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**REPORT 2**  
*(1215/52/IM)*

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## **KILBIRNIE TOWN CENTRE REVITALISATION PLAN**

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### **1. Purpose of Report**

To report back on the results of public consultation and seek agreement to adopt the final Kilbirnie Town Centre Revitalisation Plan (Appendix 1).

### **2. Executive Summary**

Kilbirnie town centre is an important centre in our city. It is a key economic hub in the southern and eastern suburbs and is surrounded by a wide range of community and recreational services including the Regional Aquatic Centre and the soon-to-be completed Indoor Community Sports Centre.

While it has some good anchor commercial uses (supermarkets, post office, banks) the centre is run down and has not delivered on its potential as a sub-regional centre. In response, the plan shows how the centre and its surrounds can be revitalised and enhanced, creating an attractive, vibrant, people-friendly and prosperous part of Wellington City.

The primary drivers behind the plan are about:

- **Growth** – to ensure expected growth in employment and residential living in and around the centre will be organised in a way that provides utmost benefit to the Council and the community.
- **Revitalisation** – to ensure the centre grows economically and lives up to its potential as a sub-regional centre for the southern and eastern suburbs.
- **Coordination** – from a Council perspective, it will ensure asset management planning and work in the public domain is coordinated and carried out in the most efficient and cost effective manner.

The Plan is the third of a series of centre plans to be completed in accordance with the 'growth spine' concept in the Council's Urban Development Strategy. It has been developed following extensive community engagement and technical analysis.

The Kilbirnie Town Centre Draft Revitalisation Plan was approved by the Committee in May 2010. Consultation was undertaken during May and June 2010. A high level of feedback was received on the draft plan with a total of 136 submissions and feedback forms from a range of individuals and organisations, and four petitions (one with 443 signatures). The feedback shows good support

for the long-term vision for Kilbirnie town centre and the key development opportunities identified.

The Plan has been reviewed and amended to reflect key concerns and to clarify and strengthen certain provisions. The majority of amendments that have been made are to clarify the opportunities relating to key sites. The amendments also strengthen the provisions for pedestrians and public transport as these are key to achieving the vision.

This report recommends that the final Kilbirnie Town Centre Revitalisation Plan, attached as **Appendix 1**, be adopted.

### **3. Recommendations**

Officers recommend that the Strategy and Policy Committee:

1. *Receive the information.*
2. *Note that the Kilbirnie Town Centre Draft Revitalisation Plan was approved by the Committee in May 2010 and a total of 136 submissions were received during the consultation period over May/June 2010.*
3. *Note that any funding implications (including the application of development contributions) for other proposed projects (**Action Plan, Tables 3 and 4**) will be included as appropriate for consideration as part of future Annual Plan/LTCCP prioritisation processes.*
4. *Delegate to the Portfolio Leader for Urban Development and the Chief Executive the authority to make any changes to the Plan, required as a result of decisions of this Committee, prior to the Plan being referred to Council.*
5. *Agree to recommend to Council:*
  - (a) *The adoption of the Kilbirnie Town Centre Revitalisation Plan (attached as **Appendix 1**).*
  - (b) *The delegation to the Portfolio Leader for Urban Development and the Chief Executive the authority to make any changes to the Plan required as a result of the decisions of Council, prior to its publication.*

### **4. Background**

#### **4.1 Strategic policy context**

The Kilbirnie Town Centre Plan is part of a wider policy programme. The initiatives and actions in the Plan, while specific to Kilbirnie, will need to be

considered in relation to wider programmes and priorities that have been endorsed by the Council. The key policies and programmes relevant to the Kilbirnie Town Centre Plan are:

#### **4.1.1 Regional Policy**

The Wellington Regional Strategy provides a strong policy directive to improve and mature key centres in the region. Recognising the importance of centres as the engine rooms of economic development, the Strategy encourages councils to grow and improve the mix of uses in key centres such as Kilbirnie. Action areas include: completing a centre vision for each of the key centres; developing infrastructure investment programmes to support centres; and encouraging residential intensification in and around these centres.

The Proposed Regional Policy Statement (2009) builds on this by directing councils in the region to improve housing choices, including having more homes close to centres and transport (Policy 30). In addition, Policy 29 specifically directs district plans to maintain and enhance the viability and vibrancy of regionally significant centres, including Kilbirnie town centre.

