a framework needed?

While the Adelaide Road area has significant potential for further intensification and redevelopment, previous development in the area has been ad-hoc, resulting in poor urban form and a low level of 'amenity' and sense of place – in other words the area is not very attractive. Without a clear vision for the future of the area, development is unlikely to realise the expectations in the Urban Development Strategy.

An integrated framework, taking into account the link between land use and transport, is an opportunity to better plan for, and manage, growth and change. The Adelaide Road Framework is an opportunity to put in place mechanisms to deal with the complex issues facing the area.

In addition, as Adelaide Road is an important part of the city's transport network, setting a framework for making improvements to the area, particularly the capacity of the transport corridor and the efficiency of public transport, will have significant benefits for the wider city.

### 3.3 How has the framework been developed?

The development of the draft framework has involved three key phases, including:

1. Information-gathering and research (from June 2007)  
Including reviewing existing information, commissioning specific research (eg historic context and heritage; economic and employment profile; traffic and transport data, including walking and cycling), undertaking an urban design analysis of the area.
2. Initial public and stakeholder consultation (Nov-Dec 2007)  
Including a public consultation brochure and meetings held with specific organisations and groups.
3. Intensive public engagement (Feb-May 2008)  
Including a series of stakeholder and community meetings to gain more detailed understanding of key perspectives and issues in preparation for the workshop, and the community 'inquiry by design' workshop held from 31 March to 3 April, which involved a range of Council staff, stakeholders and community representatives.
4. Consultation on draft framework (Sep-Oct 2008)  
This included a public consultation brochure, two public displays at the central and Newtown libraries, and meetings held with specific organisations and groups.

### 3.4 How does the framework fit with other plans, policies and strategies?

The Adelaide Road Framework links to a range of other Council plans, policies and projects, including for example:

- » the rolling review of the District Plan, including the Suburban Centres Review and infill housing review



- » Centres Policy
- » Ngauranga to Wellington Airport Corridor Plan
- » roading and infrastructure upgrades/improvements, including the bus priority project
- » asset management plans (stormwater, wastewater, water supply, transport)
- » open space and recreational strategies, policies and plans
- » community facilities review
- » cycling and walking policies
- » Climate Change Action Plan
- » Parking Policy
- » Public Space Design Policy
- » Development Contributions Policy
- » Long Term Council Community Plan (LTCCP) and Annual Plan process.

### Ngauranga to Wellington Airport Corridor Plan

The Basin Reserve improvements indicated in the Ngauranga to Airport Corridor Plan could have significant benefits for Adelaide Road by improving traffic flows at peak times, providing more room for dedicated public transport, and improving the environment for walking and cycling.

Under the corridor plan, the bus priority and traffic improvements related to the Adelaide Road area (eg at the Basin Reserve) are proposed to take place within the next 10 years. The plan proposes improvements around the Basin to separate east-west traffic from north-south traffic and improvements to public transport. The aim is to improve traffic flow and make the area more accessible for public transport, walking and cycling. Map 1 shows the Adelaide Road growth area within the wider context of the Ngauranga to Airport Corridor Plan and the proposed transport improvements.

### District Plan 'Suburban Centre' review

The Council's review of the 'Suburban Centre' zone in the District Plan includes the main commercial/business area of Adelaide Road. This zoning currently has a very flexible planning regime that provides for a wide range of activities with few controls over quality. The review is analysing the issues and problems in the areas where the zone is applied. The review will lead to changes to the Suburban Centre provisions as they apply to Adelaide Road, eg changes to height limits in suitable areas, increased design controls for new developments, active edges at ground-floor level (eg entrances and exits to buildings, display windows, architectural features, activities that spill out from buildings such as cafes) and mixed use requirements. The Adelaide Road Framework signals the changes that need to be made in order to help achieve the long-term vision for the area.

