

Summary of Consultation and Feedback

Kilbirnie Town Centre Draft Revitalisation Plan

July 2010

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Part 1 – Summary of Consultation

Wellington City Council has been working with businesses and the community to develop a town centre plan for Kilbirnie. A key aim of the town centre plan is to look at how the town centre and its surrounds can be revitalised to create an attractive, vibrant and prosperous part of Wellington City.

Feedback was sought on the draft revitalisation plan for Kilbirnie town centre during May and June 2010. Copies of the draft plan were distributed to key stakeholders, and a consultation brochure was distributed to all residents and businesses in and around the Kilbirnie town centre area. The plan was also available on the Council's website www.wellington.govt.nz and submissions were able to be made by post or electronically via the website. Comments were also able to be posted on the Kilbirnie town centre Facebook page.

The consultation and feedback summarised in this report relates to Stage 4 of the Kilbirnie Town Centre Plan project: 'Consultation on draft town centre plan'. Consultation was held over a period of four weeks from 18 May to the 21 June.

Consultation communication and activities are summarised in the table below:

Key Dates	Details
19 May	Copies of the Kilbirnie Town Centre Plan brochure sent to Central, Kilbirnie, Newtown, Island Bay and Miramar libraries, Kilbirnie Lyall Bay Community Centre, Kilbirnie Regional Aquatic centre, Council service centre and contact centre
19 May	Face book page on Kilbirnie Town Centre Plan updated with consultation information
20 May	Consultation brochure copies and covering memo circulated to the Mayor, Councillors, Management Board and key WCC officers
20 May	Council website updated with Kilbirnie Town Centre project page and public consultation page, copy of consultation brochure and feedback form (downloadable and online versions)
20 May	Consultation brochure distributed by NZ Post to all residents in and around Kilbirnie town centre plan study area (areas include wider planning area Hataitai, Kilbirnie, Lyall bay, Rongotai, Melrose and Houghton Bay)
21 May	<i>Our Wellington</i> (Dominion Post) feature article 'Help revitalise Kilbirnie Town Centre'
21 May	Advert in local newspaper <i>The Wellingtonian</i>
22 May	Advert in local newspaper <i>The Capital Times</i>
22 May	Advert in local newspaper <i>The City Life (South & East)</i>
22 May	Consultation brochure and letter mailed to all businesses in the Kilbirnie Town Centre area
22 May	Consultation brochure and cover letter mailed to key stakeholders and residents associations
4 June	Drop-in session at Kilbirnie Lyall Bay Community Centre (KLbcc) for residents, businesses and stakeholders to discuss their ideas with Council staff (1- 4pm)

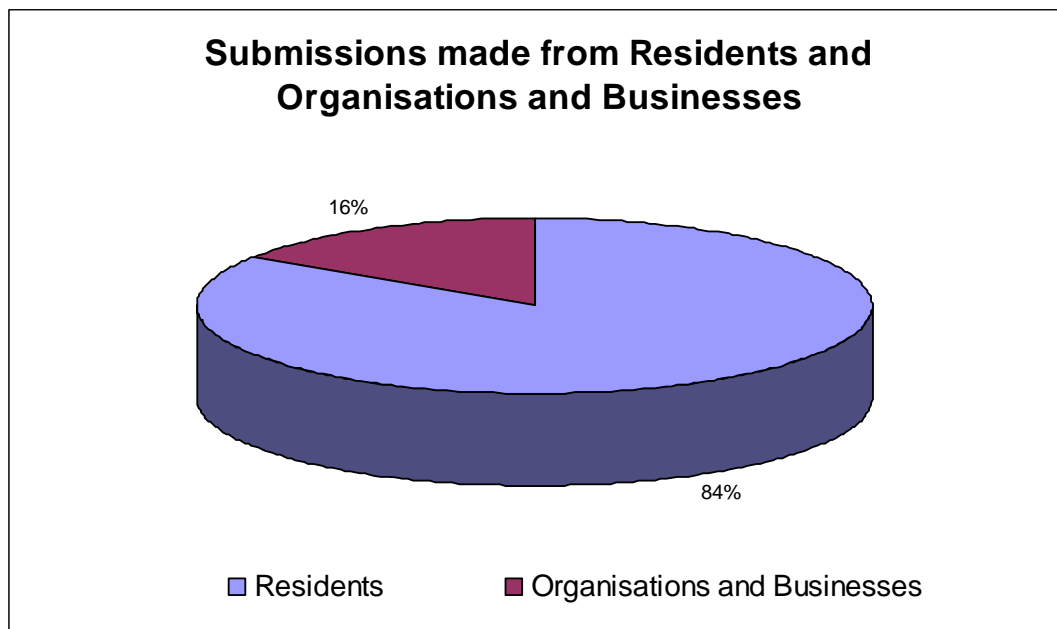
6 June	Drop-in session II at KLBCC (10am - 2pm)
8 June	Public meeting organised by Lyall Bay Residents Association (7:30-9pm)
9 June	Drop-in session III at KLBCC (5-8pm)
21 June	Feedback and submissions close

Number of submissions

In total, 136 submissions were received on the Kilbirnie Town Centre Draft Revitalisation Plan. Feedback was also provided via a public meeting organised by the Lyall Bay Residents Association (refer Appendix 3), and the Kilbirnie Town Centre Facebook page (refer Appendix 1). Four petitions were also received during the consultation period (refer Appendix 2).

Submission type	Submissions received
Post	102
Online	34
Total	136
Facebook page	9 posts made

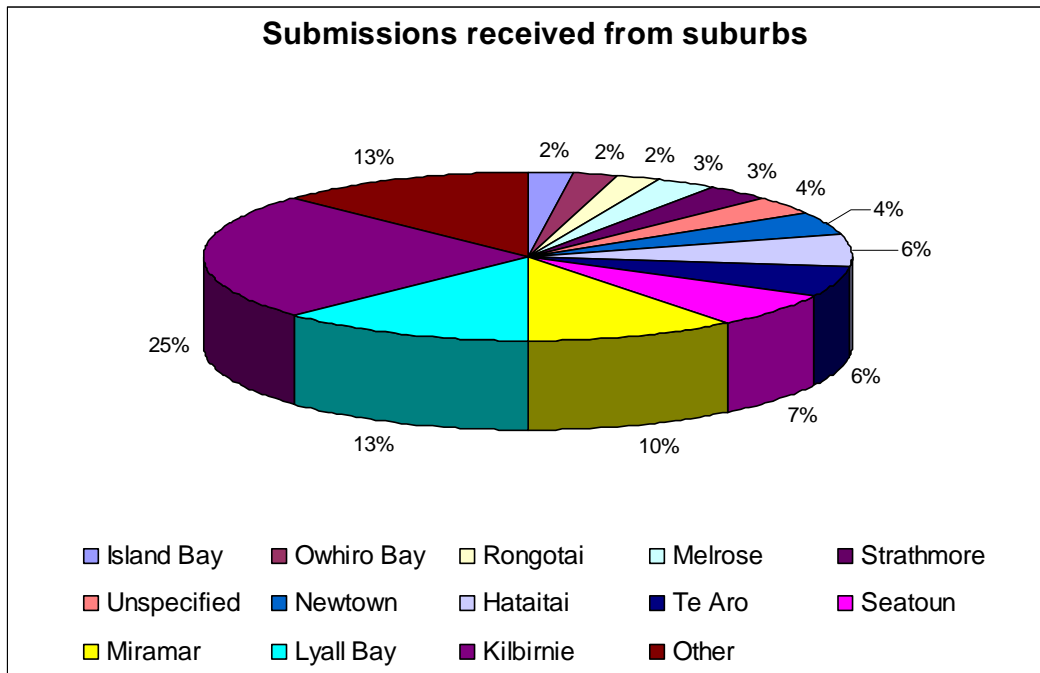
Who provided feedback?



The majority of feedback (84%) was received from residents, with the remaining 16% of feedback coming from organisations and businesses.

Some of the organisations submitting comments and feedback included Infracore Infrastructure Property Limited, Kilbirnie Lyall Bay Residents Association, Kilbirnie Lyall Bay Community Centre, Living Streets Wellington, NZ Bus Ltd, NZ Tramways & Public Passenger Transport Employees Union [Inc.], Wellington Civic Trust and Greater Wellington Regional Council.

Where did the feedback come from?



