

Part 2 – A vision for the future



8. Long-term vision for Kilbirnie town centre

The long-term vision for Kilbirnie is to consolidate its status as a sub-regional centre. It will become an attractive, vibrant, accessible and people-friendly centre that provides a wide range of services and employment opportunities. It will offer quality shopping and leisure experiences and become a great place to live, providing a variety of lifestyle choices.

Kilbirnie town centre will become a better place to visit and stay, with a choice of shopping and community facilities. It will boast a revitalised main street with improved east-west and north-south pedestrian linkages connecting with public transport and other key destinations. There will be new shops and eateries,



Figure 1 – artist's impression of how a new mid-block link between Bay Road and Onepu Road could look.

and a range of entertainment and leisure facilities that will make it a destination day and night.

Connections to key destinations such as the airport, Indoor Community Sports Centre, Wellington Regional Aquatic Centre and schools will be enhanced, providing benefits to residents, businesses, commuters and visitors alike.

Future growth will be addressed through greater housing choice with quality apartment living in the town centre and different housing styles in the surrounding area – making Kilbirnie an attractive home for young professionals, families and older people.



Figure 2 – artist's impression of how Coutts Street could look in the future.



Figure 3 – artist's impression of how a revitalised Bay Road could look in the future.

9. Key goals

The following key goals are proposed to guide future development within and around the town centre.

Goal 1: Develop and enhance Bay Road as the main street

Successful town centres often have a focal point based around the main street. This is usually where the highest rents are achieved and where pedestrian traffic is the highest. The focus of activity in Kilbirnie town centre is in the section of Bay Road between Rongotai Road and Coutts Street. However, this is compromised by the scale, appearance and poor design quality of many of the buildings fronting Bay Road. The intensity of activity is reduced at the southern end of Bay Road due to the non-active frontage of the Woolworths building and the community centre.

The northern section of Bay Road and western section of Coutts Street provide natural extensions of the main street.

Goal 2: Provide for and encourage a wider range of non-retail activities to locate in the town centre

While retail is an important component of all centres, the overall economic success of centres is dependent on retail being supported by a wide range of non-retail activities. Mature town centres typically have a range of office-based activities, entertainment and recreational facilities, a thriving night-time economy, and well-defined civic function. For Kilbirnie, the expected increase in residential living and proximity of the town centre to key destinations (such as the airport, the Wellington Regional Aquatic Centre and the Indoor Community Sports Centre) provides scope for expansion of both retail and non-retail activities in the town centre.

Goal 3: Support existing and new retail anchor tenants

Anchor stores (particularly supermarkets and department stores) perform a key role in the economic function of large town centres. Supermarkets generate significant activity and can account for more than a quarter of a centre's turnover and shopper generation. While Kilbirnie town centre currently scores highly in terms of supermarket shopping, this needs to be supported by one or more large-scale retail anchors, such as a large department store.

Goal 4: Improve sense of place

Wellington's success as a city is closely related to its strong sense of place. Key to this is the compact and walkable

nature of the city, the character of some of the older areas, and having a wide range of activities in key locations. It is important that this is followed through to Kilbirnie. The existing buildings and spaces in the Kilbirnie town centre are at best unremarkable. This has been identified as a key element holding back the revitalisation of the centre – both in terms of attracting new businesses and local shoppers. Improvements to the main street's built form and public places are needed to enhance Kilbirnie's sense of place and attractiveness and make it a true sub-regional centre.

Goal 5: Improve public spaces

Public spaces and streets provide focal points for community interaction, relaxation and recreation. They often form an important component of a city's sense of place and can be used to help restore and enhance the biodiversity of urban areas. Consultation has confirmed there is a need to improve the quality, scale and accessibility of Kilbirnie's public spaces, particularly in the core part of the town centre.

Goal 6: Managing traffic and parking

All successful centres need good vehicle access for the efficient movement of goods and to ensure the wider community has access to facilities and services. Kilbirnie town centre, like most centres in Wellington City, has high traffic volumes during peak times and several key intersections are at or near capacity. While the overall network performs relatively well, improvements may be required to enhance performance at key points to allow for future growth in the town centre and surrounding areas. We need to balance supporting town centre activities by providing adequate parking, while encouraging public transport use, walking and cycling.

Goal 7: Maximise the potential of public transport systems

The role of public transport is likely to become increasingly important as the city grows. Fortunately, Kilbirnie town centre is already well served by buses. Most of the suburb is within a five-minute walk to a bus stop and approximately 400 buses stop in the town centre each weekday. However, there is still room for improvement, particularly in relation to the quality and safety of pedestrian connections to key bus stops, and the look and function of bus waiting areas.

Continued over...

9. Key goals *(continued)*

There is also scope through Greater Wellington Regional Council's reviews of the bus network to improve understanding of bus services and make it easier for bus users, for example, improving and simplifying the bus circulation network. Roading improvements could also help enable buses to more easily use bus stops and better support the town centre

Goal 8: Improve pedestrian and cycle access

Good access for pedestrians and cyclists is an important aspect of the revitalisation of the town centre. About 30 percent of people who use the centre walk there. The compact nature of the area combined with the proximity of surrounding residential areas, schools and other key destinations means there is a real opportunity to improve access to and within the centre for both pedestrians and cyclists.

Goal 9: Encourage more people to live in and around the town centre

Wellington City is continuing to grow, with around 51,000 more people and 28,000 dwellings (mostly apartments and townhouses) expected by 2031. Kilbirnie is one of the city's main centres and has a significant opportunity to grow its residential population as well as the number of jobs. Kilbirnie's share of residential growth over this period is expected to be around 1000 people and 600 dwellings.