#### **4.1.2 Urban Development and Transport Strategies**

The 2006 Urban Development and Transport Strategies outline an integrated land use and transport vision for the city. They seek to concentrate additional growth along a 'growth spine' from Johnsonville through the CBD to Kilbirnie town centre and the airport – supported by a high-quality public transport system and improved roads. The current centre plan programme seeks to implement these strategies. Improvements to the quality of development, and better integration with supporting facilities and services, are also key objectives.

#### **4.1.3 Centres Policy and Programme**

The Centres Policy was adopted by Council in August 2008. The key objective of the Policy is to maintain and strengthen our existing centres. The Centres Policy promotes the development of centre plans to provide guidance on how they should be managed and developed, and to assist in coordinating Council investment in and around centres. Kilbirnie town centre is defined as a sub-regional centre serving the southern and eastern suburbs.

Completing the Plan is consistent with the Centre Planning Forward Programme (adopted by Council in June 2008) which identifies Kilbirnie as a priority project for completion in the 2009/10 financial year.

#### **4.1.4 Wellington City District Plan**

In September 2009 Council notified Proposed District Plan Changes 72 (Residential Areas) and 73 (Suburban Centres). These changes introduced new zones and provisions for new residential and commercial development in and around Kilbirnie town centre.

Proposed Plan Change 73 (Suburban Centres) aims to better align the district plan approach for these areas with the approach outlined in the Centres Policy. This includes supporting centres as core retail and commercial areas, and encouraging a mix of uses including residential and community uses. The plan change provides more focus on design quality through the introduction of a new

design guide for centres. Primary and secondary building frontages have also been identified for key sites in Kilbirnie to help maintain and enhance important street edges and to ensure good quality ground level pedestrian streetscapes.

Proposed Plan Change 72 (Residential Areas) builds on the improvements made through Plan Change 56 for managing residential development across the city. In line with regional policy and the 'growth spine' concept, the plan change proposes two new 'areas of change' surrounding the Johnsonville and Kilbirnie town centres to improve housing choice and encourage medium-density housing.

The changes proposed are consistent with the goals and initiatives set out in the town centre plan, however it is possible that further changes to the District Plan rules and standards may need to be made to reflect some of the more detailed outcomes proposed in the town centre plan (e.g. building height limits in specific areas).

#### **4.1.5 Community Facilities Policy**

The Community Facilities Policy (2010) provides guidance on the levels of service for different community activities. The policy identifies a significant shortfall in the capacity of the community centre on Bay Road and, to a lesser extent, the Ruth Gotlieb Library. The policy notes the community centre is one of the better-located community centres in the city. It also suggests an integrated hub approach, where the Council provides multiple services in a single location, is preferable. The policy is supported by an implementation plan which puts forward an investment programme for the Long Term Council Community Plan. The plan includes investigation of the options for upgrading the community centre in 2015/16.

## **4.2 Centre plan development process**

The process of developing the Kilbirnie town centre plan has involved six main phases:

### **1) Information gathering and research** (from May 2009)

Existing information was reviewed and specific research undertaken on technical areas (e.g. economy, parking, traffic and transport, urban design, infrastructure capacity, climate change, demographics and community facilities).

### **2) Engagement on issues and opportunities** (May-June 2009)

Consultation was undertaken with the community through a public consultation brochure and drop in sessions at the Kilbirnie Community Centre. The consultation provided a good starting point for understanding the issues that need to be addressed in order to re-vitalise the centre, and the aspects of the centre that are highly valued.

### **3) Stakeholder interviews** (July 2009)

Targeted interviews were held with key groups including, Council facilities managers, Living Streets Aotearoa, Disability Reference Group, Greater

Wellington Regional Council, Housing NZ, Pacific Advisory Group, School Principals in the Kilbirnie area, churches and cultural groups.

**4) Community-based planning and design workshops**  
(August/September 2009)

A series of community-based planning and design workshops were held at the Kilbirnie Park Bowling Club to develop the key ideas to inform the development of a draft Plan. The workshops provided opportunity for Council and local input through a series of public sessions and interactive forums. The workshops were facilitated by a multi-disciplinary consultant team with support from Council officers.

A Leadership Group of 12 individuals representing community and local retail and commercial interests provided direct input into the process. This group played a key role in the development and critique of ideas to revitalise Kilbirnie town centre.

**5) Preparation of the draft plan** (September 2009-April 2010)

A draft town centre revitalisation plan was prepared using the information and analysis from the previous four development phases, building in particular on the outcomes from the community-based planning and design workshops.