As expected, the majority of the submissions received – a total of 38% – were from the Kilbirnie (25%) and Lyall Bay (13%) areas. There was also good representation from other suburbs in the southern and eastern areas of Wellington, including Miramar (10%), Seatoun (7%) and Hataitai (6%), with a smaller response coming from other areas of the city further afield.

Part 2 – Feedback received on the Kilbirnie Town Centre Draft Revitalisation Plan

2.1 Snapshot of feedback

Question	Level of support	Key issues raised
<i>Question 1 - Do you support the long-term vision and goals outlined in the draft Kilbirnie town centre revitalisation plan?</i>	24% strongly agree; 53% agree (total 77% agree)	<ul style="list-style-type: none"> Improvements to the town centre are long overdue Retain pedestrian scale and ensure good amenity Revitalise streetscape Promote sustainable forms of transport Retain community centre on main street Increase emphasis on importance of north-south pedestrian links More attention to traffic management & parking required
<i>Question 2 - Are you a Kilbirnie-based business? If so, would you get involved in a locally driven business improvement programme to organise, promote and drive the revitalisation of Kilbirnie?</i>	13% yes NB: 60% of submitters did not answer this question	NB: although there was some support for a locally driven business improvement programme, the wording of the question was problematic resulting in few submitters answering this question.
<i>Question 3 - Do you agree with the ideas for improving the retail environment at the south end of Bay Road?</i>	39% strongly agree; 35% agree (total 74% agreement)	<ul style="list-style-type: none"> Improved active edges and pedestrian access, new open spaces, street plantings, increased car parking facilities and the opportunity for new retail, office and residential spaces. Kilbirnie in need of focal area. Sustainability of increased retail? Scale of development should not cause shading or wind tunnelling.
<i>Question 4 - The draft plan describes two potential futures for the community centre. Option 1 would see the community centre redeveloped on its existing site on Bay Road. Option 2 would see the community centre redeveloped and incorporated into the existing community hub off Kilbirnie Crescent. Which potential future do you prefer?</i>	Option 1 – 75% support Option 2 – 21% support	<ul style="list-style-type: none"> Reasons for Option 1: need to maintain & ensure good pedestrian access to the centre, particularly for elderly; close proximity to Bay Road shops and services. Reasons for Option 2: allow more function space, access to more car parking, better access for those using PT and cycling; integrate with other community facilities.
<i>Question 5 - Do you agree with the idea of having a new mid-block link/public space between Bay Road and Onepu Road?</i>	34% strongly agree; 38% agree (total 72% agreement)	<ul style="list-style-type: none"> Would provide access to Bay Road for pedestrians and cyclists; would provide a number of new spaces for retail, food and beverage outlets. Help provide much-needed focal point to the centre.
<i>Question 6 - Do you support the ideas to revitalise Coutts Street in Opportunity 4?</i>	35% strongly agree; 48% agree (total 83% agreement)	<ul style="list-style-type: none"> 'Dead' area in the town centre - would benefit greatly from injection of new business and/or residential, with supporting improvements to the

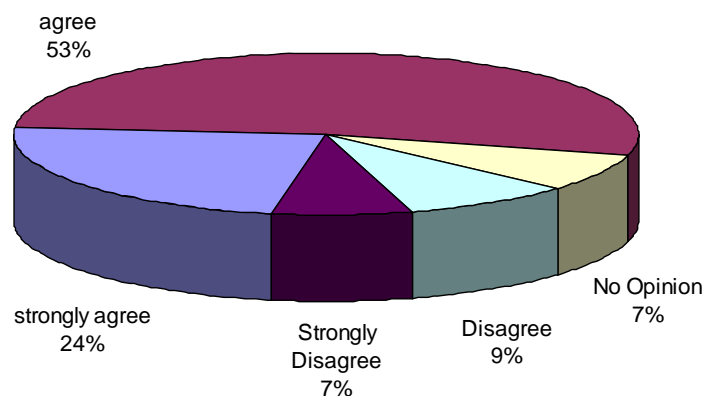
		<p>pedestrian environment and streetscape.</p> <ul style="list-style-type: none"> • But lower priority than Bay Road or Rongotai Road improvements.
<p><i>Question 7 - Should bus waiting areas be improved?</i></p>	<p>70% strongly agree; 22% agree (total 92% agreement)</p>	<ul style="list-style-type: none"> • Create a bus interchange area. • Improving bus waiting areas a top priority for Council – improve user experience; encourage more people to use PT.
<p><i>Question 8 - Do you support a community walkway and cycleway on the drainage easement between Childers Terrace and Tirangi Road?</i></p>	<p>56% strongly agree; 20% agree (total 76% agreement)</p>	<ul style="list-style-type: none"> • Create a linear park; trees, fruit trees, community gardens; signage and interpretative materials, lighting and seating. • Ensure safe crossing points for pedestrians & cyclists. • Ensure access is maintained to properties.
<p><i>Question 9 - Do you support townhouse and apartment living and increasing housing choice in and around the town centre?</i></p>	<p>32% strongly agree; 34% agree (total 66% agreement)</p>	<p>New development needs to be of a high quality, well-designed, fit with surroundings, access to sunlight, public & outdoor space, adequate parking</p>
<p><i>Question 10 - Do you agree with the priorities for existing funding? If not, please tell us what you think the priorities should be?</i></p>	<p>22% strongly agree; 31% agree (total 53% agreement)</p> <p>NB: 35% no opinion</p>	<p>High priorities = public access, pedestrian & public transport facilities, PT interchange, community walkway/cycleway, streetscape improvements</p>
<p><i>Question 11 - Do you support the Council's role outlined in the draft plan?</i></p>	<p>18% strongly agree; 52% agree (total 70% agreement)</p>	<ul style="list-style-type: none"> • Council needs to work closely with others e.g. retailers, land owners, Greater Wellington • support for main street programme • Council should lead by example and upgrade facilities like the community centre and undertake projects like community walkway/cycleway
<p><i>Question 12 - Do you have any other comments or suggestions to make on the draft plan?</i></p>	<p>n/a</p>	<ul style="list-style-type: none"> • Improve shopping & retail environment • Bus barn redevelopment: high quality mixed use – residential, cafes, 'creatives' office space; potential for markets; incorporate heritage value into design • Improve public transport services & facilities • Improve pedestrian environment • Concern re: increased traffic and lack of parking • Good quality facilities to support the community • Good quality residential development • Council leadership in "green" buildings • Active implementation of the plan by Council is required.

2.2 Detailed summary of feedback

The consultation brochure contained a questionnaire to help assist people in providing feedback and comments on the draft revitalisation plan. It contained a total of 12 questions. The following summary discusses the feedback received as it relates to each question in the consultation questionnaire.

It should also be noted that four petitions were received during the consultation period – details of these are outlined in Appendix 2.

Question 1 - Do you support the long-term vision and goals outlined in the draft Kilbirnie town centre revitalisation plan?



NB: 48% of submitters provided no response to this question

The feedback received on this question indicates that the majority of submitters either agree or strongly agree (a total of 77%) with the long-term vision and goals outlined in the draft plan. Many commented that the town centre is strongly in need of improving and that this is long overdue. Sixteen percent (16%) disagreed or strongly disagreed with the plan's vision and goals.

A common request from submitters was that the revitalisation of Kilbirnie Town Centre be focused upon retaining a pedestrian scale and ensuring good amenity. Focus should also be targeted towards encouraging and promoting sustainable forms of transport such as cycling and public transport. The revitalisation of the street fabric (e.g. the attractiveness of the streets, footpaths, public space and shop frontages) was seen by many as a key step to attracting more businesses and community activity to the town centre area. Many people felt that the retention of the Community Centre on the main street is also important to achieving this revitalisation aim.

A few submitters comments that the long-term vision needs to more strongly reflect the important role that improved north-south pedestrian links (particularly across Rongotai Road) and public transport will play in Kilbirnie's future, particularly in relation to its position on both the growth spine and the Ngauranga to Airport Corridor, and as a key location on the bus priority plan.

For those people that disagreed with the plan's vision and goals, some were concerned that traffic management and parking were not identified as integral critical success factors to be resolved as part of the plan. It was also commented that the current parking in Bay Road is

inadequate. Many submitters felt that the proposed higher residential density and the development of the new Indoor Community Sports Centre would also contribute to an increase in traffic and place further demands on parking in the centre.