Goal 10: Improve housing choice

In accommodating expected growth, we will need to reflect the changing needs and lifestyles of our community. While most existing housing in the Kilbirnie area is made up of single detached dwellings, research⁶ has shown the majority of future demand in Wellington will be for other forms of housing such as townhouses and apartments. With good layout and design, these forms of housing can bring extra vitality and vibrancy to the centre, improve safety, encourage a wider range of facilities and services, improve walkability, increase the viability of public transport, and assist in providing more affordable housing choices.

Goal 11: Maximise the potential of community infrastructure

Quality community facilities that are accessible and integrated will add to the overall vibrancy of the town centre, encourage walking, assist in making multi-purpose trips viable and provide for affordable service delivery. While the Kilbirnie area is well provided with community facilities, their dispersed arrangement and ad hoc layout poses challenges for accessibility and affordable service delivery.

Goal 12: Improve resilience of water-based infrastructure

All urban environments rely on good quality foundation infrastructure such as stormwater, water and sewerage to provide the basic conditions for living. The resilience of such infrastructure is becoming increasingly important as the city grows and as we begin to understand more about the implications of climate change, such as sea-level rise. Ensuring water-based infrastructure (and other utilities) can cope with these challenges is particularly relevant for low-lying areas such as Kilbirnie.

"Consultation has confirmed there is a need to improve the quality, scale and accessibility of Kilbirnie's public spaces, particularly in the core part of the town centre."

⁶ *Housing Demands and Needs in the Wellington Region*, Property Economics 2005. *Quantifying the Growth Spine – Supply, Demand and Capacity for Residential Development in Wellington City*, Wellington City Council, September 2006.

10. Town centre strategy

The following sequence of diagrams and explanations sets out the proposed town centre strategy for Kilbirnie. It illustrates the overall approach for achieving the goals we have set and

how the town centre can be revitalised and enhanced, creating an attractive, vibrant, people-friendly and prosperous part of Wellington City.



The underlying theme for the plan is to build on the existing strengths of the town centre, particularly the road layout and existing urban structure.



The community hub in the north, supermarkets in the centre, and the drainage corridor in the south are key elements to build on.



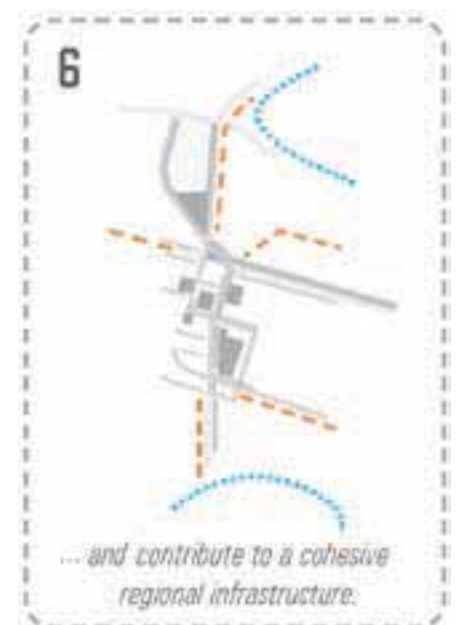
New and strengthened anchor uses will support and grow the economic base of the town centre.



High-quality public spaces to provide an attractive setting for people who spend time in the centre and to help reinvigorate the retail environment.



Streetscape improvements and planting on key routes will improve experiences for vehicles, cyclists and pedestrians



The town centre builds on and is connected into future developments within the immediate area and broader region.

Kilbirnie Town Centre – Revitalisation Plan

Legend and key elements

Key opportunities sites

- 1** Transform this area into a vibrant mixed-use precinct and improve pedestrian access to Bay Road. Potential to expand retail and/or incorporate community centre activities in redevelopment
- 2** Provide new retail frontage on Bay Road to revitalise the main street and create a new public space/mid-block link between Bay Road and Onepu Road
- 3** Build on current retail anchor stores to improve the overall retail and commercial experience on Cou tts Street. Over time this part of Cou tts Street should become an extension of Bay Road as the main street.
- 4** Redevelop the bus barns site into a high-quality mixed-use development to increase the vitality of the town centre and help to establish a positive precedent for new residential development in the town centre.
- 5** Improve integration of buildings and community-based activities, taking account of the current and future needs and demands.

Streetscape improvements

- 6** Improve bus-stop facilities and streetscape furniture to protect against adverse weather and to improve the overall experience for pedestrians and bus users.

← "Main street"

- 7** Carry out streetscape and planting to improve the character, amenity and environmental quality of Rongotai Road and Onepu Road.