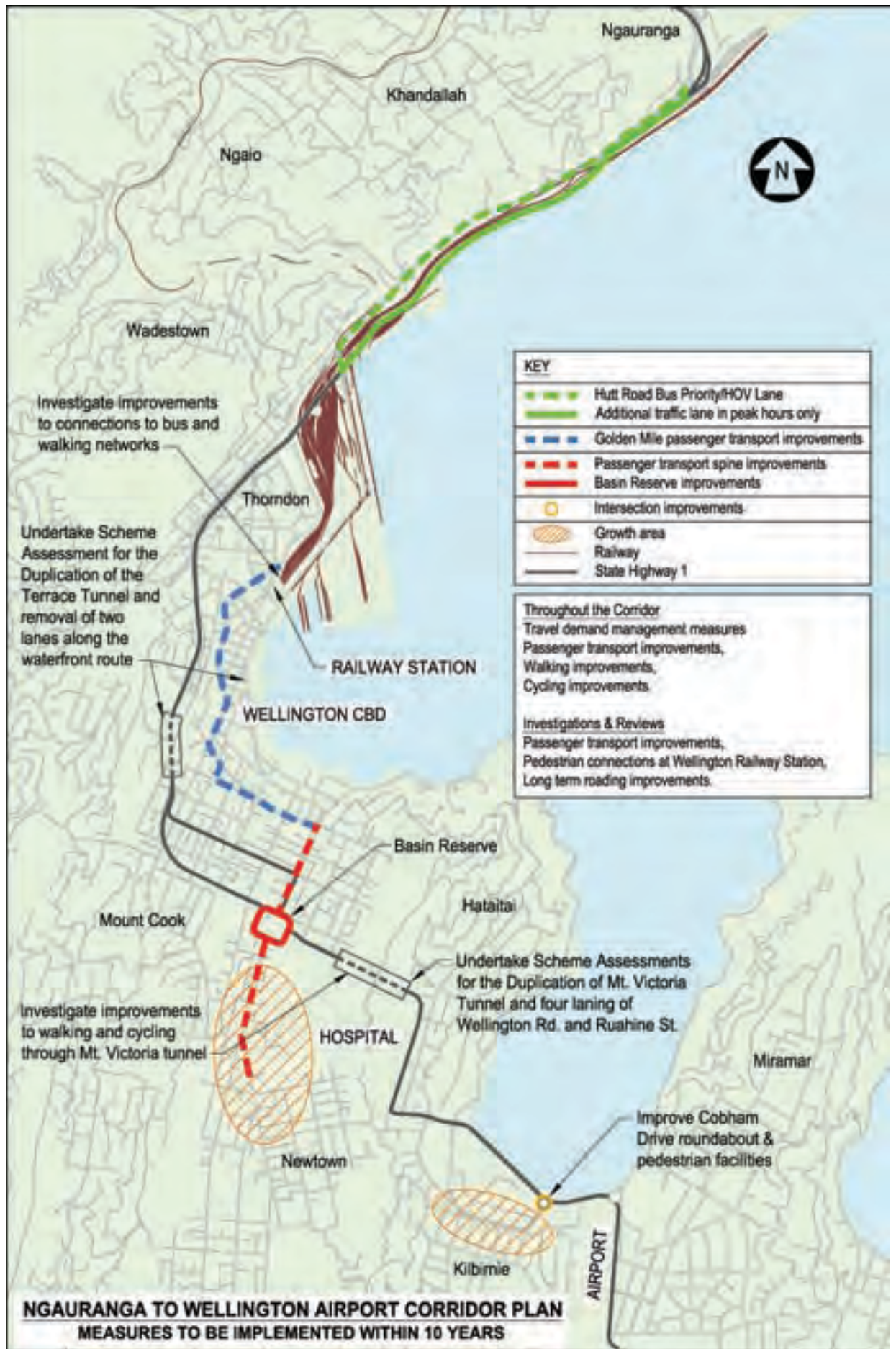
## 4.0 Consultation and engagement

The process of developing the framework has placed a high level of importance on community and stakeholder engagement. A range of methods has been used including feedback surveys, consultation brochures, public and stakeholder group meetings, public displays, and a four-day 'inquiry by design' workshop.

### 4.1 Who has been involved?

A wide range of people have been involved in the development of the framework, including:

- » local community, residents, and users of the area
- » landowners, businesses, industries
- » local residents' associations and community groups
- » architects, urban designers, developers, real estate interests, investors
- » institutions including the hospital and other health organisations, Massey University and other educational organisations, Government House, local schools, early childhood providers, Basin Reserve Trust, Wellington Housing Trust, Housing New Zealand Corporation, Wellington Regional Chamber of Commerce
- » transport agencies and groups including NZ Transport Agency, Greater Wellington Regional Council, Cycle Aware Wellington, Living Streets Aotearoa (Wellington), the Sustainability Trust.



Map 1: Ngauranga to Wellington Airport Corridor – measures to be implemented within 10 years  
 (Source: Ngauranga to Wellington Airport Corridor Plan, adopted October 2008)