Some of the specific comments made by submitters included:

The town centre has become somewhat down-trodden and grubby...the vision and goals will address this and make it a place to come to and enjoy. Also it should attract a better mix of retail.

Kilbirnie shopping centre needs to be tidied - the surrounding streets look very bleak.

...eager to see it done in a tasteful way. What I don't want is for the town centre end up looking like a horrid mall with lots of flashy, but cheap chain stores. I like to see small, niche businesses encouraged into the area - independent cafes and bookstores, ethical clothing stores, small business co-ops...

There still seems to be too much of a pro-car approach as opposed to pro public transport, otherwise I think it is a very good plan. Building community needs fewer cars and car parks, not more.

Some areas such as the improvement to bus stop facilities and the triangular area with the mobile service station, KFC and small shops is not dealt with in enough detail for redevelopment as I would have liked.

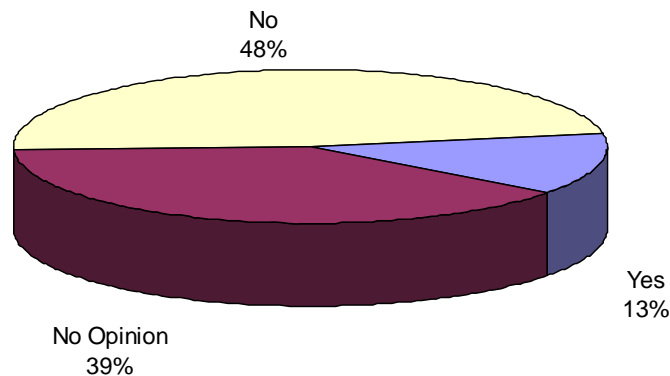
Need to add in the long-term vision the important role that improved north-south pedestrian links (particularly across Rongotai Rd) and public transport will play in Kilbirnie's future, particularly in relation to its position on both the growth spine and the Ngauranga to Airport Corridor, and as a key location in the Bus Priority Plan...the plan does not recognise the current difficulties caused to buses and their passengers by traffic congestion, particularly at the Rongotai/Bay intersection, and by the passenger-unfriendly locations of the main outward bus stops ...

It all sounds wonderful, but it depends on what private individuals and businesses do, not the Council. All the Council can do is make sure its town planning/resource management and other bureaucratic requirements don't stop it happening.

High rise developments, malls, intensive housing lead to over crowding. I feel the Councillor's plans are unsustainable and long-term will be at the detriment of the fabric of the community of Kilbirnie.

I agree with the overall plan I think it shows the good strategic planning of the present Council.

Question 2 - Are you a Kilbirnie-based business? If so, would you get involved in a locally driven business improvement programme to organise, promote and drive the revitalisation of Kilbirnie?



NB: 60% of submitters provided no response to this question

The responses received indicate there was some confusion regarding the wording of this particular question. A number of submitters only responded to the first part of the question: “*Are you a Kilbirnie-based resident?*”, and not the second part of the question. As a result, there is no clear indication of whether of those submitters that are Kilbirnie-based businesses are interested in a locally driven business improvement programme.

Of those submitters who provided comments to this question, mention was made of the negative effect of changes made to parking within the town centre in 1997, and that over time this has caused a shift in retail to the Rongotai retail park area.

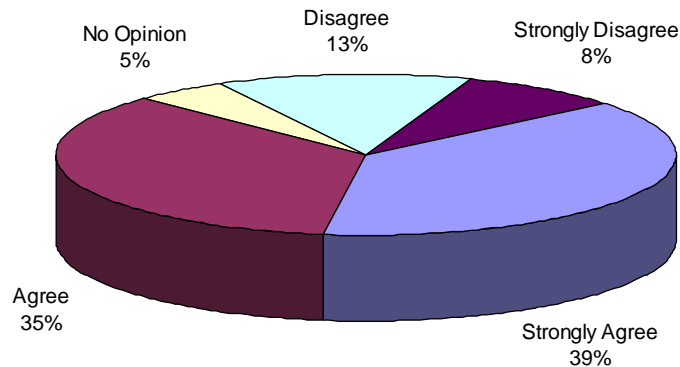
Other comments made included:

I would relocate my office to Kilbirnie if suitable sites were available, but they are not. It is essential that more commercial office space be generated within the centre to allow small business to move into the area. Higher density development and freeing up new sites will encourage this.

... think such a programme will be necessary, as long as we ordinary residents still get our say along the way.

We are not a Kilbirnie based business, but recognise the importance of the role of centre in the overall growth of Wellington. The success of Kilbirnie as a sub-regional centre impacts on the entire region and therefore we are willing and interested in being involved in the plan implementation.

Question 3 - Do you agree with the ideas for improving the retail environment at the south end of Bay Road?



NB: 55% of submitters provided no response to this question

The majority of responses either strongly agreed (39%) or agreed (35%) with the suggestions for improving the retail environment at the south end of Bay Road (a total of 74%).

In the draft plan, suggestions for improving this area were discussed mainly in Opportunities '1' (Main street/town centre coordination), '2' (Bay Road mixed use) and '3' (Supermarket precinct and mid-block link). These areas are of particular focus in the plan as they are seen as key areas which could have a significant positive impact on improving the town centre area. The suggestions in the draft plan for the area were generally well-liked by submitters, however there were some concerns identified (see discussion below).

Submitters agreed that the intensity of activity at this end of the road (and its attractiveness) is reduced by the non-active frontages of the Woolworths supermarket building and the community centre. There was good support for revitalising these key sites through improved active edges and pedestrian access, new open space, increased car parking facilities and the opportunity for new retail, office and residential spaces.

Submitters agreed with the suggestions for improving the Woolworths site (the blank supermarket wall was seen as particularly unattractive particularly in a main shopping street), however there was a mixed response to the idea of relocating the community centre and redeveloping this site (a significant number of people said that the centre should remain in its current position – refer responses under Question 4). It was generally agreed however that introducing a more active retail street edge in both of these locations would greatly improve these two buildings.

The concerns raised by submitters in relation to the proposals for the south end of Bay Road primarily related to the nature of retail that would be attracted to these new areas. A number of Kilbirnie residents felt that bars and high-end retail outlets were unsuited to the town centre. There was also concern that the community could not support such a large increase in retail activity, and without buy-in from the current major retailers (Farmers and Woolworths) the proposed changes to these two key sites were unlikely to happen. The scale of these developments was also of concern as some submitters felt that they would have an environmental effect in terms of creating shading and increased wind tunnelling.

Many submitters commented that the shopping area needs to be covered in to provide sheltered car parking and shopping – this would make it more attractive to many people.

Other comments included:

I agree totally with the ideas. I would like to see more communal facilities, rest rooms, toilet facilities, cycle access; the mall is a great idea.

Yes I believe you should remove the angled car parking, increase the footpaths and make Bay Road more cycle friendly (e.g. remove the angled speed humps).

The Woolworth's frontage is a wasted opportunity along Bay Rd so revitalising this strip is worthwhile.

The quality of the new buildings in the area is appallingly low. Not sure how, but we need to work on Kilbirnie becoming an example of architectural innovation.

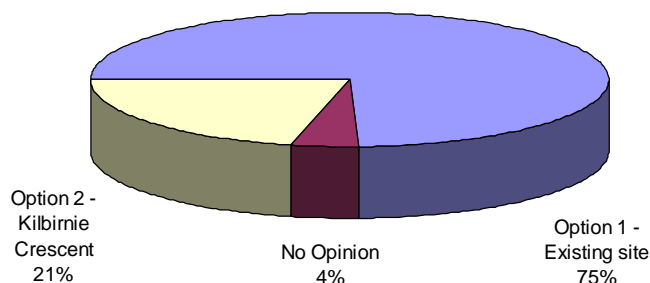
On the one hand, yes - the Woolworths side and southern end of Bay Rd need improvement, but the Community Centre is a local community centre- small, pre-fab & therefore cheap'n'cheerful - as it should be for specifically local needs. It isn't part of the 'sub-regional' or whole of lower Nth Island (e.g. Aquatic centre & new indoor sports venue) focus! Leave the community centre where it is, improve its facade & especially the area behind NZ Post (parking areas) & harness the potential benefits provided by opening a link to the lane beside Farmers...

Encourage protective tree planting - wind stops and sunshades. Do not allow sterile retail facades without improving the exterior public space. Encourage strong characteristics rather than bland facades which drop in value quickly. I would hate Kilbirnie to mimic retail environments such as Takapuna, North Shore city becoming very "un-unique".