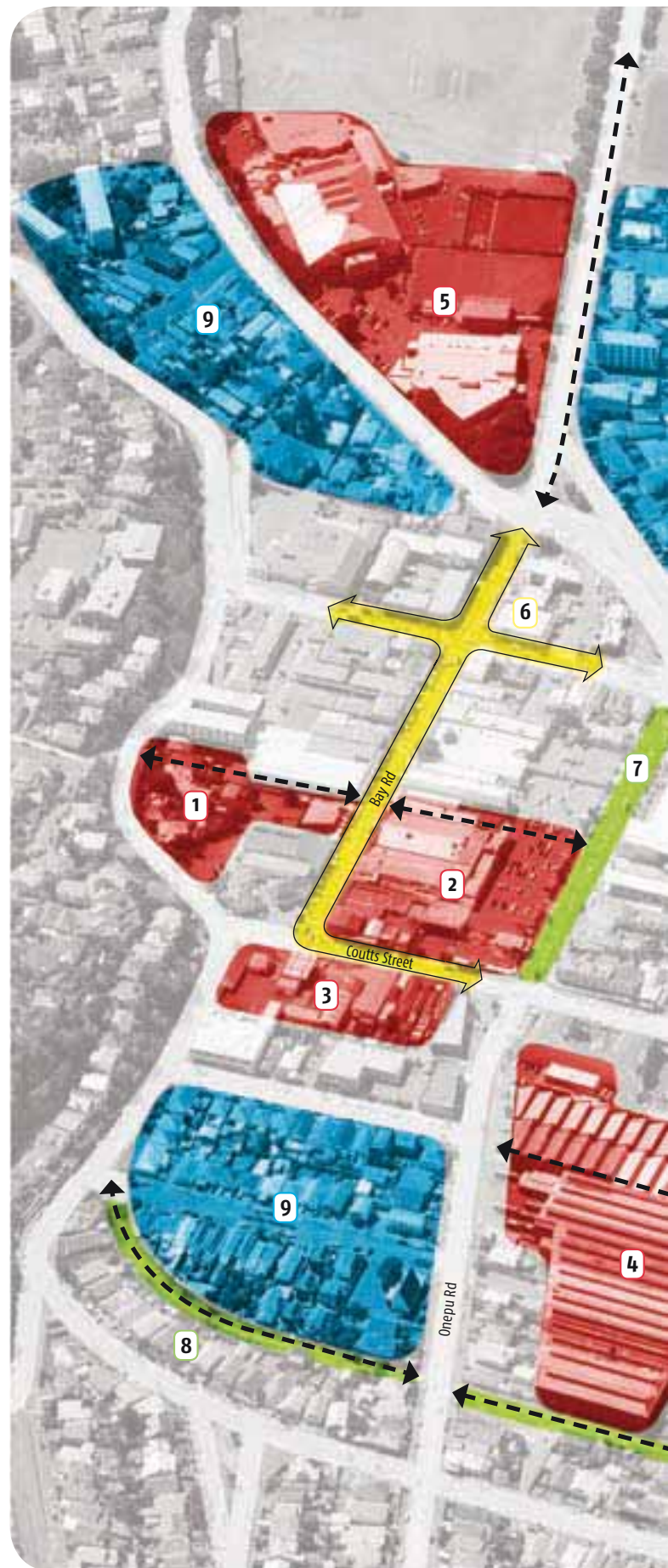
Improve pedestrian accessibility

Convert the drainage easement to a community walkway and cycleway through landscaping, edge treatment and planting.

↔ Improve pedestrian links

Improve housing choice

- 9** Promote high-quality medium-density residential development to increase housing choice and enhance the liveability and vitality of the town centre.





Goals

- » Develop and enhance Bay Road as the Main street.
- » Attract a wider range of non-retail activities to the town centre.
- » Support existing and new retail anchor tenants.
- » Improve public spaces.
- » Manage traffic and parking.
- » Maximise the potential of public transport systems.
- » Improve pedestrian and cycle access.
- » Encourage more people to live in and around the town centre.
- » Improve housing choice.
- » Improve resilience of water-based infrastructure.

11. Opportunities for Kilbirnie

Building on the town centre strategy, this section identifies and describes in more detail the key opportunities for revitalising Kilbirnie town centre.

The opportunities were identified during the community-based planning and design workshops in August 2009. Further testing has been carried out to better understand feasibility and actions required to realise each opportunity.

It is important to note that the opportunities are conceptual – they are not intended to represent actual development outcomes. Their purpose is to show how the town centre strategy could be realised if the conditions were right and to provide an illustration of the sort of development outcomes that might be achieved.

The opportunities are set out in the following sequence:

- coordination
- key sites
- streetscape
- movement network
- housing
- infrastructure.



OPPORTUNITY 1:

Main street/town centre coordination

■ OPPORTUNITY SITE MAP

Applies to the entire study area with a focus on Bay Road and Coutts Street as the main street.



■ DESCRIPTION OF THE ISSUES AND OPPORTUNITIES

Realising the opportunities and goals in this plan will rely heavily on the drive and coordination of existing and future businesses. There is currently no business association or group to promote economic growth or to help coordinate and facilitate improvements in the town centre. A major opportunity exists to fill this gap.



Figure 4 – artist's impression of what a revitalised Bay Road could look like in the future (view south).

■ KEY COMPONENTS OF THIS OPPORTUNITY

- Introduction of a business improvement programme or similar (such as a Main Street programme) to kick-start the revitalisation of Kilbirnie town centre. A locally driven business leadership group would be established to organise, promote and drive the programme.
- The improvement programme should be based on proven principles of town centre management and include:
 - >> organisation – the right people working towards a common goal and with clear responsibilities
 - >> promotion – communicating a positive image, improving consumer and investor confidence and encouraging commercial activity
 - >> design – making the primary shopping streets attractive places, creating atmosphere and presenting a positive visual image

>> economic diversity – strengthening the community's existing economic assets while expanding and diversifying its economic base.

■ RELEVANT GOALS

- 1 Develop and enhance Bay Road as the main street.
- 2 Provide for and encourage a wider range of non-retail activities.
- 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 town centre.
- 10 Improve housing choice.
- 11 Maximise the potential of community infrastructure.

■ RELEVANT ACTIONS (SEE PART 3 – PROGRAMME TO DELIVER THE PLAN)

A6, A7, A8, A11, A12, A13, A14, A19

OPPORTUNITY 2:

Bay Road mixed use (key site)

■ OPPORTUNITY SITE MAP

■ DESCRIPTION OF THE ISSUES AND OPPORTUNITIES

The quality of the shopping experience in this part of Bay Road is generally weak. This is due in part to the poor-quality frontage of the community centre and Woolworths buildings and also because it has low-intensity use.

This opportunity looks to transform this part of the town centre into a vibrant mixed-use precinct. The Bay Road frontage could form part of an expanded retail development (for example a department store) or alternatively part of a comprehensive redevelopment of the community centre within supporting retail uses. A key aim would be to ensure the frontage on Bay Road is highly active and well-designed.