**6) Consultation on the draft plan and development of final plan**  
(May-July 2010)

Consultation on the draft revitalisation plan was undertaken over a four week period from 18 May to 21 June 2010. The draft plan attracted 136 submissions and four petitions (one with 443 signatures). A summary of the consultation feedback was prepared and distributed to all submitters.

**4.3 Summary of consultation on the draft plan**

A total of 136 submissions and feedback forms were received on the draft plan. Feedback was also provided via a public meeting organised by the Lyall Bay Residents Association, and the Kilbirnie Town Centre Facebook page. Four petitions were also received during the consultation period. A copy of the summary of consultation and feedback has been circulated to the Mayor and all Councillors, and all submitters, and will be available on Council's website.

Overall, the results of the consultation are very supportive of the key goals and opportunities identified in the draft plan. In summary:

**4.3.1 Long-term vision and goals**

In terms of the long-term vision outlined in the draft Plan, 77% of responses agreed with the proposals. Many people commented on the run-down nature of the town centre and the poor quality of the current pedestrian environment and buildings. Key issues commented on included:

- Retain the pedestrian scale of the area and ensure good quality amenity
- Improve the mix of uses, the quality of the retail offer, and the attractiveness of streets, footpaths, public spaces and shop frontages
- Promote sustainable forms of transport – walking, cycling, public transport

- Increase emphasis on the importance of north-south pedestrian links (in addition to east-west links)
- Ensure good management of traffic and parking issues, including the potential impacts of the Indoor Community Sports Centre and higher density residential living on the town centre.

#### **4.3.2 Bay Road retail environment**

In terms of the revitalisation the retail environment of the south end of Bay Road, 74% of responses agreed with the proposals to make this a focal area of the town centre. There was good support for more active building edges fronting the street, improved pedestrian access and facilities, new open spaces, street plantings, adequate car parking, and opportunities for new retail, office and residential activities. There was concern however that new development be of an appropriate scale and of good quality. Several people also commented that they would like more shelter provided for shoppers and felt this would also increase the attractiveness of the area as a shopping destination.

#### **4.3.3 Community Centre**

In terms of the two options presented in the draft plan regarding the future potential location of the community centre, the majority of responses (75%) supported it being retained (and upgraded) in its current location. Reasons for this included the need to ensure good pedestrian access to the centre (particularly for the elderly), and the proximity of the centre's current location to the shops and services in the Bay Road area (allowing people to combine several tasks in one trip). A further 21% supported the alternative option of integrating the centre into the Kilbirnie Crescent community hub. It was felt that this would allow for more function space, access to more car parking facilities, and better access for people using public transport or cycling. A petition with 443 signatures also called for the centre to be retained on its current site.

#### **4.3.4 Mid-block link between Bay and Onepu roads**

Seventy two percent (72%) of responses agreed with the idea of having a new mid-block link/public space between Bay Road and Onepu Road. People commented that this would provide much needed access for pedestrians and cyclists, and would help create a focal point for the centre. It would also provide new spaces for retail and café activities over time, helping to enliven the area and support the growing population. There were some concerns expressed about the impacts of new taller buildings on wind tunnelling and shading, as well as the ability of Kilbirnie to sustain more retail and food outlets.

#### **4.3.5 Coutts Street revitalisation**

There was very strong support for the proposals to revitalise Coutts Street (83% of responses agreed). The majority of people see this area as a 'dead' area which would benefit significantly from new development and supporting pedestrian and streetscape improvements. However, in terms of implementation priorities, many people commented that the improvement of this area should be of a lesser priority than the proposed improvements to Bay Road and Rongotai Road.

#### **4.3.6 Bus waiting areas**

There was also very strong support (92% of responses) for the proposals to improve the bus waiting areas in Kilbirnie town centre – both for existing public transport users, but also to encourage new patronage. There was also strong support for the creation of a bus interchange area on Rongotai Road to provide bus users with a good quality waiting area and bus service information.

#### **4.3.7 Community walkway/cycleway**

The proposal to develop a community walkway/cycleway along the existing drainage easement between Childers Terrace and Tirangi Road was strongly supported by submitters (76% of responses agreed). Many commented on the opportunity to turn this link into a linear park with trees and other plantings, including community gardens. Ensuring safe pedestrian and cycle crossings over road intersections was a key concern.

#### **4.3.8 Townhouse and apartment living**

There was a reasonable level of support (66%) for the proposals for increasing housing choice in and around the town centre area through increased town house and apartment living. Many saw this as key to ensuring Kilbirnie's vitality (keeping the centre alive day and night), as well as creating a more liveable and less car dependent centre. Key concerns raised included the need for new developments to fit in with the surroundings, cater for a range of income groups, and be of a high quality, including good access to sunlight, public and outdoor recreational space, and adequate parking.