Kilbirnie is in need of a focal area. As indicated in the plan, enhancement of Bay Road is the logical "main street" of the area. From a traffic and parking perspective, the street should emphasize pedestrian movements. It will be important to retain some vehicular circulation and even some on-street parking in Bay Road, but the amount of parking could be reduced...Placing a cycle lane between the parking lane and sidewalk should also be considered. Additional parking should be located near the retail area with close and convenient pedestrian connections. It is important to note that trips by any mode eventually become walking trips and therefore pedestrian must be the focus.

The ideas are entirely dependant on private companies (Farmers and Woolworths) beginning to change their buildings. The Community Centre is probably better left where it is. If you're concerned about the retail environment at the south end of Bay Road, then take into account the fact that the pub, the TAB and the bottle store already give it its own 'flavour'!

Question 4 - The draft plan describes two potential futures for the community centre. Option 1 would see the community centre redeveloped on its existing site on Bay Road. Option 2 would see the community centre redeveloped and incorporated into the existing community hub off Kilbirnie Crescent. Which potential future do you prefer?



NB 1: 13% of submitters provided no response to this question

NB 2: the results in the graph above reflect the responses provided to the question in the consultation brochure (postal and electronic) not the petition signatures

This question was of primary concern to the majority of submitters making comments on the draft revitalisation plan. A petition with 443 signatures was also received requesting that the community centre be retained on its existing site (see Appendix 2).

The majority of questionnaire responses (75%) wanted to see the retention of the community centre on its current site in Bay Road. Several reasons were given for this including the need to maintain and ensure good pedestrian access to the community centre (particularly as the majority of users are elderly - including many from the Rita Angus retirement village - and would find it difficult to safely get to the Kilbirnie Crescent location), as well as the proximity of the centre's current location to the shops and services located in the Bay Road area (e.g. banks, post shop, supermarkets, chemist). There was however some comment received regarding the need for improved access, parking, and more function/meeting space at the current location. Many people also supported the idea of activating the wall of the existing community centre building fronting Bay Road to make it more attractive.

A smaller number of questionnaire responses (21%) supported relocating the community centre to the Kilbirnie Crescent community hub. They commented that this would be a better option as it would allow for more function space, access to more car parking facilities, as well as better access for people using public transport and for cyclists. They felt that the community centre could be well-integrated with the current community facilities on this site.

It was also suggested that the community centre would be best located where the Mobil service station is at present, next to the bus stops in the area. The reasoning provided was that the triangular block is a prime place for redevelopment and should be bought by the Council to provide a mixed use development. All the present uses (minus the drive-in KFC and petrol station) could be accommodated in this site with improved bus stop facilities.

Other comments included:

The community centre is ideally situated. Many elderly catch the bus to Kilbirnie to do some shopping and call in at the centre or go to an event there.

I feel there would be some advantages in having it near the library, etc but overall I am sure it would be better remaining in its current location where it is more central - especially if the old bus terminal site is developed as outlined in your draft plan.

The existing site works because of its location. If moved it would get lost in the mix of sporting facilities, and would move it out of the hub of the community, thereby resulting in a downturn in use of the facility.

A community centre caters to the elderly, unemployed, special needs, etc (mostly) so it needs to be central to the town centre - for easy and affordable access. If redeveloped could it please have covered carparks too.

Almost everybody with whom I've spoke favours renovating the existing site on Bay Road. The Kilbirnie Crescent is, of course, a key area; but developments there should wait to see what the future holds for the bowling site, etc.

I see no advantage in combining 'community facilities' all in one place. Its current location is more central to the community it serves, and it adds to the diversity of stuff happening in Bay Road.

The centre would work well with the Library but the downside is the distance from the centre of the shopping area and elderly housing. This will need significant consultation.

Both options have access and parking issues, e.g. limited parking with very short term time limits around the existing site, and competition for parking at the Kilbirnie Cres site, especially when local, regional and national events are held at the Aquatic centre - which is frequently.

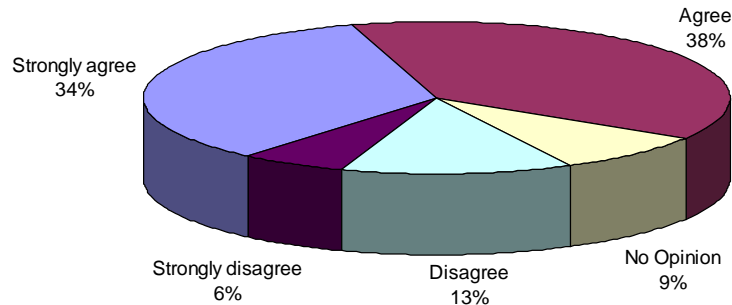
The Community Centre building is not used effectively, i.e. 24 hours /7 days. Ideally I'd like to see this as part of a major building development on Kilbirnie Crescent linking the Library, Rec centre and Bowls building into a large Public Centre building with ample parking provided that is integrated into the aquatic centre that would also act as for e.g. a Cosmopolitan Club (as they have in Upper Hutt to ensure night time usage), and could provide a large floor plate public area for clubs such as Grey Power.

It'd be preferable to have all the community activity in one place - for ease of access, and to build community feel in the area too.

After more consideration I think that the community centre should be part of the other community facilities near it... I would like to see the bowling club turned into a community vegetable garden and art garden as in St Kilda Melbourne. It has provided a real focus for the community. Outdoor concerts and other events are held here. Kilbirnie could have its own farmer's market there every week and regular craft stalls. The whole hub could be the "place" where it all happens!

Before the location of the community centre is decided it is essential that the functions of the buildings are reviewed; (1) will it continue to provide information and welfare type services including Citizens Advice Bureau, as well as recreational and hobby-type activities? OR (2) could these functions be separated into: (a)welfare and information services in the main business area and (b) recreational activities relocated to Evans Bay road/ Kilbirnie Crescent?

Question 5 - Do you agree with the idea of having a new mid-block link/public space between Bay Road and Onepu Road?



NB: 48% of submitters provided no response to this question

The results indicate that the majority of submitters (72%) agree with the idea of creating a new mid-block link between Bay and Onepu roads. The current situation of passing through private businesses in order to get between Bay Road and Onepu Road is considered by submitters to be unsatisfactory. The mid-block link would provide access to Bay Road for pedestrians and cyclists, and would provide a number of new spaces for retail, food and beverage outlets. It would also help provide a much-needed focal point to the centre.

Nineteen percent (19%) of submitters disagreed with the proposed idea. Some of the concerns expressed included the impacts of new taller buildings on wind tunnelling and shading, as well as the limited ability of Kilbirnie to sustain more retail and food outlets (as it is already struggling). There was some concern that this area could also turn into a dark area that could be a refuge for bad behaviour.

Some of the specific comments included:

It'd be great to have the two areas linked up via pedestrian access, as long as it doesn't turn into a rundown dead-end alleyway like the current Bay Plaza area...

The mid-block space hinges on all building options being 3-5 storey high rises - do the public of Kilbirnie want this for their region?

The picture on page 12 of the draft plan makes me shudder – it does not look like a place where the Rita Angus residents and other elderly folk of the area would look comfortable.

Yes, provided pedestrian walkways have rain and prevailing wind mitigation measures.

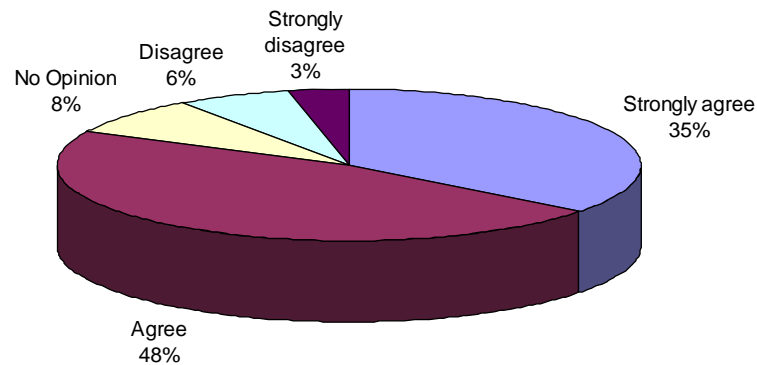
I would not say this is the most important thing to happen. I think more needs to be done with the edges rather than the centre.