The rear of the site provides opportunities for other uses including parking, residential and office accommodation.



Figure 5 – artist's impression of how this opportunity site could be revitalised.

■ KEY COMPONENTS OF THIS OPPORTUNITY

- An expanded retail anchor and/or a redeveloped community centre with active frontage on Bay Road.
- Expanded parking provision accessed off Childers Terrace with good pedestrian access to Bay Road.



Figure 6 – diagram section of potential opportunity (view north).

- Opportunity for residential accommodation over the parking building fronting Childers Terrace with rooftop garden/open space.
- Create a mid-block space with planting to provide service access, access to the parking building, and a pedestrian route between Childers Terrace and Bay Road.

Note: this opportunity is closely linked with Opportunity 6 – Community facility integration.

■ RELEVANT GOALS

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

■ RELEVANT ACTIONS (SEE PART 3 – PROGRAMME TO DELIVER THE PLAN)

A6, A7, A9, A10, A11, A12, A13, A14, A16, A17, A18, A19

OPPORTUNITY 3:

Supermarket precinct and mid-block link (key site)

■ OPPORTUNITY SITE MAP



■ DESCRIPTION OF THE ISSUES AND OPPORTUNITIES

Redevelopment of this site in and around the existing Woolworths supermarket site presents an opportunity to address most of the goals in this plan. It is based on strengthening the supermarket and main street retail offer, activating the frontage on Bay Road and creating a new public space/mid-block link between Bay Road and Onepu Road.

- Relocation of an existing shop front on Bay Road to provide space for the mid-block link. Potential relocation opportunities could be provided through redevelopment of the Woolworths frontage on Bay Road.
- Potential in the long term for expansion above ground floor for other uses such as office/living and additional parking.



Figure 7 – artist's impression of what a potential mid-block link could look like (view towards Bay Road).

■ RELEVANT GOALS

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

■ KEY COMPONENTS OF THIS OPPORTUNITY

- Creating a new public space/mid-block link surrounded by food and beverage outlets (cafés, bakeries etc) along the edge of the existing or potentially reconfigured supermarket. This new street provides much-improved access to parking and Onepu Road, and is orientated east-west to provide shelter from prevailing winds.
- Expansion and staged relocation/reconfiguration of aspects of the current supermarket to facilitate redevelopment (opportunities lie to the south and east).
- Replacing the blank wall on Bay Road with shop fronts for retail/commercial use to reactivate Bay Road as the main street for Kilbirnie, as and when sites are redeveloped.

■ RELEVANT ACTIONS (SEE PART 3 – PROGRAMME TO DELIVER THE DRAFT PLAN)

A6, A7, A9, A10, A11, A12, A13, A14, A16, A17, A19

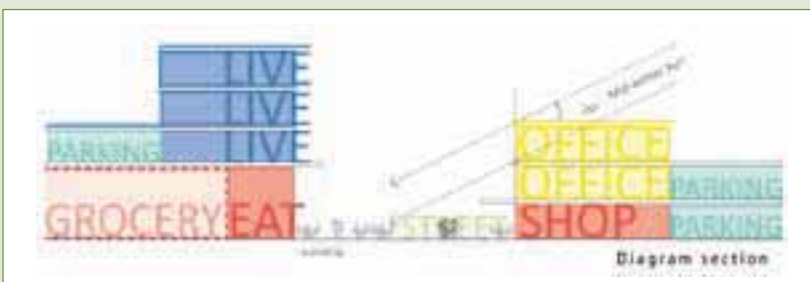


Figure 8 – diagram section of 'Eat Street' mid-block link opportunity (view towards Bay Road).

OPPORTUNITY 4:

Coutts Street revitalisation (key site)

■ OPPORTUNITY SITE MAP



■ DESCRIPTION OF THE ISSUES AND OPPORTUNITIES

This section of Coutts Street, with its east-west orientation and proximity to Bay Road and key locations such as the Rita Angus retirement village and the bus barns, links the various precincts and provides a significant opportunity to revitalise this part of the town centre.

The opportunity would significantly improve the retail/commercial experience and streetscape on this part of Coutts Street. The area is also considered to be a good location for other uses such as offices, hotel accommodation and apartment living, some of which could be incorporated into any redevelopment opportunity.



Figure 9 – artist's impression of what Coutts Street could look like in the future (view east).

■ KEY COMPONENTS OF THIS OPPORTUNITY

- Build on current anchors (such as Westpac bank, Burkes Cycles) to improve the overall retail and commercial experience on Coutts Street – over time this part of Coutts Street should become an extension of Bay Road as the main street.



- Use redevelopment opportunities to increase the quality and scale of the built form. There is potential to include an activity such as a hotel in a prominent location and to provide a generous footpath on the sunny side of Coutts Street.
- Incorporate other non-retail uses, such as offices, apartments and hotel accommodation.
- Create an easy-to-navigate and high-quality pedestrian connection from Bay Road to the mosque.
- Incorporate streetscape improvements within the road reserve, possibly including a planted median strip to improve overall amenity and informal access.

■ RELEVANT GOALS

- 1 Develop and enhance Bay Road as the main street.
- 2 Provide for and encourage a wider range of non-retail activities.
- 3 Support existing and new retail anchor tenants.
- 4 Improve sense of place.
- 5 Improve public spaces.
- 8 Improve pedestrian and cycle access.
- 9 Encourage more people to live in and around the town centre.
- 10 Improve housing choice.

■ RELEVANT ACTIONS (SEE PART 3 – PROGRAMME TO DELIVER THE PLAN)

A6, A7, A9, A10, A11, A12, A13, A14, A16, A17, A19

Figure 10 – diagram section of Coutts Street opportunity (view south towards Childers Terrace).