#### **4.3.9 Proposed bus barns redevelopment**

Many submitters also commented on the proposal to redevelop the current 'bus barns' site with a mix of residential and retail activities. Many people were supportive of the concept (including a suggestion for a covered or semi-covered farmers market-type development), but want Council to ensure a high quality development that fits with its surroundings, and retains or references the historic background of the site.

#### **4.3.10 Priorities for funding**

Fifty three percent (53%) of responses agreed with the priorities identified for existing funding in the draft plan. Actions commonly identified by submitters as high priority for funding included:

- improving public access, pedestrian connections and crossings, and public transport facilities
- fixing the public transport interchange
- developing the community walkway/cycleway
- undertaking streetscape improvements
- undertaking the Kilbirnie-related aspects of implementing the Bus Priority Plan and the public transport elements of the Growth Spine and the Ngauranga to Airport corridor.

Other priorities identified included:

- funding for community facilities
- funding for attracting businesses to the area
- facilities for aged persons i.e. 50+ years (including better entrances to buildings, parking for small cars and scooters, especially around key destinations).

#### **4.3.11 Council's role**

There was strong support (70% of responses agreed) for the Council's role outlined in the draft plan. Many people commented on the need for Council to work closely with others – for example, retailers, land owners, Greater Wellington – in order to achieve the plan's goals and get buy-in to the long-term vision. There was comment that the Council should lead by example and upgrade facilities like the community centre and the proposed community walkway/cycleway. There was also some concern expressed in regards to keeping the plans for Kilbirnie realistic and affordable.

## **5. Discussion**

### ***5.1 Purpose and scope of the plan***

The plan provides a framework to guide the long-term revitalisation of Kilbirnie town centre. It sets out a future vision for Kilbirnie and identifies opportunities for managing change and future development. The overarching aim of the plan is to show how the centre and its surrounds can be revitalised and enhanced, creating an attractive, vibrant, people-friendly and prosperous part of Wellington City.

The plan will enable the Council to direct and prioritise its resources to achieve the greatest benefit for the Council and the community. It will also assist the private sector, by identifying opportunities for other parties to invest and partner in the revitalisation of Kilbirnie town centre.

While the Kilbirnie area has always been a 'mixed use' community with homes alongside industrial and commercial development, the centre has not delivered on its potential as a key destination. While there are some good 'anchor' activities in Kilbirnie, the overall range of retail is limited and largely based on convenience goods. The centre needs to broaden its economic base and elevate its role and function from that currently of a convenience centre in decline to a vibrant sub-regional centre. The plan seeks to build on the centre's key strengths to ensure it successfully performs as the key social, community and business hub for the southern and eastern suburbs.

The plan aims to take a holistic approach to the future of Kilbirnie. While the action plan (Part 3 of the Plan) is focussed on the role of Council, it is clear that the vision cannot be successfully achieved by Council alone. Coordinated investment and initiatives across a range of public and private sector organisations will be necessary and the opportunities for these are outlined in the plan.



## **5.2 Vision and goals**

The long term vision is to revitalise Kilbirnie to become an attractive, vibrant, people-friendly and prosperous part of Wellington City.

The vision to revitalise Kilbirnie is supported by 12 goals to guide long-term development. The goals are the strategic basis of the Plan and underpin the key opportunities and actions for the revitalisation of Kilbirnie.

The key goals are to:

1. Develop and enhance Bay Road as the main street
2. Provide for and encourage a wider range of non-retail activities to locate in the centre
3. Support existing and new retail anchor tenants
4. Improve sense of place
5. Improve public spaces
6. Manage traffic and parking
7. Maximise the potential of public transport systems
8. Improve pedestrian and cycle access
9. Encourage more people to live in and around the centre
10. Improve housing choice
11. Maximise the potential of community infrastructure
12. Improve resilience of water-based infrastructure.

## **5.3 Proposed amendments to the plan**

**Appendix 1** presents the Kilbirnie Town Centre Revitalisation Plan that is recommended for adoption. The plan has been reviewed and amended where appropriate in order to reflect the feedback received during the consultation process, and to provide an appropriate framework to guide the proposed revitalisation of the area.