Like Chews Lane but under cover. People would like a large mall undercover with toilets and mothers rooms.

Would give an opportunity to have play facilities outdoor. Cover with tarpaulins/sails like Porirua.

Given the length of the block, a mid-block connection is essential. Parking to serve the revitalised Bay Road area can partially be accommodated from Onepu Road, in which case, direct and easy access between the two roads is critical. Without a mid-block connection, it will be difficult for pedestrians to move between the two streets and will likely result in poor opportunities for Onepu road to develop. It's a long (and boring) walk around the block if you want to go from Bay Road to Onepu Road...hard landscaping features as well as public art would add interest.

Question 6 - Do you support the ideas to revitalise Coutts Street in Opportunity 4?



NB: 54% of submitters provided no response to this question

Opportunity 4 – the idea of revitalising Coutts Street – received a significant amount of support from submitters – a total of 83% agreement. The majority of submitters see Coutts Street as a ‘dead’ area in the Kilbirnie town centre which would benefit greatly from an injection of new business and/or residential development, with supporting improvements to the pedestrian environment and streetscape.

There were however some concerns that revitalising this area would detract attention from the revitalisation of Bay Road and improvements to Rongotai Road, which the majority of submitters felt were of a higher priority. There were also concerns expressed that any new developments or apartment-type housing in the area should take into account residential amenity issues e.g. avoid undue high-rise and too much shading of existing residences.

Some of the specific comments included:

Go higher with apartments up to 6 storeys – more residents will make the town centre more vibrant and commercial centre more viable.

Yes, but not at the expense of the revitalisation of the existing malls and the shops on Rongotai Road, which is more than just a thoroughfare for buses.

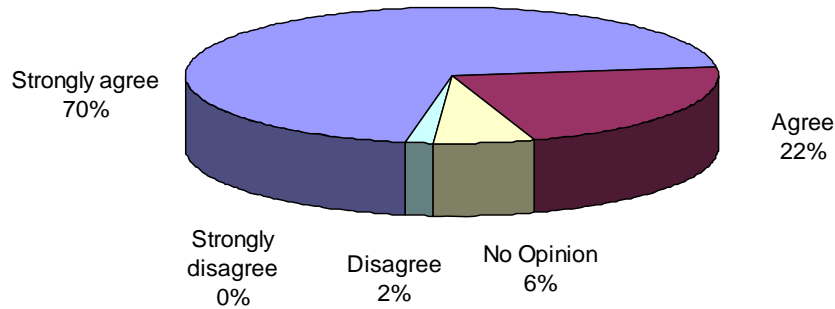
Yes, and I believe that further development east down Coutts Street should and will occur in the future. The north side of Coutts St (across Rita Angus) has numerous marginal buildings that in the future may become 2-3 story apartment blocks.

Yes. A hotel/holiday flats would fit there. A backpackers could work too, being so close to the airport and the beach. Any planted median strips are an asset anywhere. If the traffic in general is restricted to 30 kph, visibility is not an issue.

It is logical for the revitalisation as in many ways it would serve as a transitional area and support anchor stores as suggested. This area may be appropriate for an enhanced public transport area. It would be great to see the streetscape of this area improved.

Yes, and the proposals should also take into account that if/when light rail is introduced Coutts St would be an obvious option for the route to the airport, with associated interchange (the prospect of this does not mean that steps are not needed now to improve the Rongotai Rd interchange).

Question 7 - Should bus waiting areas be improved?



NB: 53% of submitters provided no response to this question

An overwhelming majority of submitters agreed with the idea of improving the bus waiting areas in Kilbirnie town centre – a total of 92% (70% of these responses 'strongly agreed'). Only 2% of people disagreed with the idea (and 6% had no opinion).

A number of submitters felt there is an opportunity to create a bus interchange area that provides shelter from inclement weather and also minimises the negative effects on business premises located next to busy stops. It was also suggested that a bus interchange would limit private vehicle access, thereby minimising some of the main issues/conflicts between public and private transport uses (several submitters commented that the main bus stops in Kilbirnie are a hazard to traffic).

From the feedback received, improving bus waiting areas was not only strongly supported, but it was seen as a top priority for Council to address. Real time bus information was also seen as part of this initiative.

Some of the specific comments made included:

Improving bus stops would make life better for existing users but would also to encourage higher use of the bus service.

...a hugely important priority: shelter, more rubbish bins. Can a plan be devised where issues don't bunch up; where congestion of cars and buses is lessened, where more thought is given to where people walk, stand and sit?

Create a proper bus interchange with decent shelter for passengers...

Absolutely. But let's be innovative. How about an exhibition display for photos, paintings whatever. A steering wheel and seat where kids can pretend to drive a bus while they wait to go into town with their parents.

These are third world at present, especially the city bound one in Rongotai Rd. Sheltered, safe and user friendly public transport should be a feature of the town centre.

Public transport should be strongly encouraged. Waiting areas should improve user experience as a priority. Shelters should protect from the weather and be safe hospitable community areas.

Many people made specific suggestions for improving particular bus stops – the stops on Rongotai Road received particular mention. Specific comments made included:

At the moment catching a bus to Lyall Bay from Kilbirnie is not an option. Both bus stops have limited if any seats. They are both badly lit...and get hit by the full force of the southerly. Walking is by far a better option. Going into town is a better stop with more shelter and more seats.

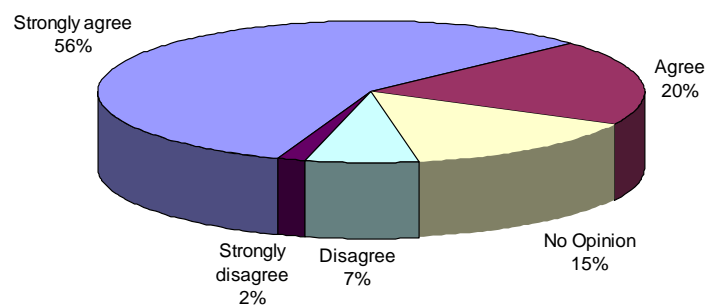
The two stops in Rongotai Rd are very poor. The stop at the bottom of Crawford Rd seems unnecessary as there are no buildings on either side of the street at that point.

New sheltered bus stops outside Rita Angus and on the street opposite Rita Angus.

Create a new bus stop in Kilbirnie Cres between KFC and Mobil for buses that go to city via Moxham Ave (but retain current bus stop in Rongotai Road opposite the organics shop for buses heading to Newtown).

The bus stops for outward passengers are arranged so that significant destinations such as Miramar and Rongotai (and Lyall Bay in peak hours) are served by stops in both Bay Rd north and Rongotai Rd west - stops that are not visible from each other and separated by a busy signalised intersection. These stops should be moved into Rongotai Rd opposite the existing inbound stop, providing the sort of interchange that Greater Wellington envisages introducing...

Question 8 - Do you support a community walkway and cycleway on the drainage easement between Childers Terrace and Tirangi Road?



NB: 55% of submitters provided no response to this question

Opportunity 11 – the idea of developing a community walkway and cycleway on the drainage easement between Childers Terrace and Tirangi Road – was strongly supported by submitters. A total of 76% either agreed or strongly agreed with the idea. Only 9% of submitters disagreed with the idea, and a number of submitters (15%) did not have an opinion.

Suggestions to improve the current space (and turn it more into a linear park) included planting trees, including fruit trees, and community gardens, and installing signage and interpretative materials (to highlight the history of the area), lighting and seating.

Some concerns were expressed about how walkers and cyclists would safely cross the areas where the easement crosses over road intersections, e.g. Onepu Road and Tirangi Road. A few submitters were also concerned to ensure that current vehicle access to their properties (e.g. garages) via the easement is maintained in some way.

Some of the specific comments made included:

An improved footpath would be good - I often walk through the drainage easement. However I query the need for it to be a cycleway as well. If it were to be so developed, would there be a problem at the Onepu Road intersection?

Please include interpretive materials on the walk-cycle-way so that the history to Centennial Showgrounds and its link to the tramways is retained.

As long as it's well lit - I'm a dog walker and would love to use the walkway if it was nicely developed - great!

Making use of this unused space in a positive way. This could be further enhanced by supporting community gardens/fruit planting along this route. Creation of safe cycle routes throughout this area is also vital...Kilbirnie should be one of the areas that cycling should be the highest as it is so flat. But there are areas where a safe cycleway would improve this, such as along Kilbirnie Crescent. Safe cycling would separate the bikes from the cars totally as they do in overseas cities.