OPPORTUNITY 5:

Bus barn redevelopment (key site)

■ OPPORTUNITY SITE MAP



■ DESCRIPTION OF THE ISSUES AND OPPORTUNITIES

This presents a unique opportunity for Kilbirnie – it proposes redeveloping the bus barns site into a high-quality mixed-use development. As a lead development, this opportunity will contribute to the vitality of the town centre and help establish a positive precedent for new residential development in the town centre.

Initial concept plans for this redevelopment have been prepared by Infratil Ltd, the owner of the site.



Figure 11 – preliminary concept plan for redevelopment of the bus barns (note this is a preliminary concept only and should not be considered for development control purposes).

■ KEY COMPONENTS OF THIS OPPORTUNITY

- Mixed-use development, predominantly residential living with some office, ancillary retail and aged care accommodation. Car parking provided on site, including a significant component below ground. Ancillary retail located close to the Kilbirnie town centre edge to activate this part of Onepu Road.
- Retains some of the key elements of existing structure as a connection to the site's past and historical use as a bus barn.

- Allowance for increased height to improve viability and to add visual interest (taking account of adjoining areas and shading).
- A potential mid-block link provides for improved access and connectivity along and across a large existing urban block.
- Integration with the proposed community walkway on the drainage easement to the south.
- Finding suitable alternative locations for bus storage.

■ RELEVANT GOALS

- 2 Provide for and encourage a wider range of non-retail activities.
- 3 Support existing and new retail anchor tenants.
- 4 Improve sense of place.
- 5 Improve public spaces.
- 7 Maximise the potential of public transport systems.
- 8 Improve pedestrian and cycle access.
- 9 Encourage more people to live in and around the town centre.
- 10 Improve housing choice.

■ RELEVANT ACTIONS (SEE PART 3 – PROGRAMME TO DELIVER THE PLAN)

A1, A8, A11, A12, A13, A14, A15, A16, A17, A19

OPPORTUNITY 6:

Community facility integration (key site)

■ OPPORTUNITY SITE MAP

■ DESCRIPTION OF THE ISSUES AND OPPORTUNITIES

One of the positive attractors to the Kilbirnie area is the number of community and recreation facilities, the majority of which are located in the area between Kilbirnie Crescent and Evans Bay Parade.

While the range of activities accommodated in this area is significant, the buildings are arranged in an ad hoc manner and many are facing capacity issues. This is a prime location for community and recreation activities, which is resulting in ongoing pressure to locate other activities here.

An opportunity exists longer-term to integrate the planning of buildings and activities. One of the key considerations is whether the community centre should be redeveloped on its existing site on Bay Road or integrated into the hub in Kilbirnie Crescent. The discussion on Opportunity 2 – Bay Road mixed use includes scope for both options to be considered. It should be noted that this plan does not favour any particular option. All options regarding the community centre's future need to be thoroughly considered at the appropriate time (refer Action A18) to ensure the centre continues to meet the community's needs and also helps contribute to the revitalisation of the town centre.

Other considerations for future planning include:

- addressing current and future needs of the Ruth Gotlieb Library and Wellington Regional Aquatic Centre



- determining the future needs of Plunket and possible expansion of activities in Kilbirnie
- determining future needs of bowling (both in terms of buildings and greens) and how this might, or might not, fit in this area in the future
- ensuring sufficient parking is provided to accommodate future activities at this site.

■ KEY COMPONENTS OF THIS OPPORTUNITY

- Scoping current and future needs to better understand likely demands on activities on this site and level of fit with existing buildings and facilities.
- Determining the most appropriate location for the community centre and its eventual upgrade or replacement.



Figure 12 – artist's impression of possible future scenario based on utilising the bowling club area.

■ RELEVANT GOALS

- 2 Provide for and encourage a wider range of non-retail activities.
- 4 Improve sense of place.
- 5 Improve public spaces.
- 11 Maximise the potential of community infrastructure.

■ RELEVANT ACTIONS (SEE PART 3 – PROGRAMME TO DELIVER THE PLAN)

A2, A3, A5, A17, A18, A19

OPPORTUNITY 7:

Onepu Road and Rongotai Road (streetscape improvements)

■ OPPORTUNITY SITE MAP



■ DESCRIPTION OF THE ISSUES AND OPPORTUNITIES

This opportunity responds to the need to improve the character, ease of navigation and environmental quality of the streetscape in Rongotai Road and Onepu Road. Planting along Rongotai Road will reinforce the street as a high-quality boulevard and reference the historic shoreline. It will also create a more attractive route as residential density increases adjacent to the roadway.

Trees extended along Onepu Road will mark Onepu Road as the primary vehicle route and will provide visual appeal and protection for pedestrians.



Figure 13 – artist's impression of what streetscape improvements to Onepu Road could look like (view south).

■ KEY COMPONENTS OF THIS OPPORTUNITY (ONEPU ROAD)

- Provides a high-quality pedestrian link from Rongotai Road to the core of the town centre, adjacent to an edge, which may contain some conventional retail, particularly at the corners.



Figure 14 – artist's impression of what streetscape improvements to Rongotai Road could look like (view west).

■ KEY COMPONENTS OF THIS OPPORTUNITY (RONGOTAI ROAD)

- Provides for enhanced pedestrian and cycle access between the Indoor Community Sports Centre and the town centre.
- Provides a major integrating landscape element that over time will become an important public space in its own right.
- Provides a high-quality outlook for medium-density housing intended for this part of Kilbirnie.
- Opportunity for improved stormwater management through low-impact design.

■ RELEVANT GOALS

- 3 Support existing and new retail anchor tenants.
- 4 Improve sense of place.
- 5 Improve public spaces.
- 8 Improve pedestrian and cycle access.
- 9 Encourage more people to live in and around the town centre.
- 12 Improve the resilience of water-based infrastructure.