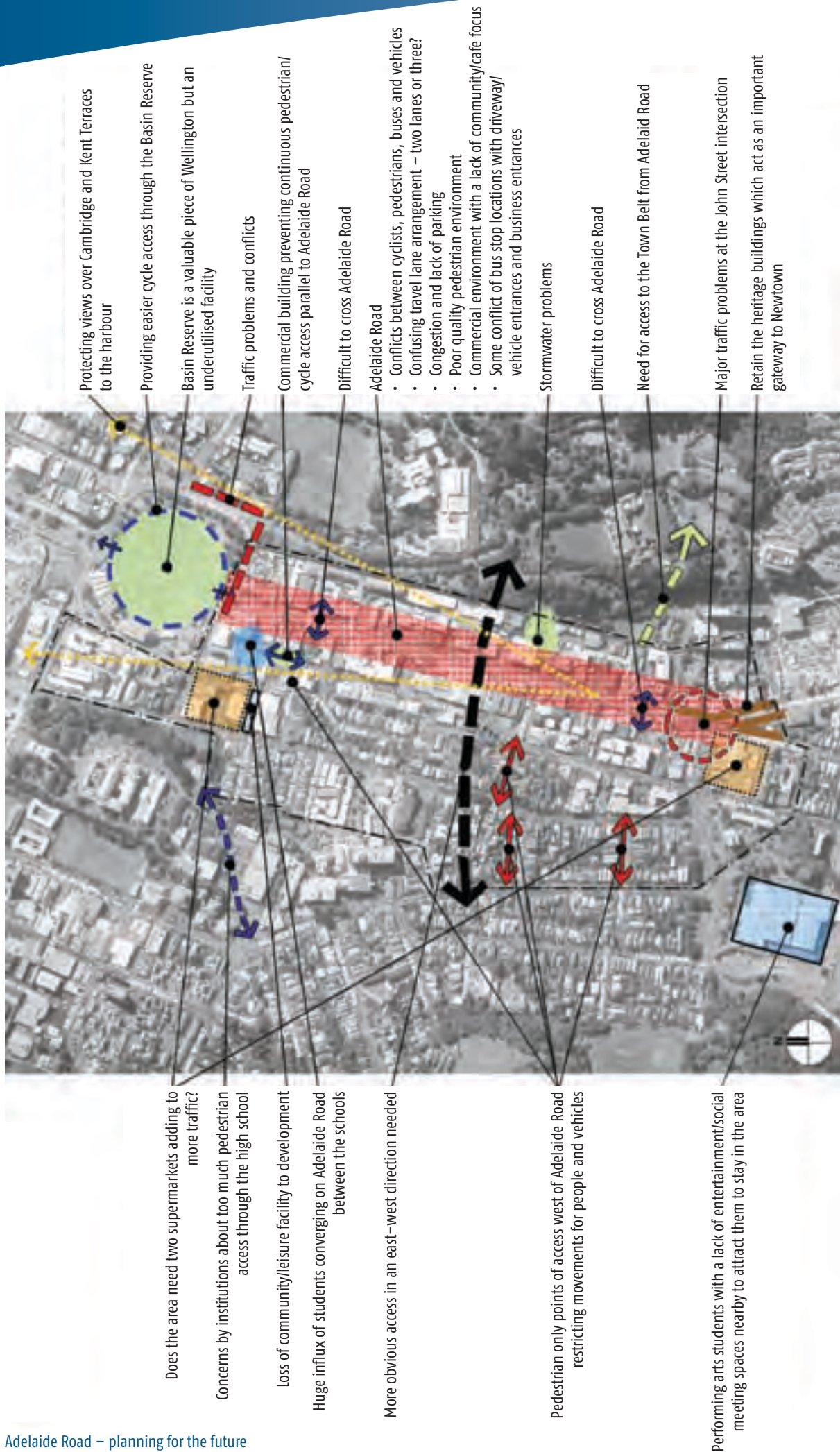


Figure 2 highlights some of the key issues and concerns raised through the consultation process.

#### 4.2 The community workshop

An intensive community 'inquiry by design' workshop was held over four days between 31 March and 3 April 2008. The goal of the workshop was to help develop a viable urban development vision in conjunction with the local community and key stakeholders. It enabled an extensive understanding of the land use and transport complexities facing the Adelaide Road area to be canvassed over a short timeframe. Technical specialists participated to help identify and resolve the competing demands of different interests. Figure 3 demonstrates how the workshop brought together the physical and built characteristics of the area with community interests and urban design principles.

The results of the workshop are reflected in the vision and outcomes that are presented in Part 2 of this document.



Figure 3: Community 'inquiry by design' workshop – integration and participation.



### 4.3 Feedback received

Figure 2 highlights some of the key issues and concerns raised through the consultation process.

Community feedback revealed strong support for improving the quality of the Adelaide Road area, in particular:

- » improving the Adelaide Road corridor – eg reducing congestion, ensuring a good public transport system, better parking provision, safer for pedestrians and cyclists, street plantings
- » increasing walkability, pedestrian and cycle-friendliness
- » 'greening up' the area, making it more attractive and creating more public places
- » creating more of a mix of shops and businesses
- » creating more of a 'community' feel to the area
- » ensuring new development is of a high quality and supports the aims of the long-term vision
- » minimising the effects of increased residential development on traffic congestion
- » protecting the employment and service role of the area
- » minimising the impact of new development on existing residential areas and valued heritage and character areas/buildings.

These issues have been key considerations in the development of the vision outlined in Part 2.