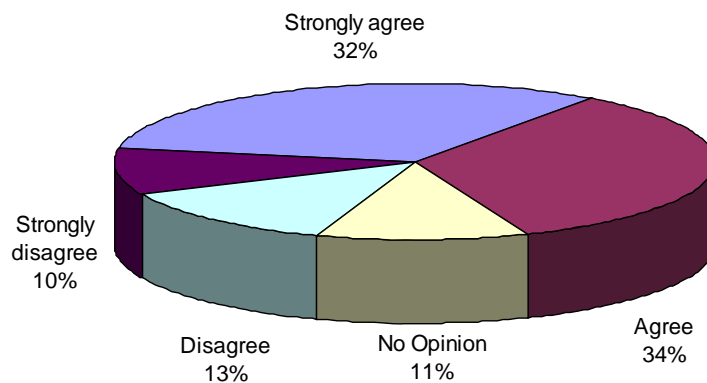
Any increase in green space has to be good. Making an informal track "official" will be an asset, especially with trees and a cycle track, and will remove one of the fairly bleak, semi-industrial aspects of the area!

Brilliant - just again be aware of peoples privacy who live along the easement. Wonderful to have it rubbish free and planted nicely.

The Council and community have been talking about a redevelopment of the sewer reserve between Queens Drive and Tairangi Road for over 40 years. I will believe the Council actually cares about the environment when it finally does something about this area. It could be really good; instead nothing and I mean nothing has happened to this area in over 40 years.

This route is along a desire line and would be attractive to cyclists. However, the provision of a community walkway or shared cycling facility should not be interpreted as meeting cycling needs ...serious and experienced cyclists will not, and should not mix with pedestrians and recreational cyclists. On-street cycling facilities should be provided in addition to the off-street recreational facilities.

Question 9 - Do you support townhouse and apartment living and increasing housing choice in and around the town centre?



NB: 54% of submitters provided no response to this question

A significant number of responses either agreed (34%) or strongly agreed (32%) with the idea of having more townhouse and apartment living in and around the town centre to help increase housing choice – a total of 66%. Many commented that residential living in the town centre area is necessary for Kilbirnie's vitality, helping keep the town centre alive day and night. It was also seen as important for creating a more liveable and less car dependant centre.

Of those who supported the idea of more medium density housing, many commented on the need for these developments to be of a high quality, architecturally designed in order to fit

into the surroundings, with access to sunlight, public and outdoor recreational space, and with adequate parking provided. There was some concern that private developers may struggle to deliver high quality development unless given strong guidance by the Council (e.g. through design guides, rules etc). Some were also concerned to ensure that new development did not detract from the character of Kilbirnie. It was also commented by a few people that more housing for families and low income earners is required. Most submitters supporting the idea of more medium density housing indicated that they would support well-designed residential buildings of 3-4 stories (max) high.

Many submitters also commented on the draft proposal to redevelop the current 'bus barns' site with a mix of residential and retail activities. Many people were supportive of the concept, but want Council to ensure a high quality development that retains or 'plays on' the historic background of the site. Many people suggested an opportunity in the redevelopment of this site would be to incorporate a covered (or semi-covered) farmers market-type concept with local food and locally made products and crafts, cafes, and public spaces for sitting and play. One person suggested that *"this area could be serviced by a historic tram/trolley bus which could deliver people from Courtenay Place to the market and then loop down to the beach and back, creating a 'complete experience'."*

There were a number of people who disagreed with the idea of more intensive housing in and around the town centre area – a total of 23% of the responses received. Key concerns raised by those who disagreed with the idea included:

- apartments are not popular and are slow to sell, so keep the old houses
- need more housing for older people – they like small houses with outside space and a car park (like they have in Miramar)
- gives a sense of crowding, and often these developments are poor quality; could create slum living
- increased housing density without parking facilities will exacerbate the lack of parking facilities in Kilbirnie.

Other comments made by submitters included:

This is vital for Wellington generally. All our town centres need to have a high resident population.

Yes - be bolder and allow apartments up to 6 storeys. More residents will make the town centre more vibrant.

The bus barn area is ideal for high density housing. This housing should be a mixture of housing types.

Yes, but apartment/townhouse blocks do not necessarily need to be located in the Bay Road area - I think Coutts St across from and east of Rita Angus offers potential for apartments.

Yes, as long as the buildings don't create shadows and alleyways which could easily become "unsocial" places. Cars must be housed underground or on one level. There are enough cars in Kilbirnie already.

Please pay attention to the pockets of character houses that are present, and do not overwhelm them with bigger and higher developments.

Only if townhouse and apartment doesn't translate into upper middle class – we could use some good lower income housing in our area.

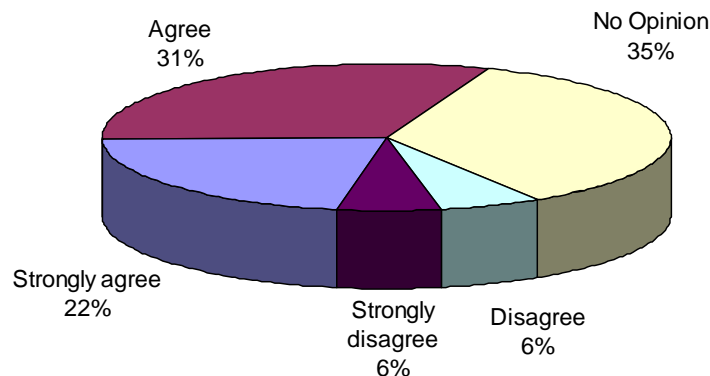
Intensification needs to be done well. Unfortunately private developers are not good at this in Wellington so I believe a Residential Design Guide would be essential for this area.

More intense forms of housing are more likely to support retail and commercial business than traditional low density development. This in turn promotes a higher degree of walking for basic services as they can be provided in close proximity to where people live. Variety in housing would be compatible within a mixed use environment.

I am rather dubious about the proposed Go Wellington residential housing options. They seem to think they can place residential houses with gardens next to very large concrete walls. I believe Go Wellington needs to go back to the drawing board on this one.

I think you have to be really careful with this stuff, because you want to preserve the character of the area. You risk bringing in developers who want to do it very cheaply, and want all the houses to look the same, which I think really brings down the character of a place. I'm also a little worried that you're going to be knocking down some of the crappy houses and building houses that are not affordable for those currently living in them... If you build housing that's targeted at others, you risk making Kilbirnie a suburb of old people and rich, white single people - there's nothing fun about that. Buried at the back of the plan I see that you want to work with Housing NZ to provide affordable housing, which is a great idea. I'd encourage you to go one step further and create one of those Housing NZ communities - medium density housing that also has a focus on community development and getting to know your neighbours.

Question 10 - Do you agree with the priorities for existing funding? If not, please tell us what you think the priorities should be?



NB: 58% of submitters provided no response to this question.

Fifty three percent (53%) of responses to this question either agreed or strongly agreed with the priorities identified for existing funding in the draft plan. Twelve percent (12%) of responses disagreed with the priorities identified, and a significant number of people (35% of responses) had no opinion in regards to this question.

Actions commonly identified by submitters as high priority for funding included:

- improve public access, pedestrian and public transport facilities
- fix the public transport interchange
- provide better crossings of Rongotai, Bay and Onepu Roads and Coutts St (as marked on Fig 17)

- develop the community walkway/cycleway (would give Kilbirnie a boost; it will get local people more involved, especially if community garden included; ownership by the community would also lead to less vandalism)
- undertake streetscape improvements
- undertake 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.

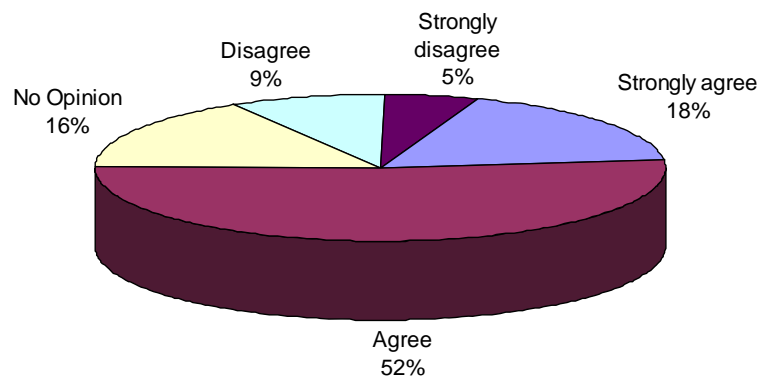
Other priorities identified included:

- funding for community development (but amenities must be cost efficient)
- some funds should be made available for attracting businesses to the area
- priorities for funding facilities for aged persons i.e. 50+ years (over the next 20 years this group will have doubled and they will require better entrances to buildings, parking for small cars and scooters, especially around banks and the post office).
- parking (for shoppers and new residents).