■ RELEVANT ACTIONS (SEE PART 3 – PROGRAMME TO DELIVER THE PLAN)

A8, A17, A19

OPPORTUNITY 8:

Public transport (streetscape improvements)

■ OPPORTUNITY SITE MAP



Figure 15 – current bus circulation.

■ DESCRIPTION OF THE ISSUES AND OPPORTUNITIES

Kilbirnie has excellent access to public transport and has the foundations to become a successful 'transit-oriented' town centre. Buses are frequent and many bus routes travel to or pass through the centre. These routes are long-established and form the basis of the Council's bus priority plan. However, the bus circulation network in this area is complex and some improvements could be made to improve understanding of bus services, the interchange between bus users and services, and how buses access and serve the town centre, through Greater Wellington Regional Council's reviews of the bus network.

There are opportunities to improve waiting facilities for people using bus services and to improve pedestrian access to bus stops. Many bus stops currently provide very little weather protection and are often full, resulting in people being pushed out onto the footpath and discouraging others



from walking past. The problem is made worse by the narrow footpath on the southern side of Rongotai Road.

■ KEY COMPONENTS OF THIS OPPORTUNITY

- Improve bus-stop facilities to protect users from bad weather and improve the overall experience for pedestrians and bus users.
- Engage in discussions with property owners on the south side of Rongotai Road to investigate the possibility of incorporating a bus shelter within a building set back from the footpath.
- Liaise with Greater Wellington on their review of the public transport network to ensure integration and consistency with the Council's bus priority objectives and the goals of the town centre plan.

■ RELEVANT GOALS

- 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.
- 9 Encourage more people to live in and around the town centre.

■ RELEVANT ACTIONS (SEE PART 3 – PROGRAMME TO DELIVER THE PLAN)

A6, A7, A15, A19

OPPORTUNITY 9:

Traffic and parking (movement networks)

OPPORTUNITY SITE MAP

DESCRIPTION OF THE ISSUES AND OPPORTUNITIES – TRAFFIC

Kilbirnie is a centre dominated by vehicle traffic. The area in and around the town centre has significant traffic volumes on most of its streets.

Generally, the network within the town centre is functioning appropriately, although improvements may be needed on some of the roads that access the town centre as the area changes and grows. There are also existing traffic issues around the intersections at the northern end of the town centre, in particular around the triangle formed by Bay Road, Evans Bay Parade and Rongotai Road.

Some of the long-term wider network issues are beyond the scope of the town centre plan and will be taken up with the ongoing stages of the Ngauranga to Airport Corridor Plan (a joint project between the New Zealand Transport Agency (NZTA), Greater Wellington and Wellington City Council). There is an opportunity to ensure that future modelling as part of this study takes account of expected growth in Kilbirnie town centre. The timing of this work combined with the complexity and sensitivity of the traffic means it is not appropriate at this stage to suggest any major improvements to the intersections feeding into the town centre. Improvements made as part of Greater Wellington Regional Council's reviews of the bus network may also help improve the overall functioning of the road network.

The Council recently consulted on a proposal to the lower the speed limit on key shopping streets to improve pedestrian safety and encourage more walking and cycling. Changes also need to be made to the current road hierarchy classification to better reflect both existing and future use and the function of the road network. The classification is important as it influences how certain roads are designed and managed.

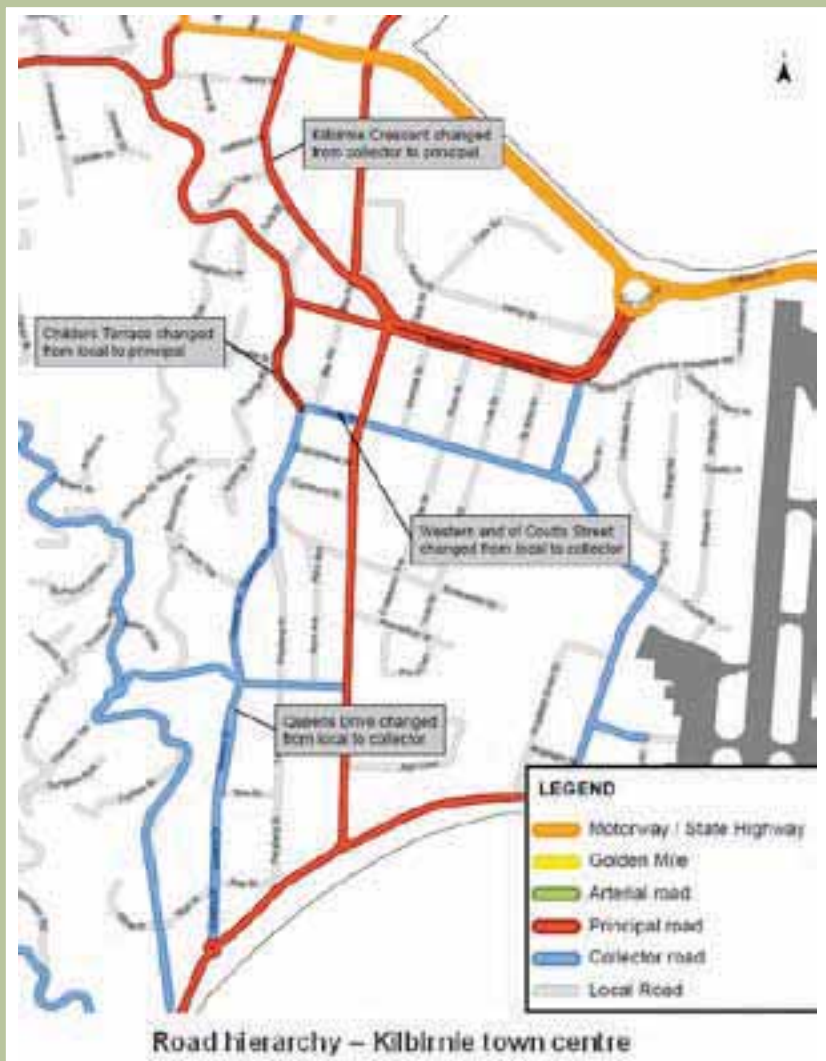


Figure 16 – recommended changes to the road hierarchy classification.