The key amendments proposed to the plan are outlined as follows:

### **General amendments**

- All references to the 'draft' status of the plan have been deleted.
- All text regarding the consultation period and options for submitting feedback has been deleted reflecting the 'final' status of the plan.
- Section 6 – Consultation and engagement has been amended to reflect the most recent phases of the plan's development.

### **Amendments to Part 2 of the plan (Vision)**

- The wording of the long-term vision for Kilbirnie town centre (Section 8) has been amended to include reference to improved north-south

pedestrian links (in addition to east-west) and the importance of these linkages in terms of connecting with public transport. The vision wording has also been amended to include reference to 'good quality' apartment living.

- *Goal 4: Improve sense of place* – the wording has been amended to include the importance of public places (in addition to built form) in improving Kilbirnie's sense of place.
- *Goal 5: Improve public spaces* – the wording has been amended to include the role of public spaces and street plantings in the restoration and enhancement of the biodiversity of urban areas.
- *Goal 6: Managing traffic and parking* – reference has been added regarding the need to also think about walking and cycling goals when considering parking supply.
- *Goal 7: Maximise the potential of public transport systems* – this goal has been strengthened by adding reference to the need to improve the quality and safety of pedestrian connections to key bus stops (in addition to improving the look and function of bus waiting areas). The goal has also been widened in scope to recognise the importance of improving the legibility of bus services, the interchange between bus users and services, and how buses access and serve the town centre.
- *Opportunity 3: Supermarket precinct and mid-block link*
  - The wording of the key components of the mid-block link opportunity have been amended to reflect the concerns of the key landowner
  - The artist's impression image showing how a new mid-block link between Bay Road and Onepu Road could look like has been amended to be more consistent with the cross-section drawing in Figure 8.
- *Opportunity 6: Community facility integration* – the wording of this opportunity has been amended to recognise the feedback received on the options for the community centre's future location, i.e. the strong support for it to be retained on its existing site. A note has been added to clarify that the Plan is not favouring one option over another, but that all options regarding the centre's future need to be considered at the appropriate time to ensure the centre meets the community's needs and also contributes to the revitalisation of the town centre.
- *Opportunity 9: Traffic and parking* – reference has been added to the potential for improvements made as part of the bus network review being undertaken by Greater Wellington to help improve the overall functioning of the road network. Reference has also been added to recognise that there may be opportunities to improve parking through improving the layout and design of parking areas.
- *Opportunity 10: Walking and cycling* – reference has been added to the importance of improving pedestrian and cycle access to community

facilities, and to the need to improve connections (in addition to signal changes and intersection facilities). Reference has also been added to recognise that streetscape improvements also provide an opportunity to significantly improve the pedestrian environment of the town centre.

- *Opportunity 11: Community walkway* – reference has been added under the key components of the opportunity to the role planting and landscaping can have in restoring and enhancing the biodiversity and ecological functioning of this public space.

### **Amendments to Part 3 (implementation programme)**

- *Action A1 (District Plan review for DPC 72 and 73)* – completion date amended to reflect the plan change time frames.
- *Action A7 (Streetscape improvements – existing funding)* – the timeframe for these improvements has been amended to correct an error.
- *Action A15 (Liaise with Greater Wellington & Go Wellington to ensure consistency with future bus network plans)* – the priority of this action has been increased to ‘Priority 2’ (rather than Priority 3) to recognise the importance of this action to achieving the vision of the plan.
- *Action A16 (Review District Plan provisions to ensure consistency with town centre plan aims)* – reference has been added to specifically recognise the need to consider the appropriate zoning of Ross Street (the properties adjoining the bus barns site) as part of the proposed work looking at additional building heights in the town centre.
- *Action A18 (Review and amend Asset Management Plans and operational policy)* – the timeframes (agreed as part of the 2010/11 Annual Plan) for the proposed feasibility study and upgrade of the community centre have been added in order to clarify when this issue will be considered by Council.

#### **5.4 Programme to deliver the plan**

The action plan is set out in Part 3 of the Plan. It outlines Council’s intentions as well as indicative timing, relative priority and resourcing implications.

The actions have been organised and structured to provide clarity around costs and priority and where responsibility lies within Council. There is a strong emphasis in the actions on coordination across Council and on-going project management to ensure momentum is maintained and progress is monitored.

Actions are set out under five headings as follows:

- Our current actions
- Priorities for funding
- Working with others
- Working within the Council
- Monitoring and review.

Flexibility has been built into the action plan to recognise that some actions require further feasibility testing and to enable work programmes and new proposals to be developed in more detail over time. Actions have also been assigned a timeframe for implementation and in some cases specific dates have been included. A review provision has been incorporated into the action plan to ensure changes can be made when necessary and to enable progress to be measured.