Many submitters commented that moving community centre should not be priority.

Some submitters also commented about the need to undertake proper/detailed planning before setting priorities in stone or starting any works. Mention was also made of the need for any improvements to be affordable – *“money is in tight supply at the moment and upgrades should not result in increased parking costs, increased rates, or increased WCC indebtedness”*.

Question 11 - Do you support the Council's role outlined in the draft plan?



NB: 57% of submitters provided no response to this question.

There was strong support (70% of responses to this question either agreed or strongly agreed) for the Council's role outlined in the draft plan. Fourteen percent (14%) of responses disagreed with Council's role, and 16% of responses had no opinion in regards to this question.

Of those responses that agreed with the role of Council as outlined, many also 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.

The idea of establishing a main street programme involving the Kilbirnie business community was also commented on as an important way of achieving change because “Council can’t do it alone”.

Another submitter was supportive of the role of Council however they commented that if the Council is serious about developing the Kilbirnie town plan then they should set the example by upgrading the community centre.

One submitter also questioned how much of the revitalisation will actually happen as it’s the Council who has to do the pushing, “Why would businesses come until there is a start with the revitalisation? Attracting people to a more 'gentrified' housing market will in turn attract businesses wanting to serve them. More liquor stores and \$2 type shops are not the type of businesses we want to encourage.”

Comments made by those people that disagreed with the role of Council as outlined, included for example:

No, Council must have real engagement with its ratepayers.

This present Council has a propensity of spending its ratepayers money on whims...and this has another feeling of its wanton need to spend more ratepayers money and exercise of self grandiosement.

If residents and businesses don't want to develop things, then the Council shouldn't be flogging a dead horse.

Question 12 - Do you have any other comments or suggestions to make on the draft plan?

Most submitters took the opportunity to make further comments or suggestions in relation to the draft plan and its provisions. These included for example:

Shopping & retail environment

...we have always thought that Kilbirnie is a perfect place for an indoor mall, and we need better shops...lets face it our weather here does not go together with outdoor shops that look drab and undesirable. Please whatever is decided, can it be undercover - we are tired of getting blown around and wet running from shop to shop!!

Why don't they do like in Australia by taking the area out for a new big all weather inside shopping mall and a big parking area (something like out L/Hutt Westfield Mall) would make this a great shopping area for Kilbirnie a complete change.

We hope that any changes to Kilbirnie town centre will enhance its sunny open aspect while providing more shelter from the wind and rain, so that we'll be encouraged to linger there in even the wild weather.

Street lighting needs to be much better and the footpaths and streets kept a lot cleaner than they are at present. Attractive well-designed streetscape and gardens are very important.

Things I love about Kilbirnie that I don't want you to get rid of: the bus barns, Amalgamated Video, A.Cai Thai Takeaways, the great diversity of people, the rec centre and library (make the library bigger!!).

I don't want Kilbirnie to become too hard and shiny and impersonal, so hope for materials like tile and brick and timber at street level to soften things a bit, and as much greenery as possible.

Don't build 3/4 story buildings in the present retail area. Kilbirnie's low rise environment is a major attraction to shopping there.

Keep it small - human scale and keep it variable for small business. Avoid at all cost any higher buildings in the town centre. The reason I prefer Kilbirnie to Miramar is the very sunny Bay Road main shopping centre. Many residents lose sun in Wellington so this is very important. Keep small operations - second hand stores and the very important Asia gallery - best in NZ.

Kilbirnie needs a general overhaul of this 'workman's hang out' or perhaps it's more of an 'stomping ground of the unemployed or unemployable'? It really does not reflect how many young, interesting creative people with young children live here. We need a Maranui-type eatery with indoor play areas for kids, more cute coffee shops and a general make over of the style of the place. A cinema? yes please! A pedestrian area is a great idea but how about a beautification with plants and art? I recently saw pictures of what Rongotai used to look like with the Centennial Playland. How could such a gem have been destroyed? Why not bring back a bit of this retro, art deco style to Kilbirnie. Celebrate the surf culture just down the road, create an area that keeps the teenagers happy and out of trouble.

The Council should establish some new street through the bigger blocks, in some cases buying shared driveways as a starting point.

The assumption that the Kilbirnie shopping centre will grow is questionable. The study takes no account of the development of the Tacy Street and Rongotai shopping centres. Beyond providing town planning requirements that allow businesses to develop as hoped, there is little role for the Council.

Bus barn redevelopment

It looks like you're knocking down most of the bus barns, all for a couple of buildings and turning the rest into little houses for the elderly. If you're looking to inject 'energy' into the area, this might not be the best way to do it. Why don't you keep the bus barns (assuming they're structurally sound) and build lots of wonderful 'urban chic' apartments? You could have office space for 'creatives' (spreading the creative hub of Wellington, Miramar, over to Kilbirnie), and people's markets on the weekend.

One of the bus sheds should be turned into a Barcelona-style food market. They're perfect for the role - high roof, very light, open plan. It's too good an opportunity to pass up.

I would love a cinema/theatre/pub/licensed café in the bus barns.

The brick bus barn has historic and architectural merit which needs to be recognised.

Public transport

Kilbirnie is the business hub of the southern and eastern suburbs but public transport does not make this easily accessible. Most people in Island Bay would travel to Kilbirnie each week for shopping banking or recreation, but to do so means at least two buses. Time to get rid of the redundant 'southern shopper' and get a bus which does the loop from Miramar, Strathmore thru Kilbirnie to Island Bay, Ohwiro Bay and even up to Brooklyn...this needs to run at least every half hour from 7am to 7pm.

Not enough thought to ageing population from other Eastern Suburbs who cannot 'walk 5 minutes to nearest bus stop'.

The current bus stop locations are an obstruction to traffic flow especially for traffic moving west on Rongotai road and Bay road intersection.

Pedestrians

Look forward to study of pedestrian/cycle movements, especially in north end of zone where current situation involves pedestrians crossing several busy roads, especially from Tacy Street area to Bay Road. A fair number of people work in the Tacy & Kemp Street area and shop in the Bay Road area.

Improve pedestrian access crossing over Onepu Road from Pak 'n Save to the town centre. Onepu Road gets very busy with vehicular traffic making it difficult for pedestrians to cross from one side to the other.

I'm not satisfied that the plan will make Onepu Road a good place for pedestrians.

Has consideration been given to pedestrian and cycle traffic from the new sports centre to Miramar across Cobham Drive?

Prioritise plantings along pedestrian corridors rather than those in the median strips for vehicle driver pleasure. Prioritise pedestrian experience.

Traffic & parking

Only concern is control of traffic all through Kilbirnie and surrounding areas. New facilities ie Bunnings, sports centre etc are going to create huge increase in cars and not sure if new configurations will cope, particularly for pedestrians. However top marks to Council for initiating first step.

Parking in Rongotai Road/Bay Road/Coutts St is only 30mins. We continually get complaints from customers, especially women with children that 30 mins is far too short, that Parkwise is far too aggressive in their policing, and that Kilbirnie lacks sufficient parking. Most parking needs to be a minimum of one hour.

I would not dramatically increase parking as part of the plan. People should take the bus! Everyone driving cars is unsustainable in the long run.

My one concern is about Queens Drive becoming a collector road (from being a local road). This is already a busy road, used by lots of road users, including cyclists and children. Speeding is already an issue, so if this can be reduced or looked at, that would be good.

The big developments that have taken place in the Eastern suburbs in the past decade or so have meant a huge increase in traffic, and this draft plan would only add to that. Of course it is bad, but at least predictable at rush hours, but the weekend is even worse with people travelling for sport, shopping and recreation making it a very slow process at times getting in and out of our suburbs. As the Council policy is to increase this traffic I think you need to consider far more urgently how traffic flow can be improved.