KEY COMPONENTS OF THIS OPPORTUNITY – TRAFFIC

- Finalise proposals to lower the speed limit on key shopping streets (Rongotai Road, Bay Road, Coutts Street) to 30kmh.
- Revise the existing road hierarchy classification in the District Plan for Kilbirnie to better reflect the existing and preferred status of individual roads in the road network.
- Liaise with NZTA on the next stages of the Ngauranga to Airport Corridor Plan to ensure expected growth figures are included in modelling and to ensure future network improvements are integrated with intersection improvements in the northern end of the town centre.

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OPPORTUNITY 9: (CONTINUED)

■ DESCRIPTION OF THE ISSUES AND OPPORTUNITIES – PARKING

Parking is always a vexed issue in town centres. On one hand it is important to have enough parking to attract and accommodate visitors to a centre. On the other hand an over-abundance of parking can have negative impacts on pedestrian accessibility and the overall attractiveness of a centre.

Parking counts for Kilbirnie indicate there are approximately 780 car parks available for shoppers/visitors, including off-street and on-street. This converts to about five car parks per 100sq m of gross floor area in the town centre which compares well to the NZTA standard for small towns and suburban centres in large New Zealand cities of three to four spaces per 100sq m of gross floor area.

This would suggest that the overall parking provision is appropriate and the Council does not need to invest large amounts of money in providing off-street car parking buildings. It is important, however, to ensure that sufficient parking continues to be provided as the centre grows and the Council works with the private sector to achieve this outcome and help facilitate more efficient parking outcomes.

A preliminary assessment of on-street parking indicates there are potential opportunities to better manage on-street parking. A target parking vacancy rate of 15 percent is used as an indicator of effectiveness of parking restrictions, as that maintains turnover to support adjacent businesses. Overall the centre performs well (including Bay Road). However, there is potential to improve parking availability for businesses on some of the roads on the edge of the town centre. Parking surveys would be needed to justify any changes.

■ KEY COMPONENTS OF THIS OPPORTUNITY – PARKING

- Investigations into parking restrictions in Mahora Street, Rongotai Road (in front of Pak 'n' Save and Commonsense Organics) and the southern end of Evans Bay Parade (in front of KFC).
- The Council will continue to encourage provision of off-street parking by the private sector and will work with retailers (including supermarkets) to consider opportunities to redesign parking layouts, and/or combine or share parking in key locations.



■ RELEVANT GOALS

- 1 Develop and enhance Bay Road as the main street.
- 2 Provide for and encourage a wider range of non-retail activities.
- 3 Support existing and new retail anchor tenants.
- 6 Manage traffic and parking.
- 7 Maximise the potential of public transport systems.

■ RELEVANT ACTIONS (SEE PART 3 – PROGRAMME TO DELIVER THE PLAN)

A6, A7, A9, A15, A16, A18, A19

Walking and cycling (movement networks)

■ SITE MAP



Figure 17 – pedestrian and cycle environment in Kilbirnie.

■ DESCRIPTION OF THE ISSUES AND OPPORTUNITIES

Good pedestrian and cycle access to and within Kilbirnie town centre is a critical element of this plan. The predominantly flat, grid-like layout of the area provides the ideal basis for walking and cycling. This, combined with a significant range of generators such as schools, the community hub, and the Indoor Community Sports Centre, means there is real potential to maximise these more active forms of transport.

The current transport-dominated nature of the area presents challenges, however, particularly at the northern end of the town centre. Here the key opportunity relates to improving pedestrian and cycle access to schools, community facilities

and the Indoor Community Sports Centre through strengthened connections, improved signal changes and improved facilities at intersections.

To the south, the key opportunity for improving pedestrian and cycle access lies in the conversion of the existing drainage easement into a community walkway/cycleway.

Streetscape improvements also provide an opportunity to significantly improve the pedestrian environment of the town centre.

■ KEY COMPONENTS OF THIS OPPORTUNITY

- As part of ongoing work on the Indoor Community Sports Centre, undertake an audit of the key pedestrian and cycle corridors between the town centre, the Indoor Community Sports Centre and other key destinations, such as schools, to identify desired levels of service and improvements to remedy gaps in the desired levels of service.
- Convert land along the existing drainage easement into a community walkway/cycleway/linear park (refer to Opportunity 11).

■ RELEVANT GOALS

- 2 Provide for and encourage a wider range of non-retail activities.
- 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.

■ RELEVANT ACTIONS (SEE PART 3 – PROGRAMME TO DELIVER THE PLAN)

A2, A8, A10, A17, A18, A19

OPPORTUNITY 11:

Community walkway and cycleway

The existing drainage easement to the south of the bus barns (from Queens Drive in the west to Tirangi Road in the east) presents a key opportunity to connect multiple destinations and improve pedestrian and cycle access to the town centre. The proposal is to better use the existing easement (in a way that will not impact on its primary infrastructure function) to create a community walkway/cycleway/linear park. This could be achieved through landscaping, edge treatment and planting. This area is already used informally and has the potential to deliver a significantly improved connecting open space with high recreational potential at relatively low cost.