### **5.5 *Financial Considerations and Long-Term Council Community Plan (long-term plan)***

The 2009-19 long-term plan identifies capital funding for urban development projects and streetscape improvements in Kilbirnie. Under the long-term plan, \$190k is available in 2010/11 for public space detailed planning and design, while \$1.5m is available for implementation in the 2011/12 financial year. The town centre plan recommends this funding be allocated to streetscape improvements on the main street and the bus waiting areas at the intersection of Bay Road and Rongotai Road.

Many of the actions identified in the town centre plan can be achieved through existing Council work programmes and budgets (such as the Indoor Community Sports Centre work programme). Actions that will require new funding have been clearly identified. Some actions require further work to determine the extent of funding. For example, the action to investigate the feasibility of a Business Improvement District or Main Street programme would be achievable through existing budgets if focused only on Kilbirnie. New funding would be required, however, if the investigation was extended to other centres and for the implementation of such a programme.

The plan also promotes the potential upgrade of the Community Centre as part of the revitalisation of the town centre. A proposal to upgrade the Community Centre (including a feasibility study in 2015/16, and funding for construction works in years 2018-2021) was adopted as part of the Community Facilities Policy and Implementation Plan and is reflected in the town centre plan.

Some actions may be part funded through other means such as development contributions. Council policy is that one hundred percent of growth related infrastructure be funded by development contributions. The Plan includes an action to assess the key growth assumptions and their development contribution implications.

### **5.6 *Climate Change Impacts and Considerations***

The Plan's development process has also provided an opportunity to take a longer-term view of the resilience of this area to climate change. Sea level rise has the potential to significantly affect the Kilbirnie area, particularly the stormwater network. By mapping and analysing a series of sea level rise scenarios, the Council has gained a better understanding of likely issues and possible solutions to deal with flooding and sea level rise over the short, medium and long term. The Plan highlights where improvements could be made to address flooding issues over the long term.

## 6. Conclusion

This report recommends that Council adopt the final Kilbirnie Town Centre Revitalisation Plan as presented in **Appendix 1**. Public consultation has indicated that there is a high level of community support for the vision of revitalising and improving Kilbirnie town centre.

It should be noted that revitalising the centre will be a long-term process and much will depend on what private sector investment can be attracted. However, the Council has an important role to play in helping to facilitate development and in investing in appropriate streetscape, public space and roading improvements, as well as aligning as far as possible larger projects like the potential upgrade of the community centre, the new Indoor Community Sports Centre and associated pedestrian/cycle/public transport improvements, and the review of the public transport network as it relates to Kilbirnie, with the plan and its vision.

Contact Officer: *Sherilyn Gray, Senior Strategic Advisor.*

## **Supporting Information**

### **1) Strategic Fit / Strategic Outcome**

The Kilbirnie Town Centre Revitalisation Plan directly implements Council's strategic direction for urban development as outlined by the Urban Development Strategy. The plan is also consistent with the Centres Policy and the Centre Planning Forward Programme, the District Plan review, the objectives of the Wellington Regional Strategy and the Proposed Regional Policy Statement.

### **2) LTCCP/Annual Plan reference and long term financial impact**

The Plan aligns with the expectations set out in the current long term plan. Notwithstanding this, there may be some future implications for capital and operational expenditure as a result of the Plan. Projects requiring new funding will be considered as part of future Annual Plan/LTCCP planning and prioritisation processes.

### **3) Treaty of Waitangi considerations**

There are no known Treaty of Waitangi considerations.

### **4) Decision-Making**

This is not a significant decision under the LGA. The report seeks agreement to adopt the Kilbirnie Town Centre Revitalisation Plan – a non-statutory strategic planning document.

### **5) Consultation**

#### **a) General Consultation**

Significant public consultation and engagement has been undertaken with the community and key stakeholders as part of the Plan's development process.

#### **b) Consultation with Maori**

Maori have been consulted as part of the consultation process.

### **6) Legal Implications**

There are no legal implications at this stage.

### **7) Consistency with existing policy**

This report is consistent with Council policy. The draft Plan is consistent with the strategic direction as set out in the Urban Development Strategy and the Centres Policy. The consultation has been consistent with Council's engagement policy. The draft Plan is also being aligned with proposed changes to the District Plan for suburban centres and residential areas.

**APPENDIX 1:**

**KILBIRNIE TOWN CENTRE REVITALISATION PLAN**