Traffic management – significant friction comes from having inadequate lanes to allow the passing as opposed to turning traffic to go through! More one way flows could alleviate much of this, or triple lanes needed at entrance & exits to major junctions.

The plan should ensure that Kilbirnie can accommodate (and will benefit from) a light rail route to the airport.

Recommend Council takes the opportunity to devise and put on place clear rules/regulations on entrances and exits from supermarkets eg Pak'n'save which are traffic hazards.

Community & community facilities

Businesses are important but a centre gets its 'feel' from the community. Can we stop pushing economic growth as a catch phrase and start talking about community welfare? People won't come and live in Kilbirnie if it only has a business focus. It has to be walkable, beautiful, with good public transport. Places like the pub on the corner of Bay and Rongotai road will have to go!

The draft plans show absolutely nothing of the multi-cultural area that Kilbirnie is.

Just keep community centre in Bay Road. I live in Newtown but use the centre 3-4 times a week for Tai Chi (25 people go), arthritis exercises (24 people go), drop-in centre (18 people a day go).

Maintaining and enhancing community facilities is important. The community centre shouldn't be closed before a better replacement is established.

The Regional Pool should be modified to be like Palmerston North's Pool with water slides and recreation pools for adults rather than competitive swimmers. This would attract a lot more people to Kilbirnie.

More activities centre for 50+ group. Balance is older person, young mothers with prams and children. Need a Men's shed for old men.

Do not allow any further liquor outlets or licences.

Residential development

Be bolder. Make this a real high density town centre up to 6 stories high. Make it possible for as many people as possible to enjoy walking access to town facilities and public transport to city.

Intensification will lead to disputes between residents, developers and the Council. There needs an independent body established to mediate Council rule interpretation in case of dispute.

Green buildings

The goals for the plan appear to support a more sustainable city through better use and intensification of the town centre and public transport system, however little is discussed about the new buildings themselves. It would be good to see the Council lead the way on this by encouraging new developments to be "green" buildings.

Implementation of the plan

Action is necessary to get the plan going fairly soon and not get it bogged down in objections.

The draft plan is imaginative, set out well and easy to follow. It is highly ambitious - there is no fault in that. Let's hope that it proves to be a catalyst for real positive change in the area.

I fear that the impetus to manage and plan this project will be lost. We (the Kilbirnie community) will therefore be left with only a big Go Wellington bus barn redevelopment. It will in essence be another big blot on the neighbourhood, similar to Pac 'n Save, the new Bunnings, and other massive redevelopments in the neighbourhood. While the developers have planned for this sort of big box project nothing else has happened to integrate it into the community or make a scale that actually fits with the community. Please WCC keep up the large scale strategic planning on Kilbirnie and put money where your plans are. The walkway and redevelopment of the sewer reserve between Queens Drive and Tairangi Road must be one of the easiest things to do. What about doing something small like this and working towards the big things.

The drawings of proposed alterations look great, but it will completely depend on retailers moving in and doing their part. The 2 storey buildings look great but the whole thing seems a very costly business. To really get off the ground, you will need to ensure that retailers are willing to do their part.

Appendix 1 – Facebook page comments/posts

Information on the draft revitalisation plan, including a copy of the draft plan and links to the public input page, were posted on the Kilbirnie Town Centre Facebook page during the public consultation period. The Kilbirnie Town Centre Facebook page has 53 members¹.

The following are the key ideas put forward in the posts made on the page.

How about freeing up some land for a community garden or two. The community garden in Owhiro Bay is an inspiration.

How about grapes or passionfruit climbing up the side of the bus barn.

Let's start by moving the Bus Stop sign (Stop #6026) outside the sports shop. You can see it from anywhere other than the bus stop.

Cycle lanes and slowing down traffic should be a priority. Kilbirnie is home to Burkes Cycles - probably the oldest bicycle shop in the Wellington region. But it's not a neighbourhood most parents would feel relaxed about their kids riding around by themselves. Making it that sort of community should be the top priority.

Would another "Key Issue" be:- How to stop near-misses with pedestrians legitimately crossing on the green man when traffic out of Bay Road runs the red light?

Several comments were made specifically in relation to the proposed bus barns redevelopment (refer Opportunity 5 in the draft plan) – these included:

They should consider turning one of the shed into a Barcelona-style market. Fruit, vegetables, fish, a few cafes. It would be brilliant.

Although perhaps not the prettiest buildings in Wellington, those barns have a certain allure and with the closeness to Lyall Bay beach, that could be a real goer. I'd be there in a heartbeat.

With Miramar now building a cinema, I reckon Kilbirnie should follow suit. A small multiplex like Empire in Island Bay.

¹ as at 20 July 2010

Appendix 2 – Petitions received

During the consultation on the draft revitalisation plan, four petitions were received. Three of these petitions were coordinated by the Kilbirnie Lyall Bay Residents Association – see below. The fourth petition was coordinated through the Kilbirnie Lyall Bay Community Centre and received 443 signatures.

The petitions received were:

Kilbirnie Lyall Bay Residents Association – 3 petitions:

1. Residents support town centre meeting rooms (function centre) and revamp of Kilbirnie Rec Centre – 70 signatures.
2. Reinstate parking in suburban centre that was changed in 1997 – 16 signatures.
3. Town centre – large covered mall – 10 signatures.

Kilbirnie Lyall Bay Community Centre:

4. Retain the Kilbirnie Lyall Bay Community Centre on its existing site – 443 signatures.

This petition was placed (unmanned) outside the community centre for people to sign. It was also made available at the public meeting organised by the Kilbirnie Lyall Bay Residents Association on the 8 June.

Appendix 3 – Key issues raised at public meeting

Public meeting organised by the Kilbirnie Lyall Bay Residents Association – 8 June 2010, 7:30pm Kilbirnie Community Centre

50-60 people in attendance (including Councillors Gill, Wade-Brown, Goulden, Ahipene-Mercer)

Key issues raised:

- If the community centre is moved would the crèche be moved as well? It is not clear from the draft plan what happens to the crèche.
- Are there any details available re: the Lyall Bay/Rongotai shopping centre expansion? Does it have resource consent? What will be the impact on the town centre? Will there be a supermarket?
- Needs to be more mention of how the town centre plan is consistent with the WRS and regional approach to centres, i.e. how the regional approach supports centres like Kilbirnie being the focus areas for intensification.
 - Ensure close integration of the town centre's revitalisation with projects like the public transport review being undertaken by Greater Wellington Regional Council. Want to ensure good alternatives to car travel and make PT more accessible to people.
- Bus barn site:
 - who has control over this site's development? is there any protection over the buildings?
 - would have concern if existing building wall was broken down – what would the neighbouring use be? How close to the boundary could they build? Would have impact on privacy and sunlight. Would there be any consent notification?
 - What are the building heights over the bus barn site? Some concern re: 3+ stories.
 - Do the bus barn owners have an alternative site in mind?
- This is an ambitious plan but Council is always short of money. What are the proposals for streetscape improvement proposals? Timing? Scale? \$? Whatever is done also needs to recognise that it is a windy place – need to be able to avoid exacerbating this.
- Will Bay Road be for both for cars and pedestrians? New Brighton example – cars removed and is now a dead area. Cars add vibrancy and help provide a better solution.
- Are there any stats re: youths and congregations in town centre area? Drinking problem already e.g. behind community centre area – would like to address this.
- Chair of the Community Centre feels very strongly that the centre should stay where it is, in some shape or form. Have a petition circulating calling for support of this.
- Need to consider the existing residents in the plan, not just new residents (which seem to have a lot of focus under the current wording of the plan).

- Need to explain/clarify the diagram on pg23 – inaccurate re: building heights, shading etc. Artist's impression is misleading.
- Car parking is an issue in Kilbirnie – need better provisions.
- Kilbirnie is a 'sensitive neighbourhood' – has a large concentration of students. Need to consider schools and their needs in the plan? Traffic impacts significant on pedestrian and school children's safety e.g. trucks and servicing movements, car movements etc.
- Need to consider the impact on elderly people of moving the community centre. If located in the 'hub' it is a significant distance for elderly to go, most don't have cars, and there's no shelter – will be very difficult for them and would reduce the number of people using it.
- GWRC is looking at options for having a higher capacity transport system in the future linking from Newtown – this needs to be considered in the development of the plan.
- Are the areas targeted for new apartment/town house growth the bus barn and Bay Road areas only?