■ KEY COMPONENTS OF THIS OPPORTUNITY

- Directional signs at key entry points to the easement. Signs would also direct people to adjacent attractions such as the Town Belt at the western end.
- A standardised landscape approach at entry points to ensure visual consistency and to manage access to the easement.
- Planting and landscaping to: a) provide strategic screening

to the adjoining properties, b) act as a deterrent to graffiti on walls and fences, and c) help restore and enhance the biodiversity and ecological functioning of the area. The Council's reserves planting scheme could be used for identified locations.

■ RELEVANT GOALS

- 3 Support existing and new retail anchor tenants.
- 4 Improve sense of place.
- 5 Improve public spaces.
- 6 Manage traffic and parking.
- 8 Improve pedestrian and cycle access.

■ RELEVANT ACTIONS (SEE PART 3 – PROGRAMME TO DELIVER THE PLAN)

A8, A10, A17, A19



Figure 18 – artist's impression of what the community walkway/cycleway/linear park could look like (view west).



Figure 19 – concept diagram of possible community walkway/cycleway/linear park .

OPPORTUNITY 12:

Medium-density housing

■ OPPORTUNITY SITE MAP

■ DESCRIPTION OF THE ISSUES AND OPPORTUNITIES

Kilbirnie currently has a limited range of housing choices, particularly in terms of apartments and medium-density terrace and town houses. More choice would improve vitality and safety, and help to maintain a wider range of services. The surrounding residential areas are characterised by low-density housing which does not take full advantage of the walkable access to Kilbirnie's services and the comprehensive public transport network.

An opportunity exists in Kilbirnie to enhance liveability and vitality within and around the town centre through quality residential intensification within the centre and in surrounding residential neighbourhoods. There is a natural synergy – centres need people and people need centres.

In November 2009 the Council notified Proposed Plan Change 72 which introduced new controls to encourage medium-density development in specified areas around Kilbirnie and Johnsonville town centres (called 'areas of change' or medium-density residential areas). Areas of change were initially based on a five-minute walking area but for Kilbirnie this has since been significantly revised to take account of the unique character of housing in areas such as Yule Street, Te Whiti Street and Palm Avenue.



Figure 21 – artist's impression of examples of medium-density town house development

■ KEY COMPONENTS OF THIS OPPORTUNITY

The District Plan plays an essential role as it provides the underlying rules for development. Within the medium-density residential areas (areas of change), the Council seeks to achieve the following outcomes:



Figure 20 – proposed zoning District Plan Change s 72 and 73.

- well-designed medium-density residential development (as opposed to ad hoc backyard infill housing)
- high levels of amenity (ie sunlight, visual qualities, privacy, safety etc) for occupants of new residential developments
- high-quality development, both in terms of building design and street character.

Under the new provisions in Proposed Plan Change 72, all new multi-unit developments will be assessed under a new residential design guide. This gives the Council the ability to consider impacts on the local streetscape and neighbouring properties (sunlight, visual qualities, privacy and safety etc).

■ RELEVANT GOALS

- 2 Provide for and encourage a wider range of non-retail activities.
- 3 Support existing and new retail anchor tenants.
- 4 Improve sense of place.
- 7 Maximise the potential of public transport systems.
- 8 Improve pedestrian and cycle access.
- 9 Encourage more people to live in and around the town centre.
- 10 Improve housing choice.
- 11 Maximise the potential of community infrastructure.

■ RELEVANT ACTIONS (SEE PART 3 – PROGRAMME TO DELIVER THE PLAN)

A1, A4, A8, A11, A15, A16, A17, A19

OPPORTUNITY 13:

Stormwater improvements

■ OPPORTUNITY SITE MAP

■ DESCRIPTION OF THE ISSUES AND OPPORTUNITIES

Kilbirnie is a low-lying coastal area flanked to the north by Evans Bay and to the south by Lyall Bay. Some parts of the area (particularly the reclaimed area behind Cobham Drive) are currently susceptible to flooding due to the stormwater system being drowned at high and storm tides. One implication of this is that it can be difficult to design a 50-year return capacity by just replacing and enlarging pipes – pumping stations are considered necessary to provide additional protection from flooding.

The Council is presently installing a pump station in Tacy Street as part of the Indoor Community Sport Centre construction and is planning to do renewal drainage works in the vicinity in 2012/13. These works are expected to improve the drainage in the Rongotai Road and Tacy Street area.

While these works may provide some relief for surrounding areas, the flooding risk in Kilbirnie Crescent will largely remain and it is unlikely a further pumping station will become a priority for some time. An opportunity does exist, however, to redirect surface flood flow from the Kilbirnie Crescent area to the Tacy Street pump station through kerbing and minor roading improvements. This could help reduce the flood risk in Kilbirnie Crescent and improve flow through the town centre in severe floods. Preliminary investigations are under way to test the feasibility of this option.

The plan 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 most potential to 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 sea-level rise over the short, medium and long term. While pumping is likely to become a higher priority over the long term in the northern parts of Kilbirnie, there is an opportunity to better understand the levels of soakage available in the underlying geology and the impacts of a rising water table.



Figure 22 – sea-level-rise scenario.

■ KEY COMPONENTS OF THIS OPPORTUNITY

- Continue investigations into design solutions to redirect surface flood flow from the Kilbirnie Crescent area to the soon-to-be built Tacy Street pump station.
- Investigate approaches (including development contributions policy) to address the funding gap and ensure sufficient funds are available in the future to improve the resilience of the stormwater system.
- Undertake research on the underlying geology to better understand the effects of a rising water table on water, wastewater and stormwater infrastructure.

■ RELEVANT GOALS

12 Improve resilience of water-based infrastructure.

■ RELEVANT ACTIONS (SEE PART 3 – PROGRAMME TO DELIVER THE PLAN)

A3, A15, A17, A18, A19