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## **PLIMMERTON'S VILLAGE STRATEGY**

**A DEVELOPING COMMUNITY**

**AND COUNCIL PROJECT**

*PRESENTATION TO PORIRUA CITY COUNCIL BY*

*PLIMMERTON RESIDENTS' ASSOCIATION INC*

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# **PLIMMERTON VILLAGE STRATEGY**

## **“From Death to Vitality”**

### **PREAMBLE**

23 street meetings were held in June and July 2004 involving 307 people and representing 582 households. From these meetings we collected the following information using the Isthmus study as a basis for discussion to gain consistency at each meeting. The information was collated in September, distributed back to the community (1080 households) and a community meeting was held in late September to get Community support for progressing the vision.

This feedback represents a brief summary of key ideas and concepts and is by no means exhaustive of the ideas that were contributed. Participants were as clear about what they did want as what they did not. Maintenance issues have been noted and given to PCC for short term consideration.

It is hoped that Council will take into account that this has been compiled by voluntary Community members with no specific expertise and is not presented as a final or an “expert” model, but a reporting back of “work in progress”.

### **BACKGROUND 2000 - 2003**

The advent of the LTCCP with its emphasis on Council and Community planning offered the Plimmerton Residents’ Association an opportunity to re-look at the future for their community. A previous study had highlighted issues for the community but little had been acted upon.

- PRA held a meeting about undergrounding power lines in 2000.
- PRA got support from PCC to get the Isthmus Group to do scoping study of the Village in 2001.
- The study was limited to SH1 Entrance, Steyne Ave, Beach Rd and Railway Station/Domain Area. (This new community driven project considers the area in the PRA catchment, i.e. Plimmerton and a part of Camborne.)
- Indicative costings were developed for various projects but there was not a subsequent process to decide on priority or funding sources.
- Although some recommendations from Isthmus have been followed through, formal implementation stalled because the Local Government Act 2002 meant PCC had to revisit its approach to long term strategy and community consultation. There was also concern about Plimmerton jumping the gun without a framework to address the other Porirua “villages”. This concern was again expressed and understood at the beginning of this process. The PRA felt a different method of working with their community and Council was overdue.

**Developments or events since the Isthmus project (but not necessarily recommended by the Study) include:**

- The SH1 Upgrade
- Partial completion of the Ara Harakeke Cycleway
- Swamp reclamation and New playing fields and start of a wetland area in the Domain
- Major commercial development of Winstone's site and adjoining west of Ulric Street
- Installation of showers on Queen and Bath Streets
- Retaining and upgrading beach path on north side of Taupo stream
- Increased Quarry focus and action but continuing uncertainty over the future relating to the coast and heavy traffic in the village
- New ramp and jetties at Plimmerton Boating Club
- Judder Bars on Motuhara Road
- New developments towards the top of the Track increasing pressure on Motuhara Rd.
- South Beach Rd residents gained lease certainty with resulting property enhancements
- Mainline Steam installed in Park & Ride Area, major sheds and stockpiles of leaking oil drums.
- Lease given to Archery Club over part of Domain.
- Degraded parking/rigging areas and beach access for windsurfers
- Some residential development that some may perceive is changing the style of Plimmerton.
- Major summer disruption to commuter trains.
- Advent of Pukerua Bay and Kapiti Coast commuters using Airlie Rd and Plimmerton as a by-pass causing gridlock in the village.
- Very few other enhancements to the community facilities

**Some key areas highlighted by Isthmus for enhancement remain as issues for the community:**

- Undergrounding the power
- Traffic/Parking/Access/Vehicle movements are still to be addressed including resolution to the future activities of the quarry
- How to enhance but retain character including heritage buildings without imposing costly restrictions on owners
- The potential of an aesthetically enhanced entrance from SH1
- Need for safe, interesting continuous waterfront walkway from South Beach Road through the village to Hongoeka
- Additional access into Plimmerton and the Domain
- Upgrading and utilising the railway station itself and adjacent fences
- Upgraded sea wall environment, grassed areas and attention to beach debris
- Multiple parking/traffic/safety issues

- Trees/landscaping/planting
- All street furniture to be upgraded including state of toilets
- Windsurfer access
- Domain underutilisation
- Opportunity for Plimmerton to be an area for all to enjoy

## **BACKGROUND INFORMATION ABOUT THE PLIMMERTON COMMUNITY**

We consider the following information could be useful in future planning for our community.

Some of the key characteristics of the Plimmerton community, as shown in the most recent Census (2001), are summarised below. They provide insights into some of the important development issues for the future of the community. The statistics underpinning the following description have been taken from the Porirua City Council's Porirua City Profile (June 2004) and the Statistics New Zealand website. All the data comes from the 2001 census unless stated otherwise.

- Although the size of the Plimmerton community, at 2,055, remained fairly static between 1996 and 2001, the number of households grew by around 4% (similar to Waitangirua). Plimmerton households are generally small. At an average of 2.5 per household, they are lowest in Porirua and reflect the age profile of the population.
- Plimmerton is an ageing community, with a high proportion of older people and one of the smallest proportions of young people in the Porirua area. Only Titahi Bay, Mana, Camborne and Papakowhai have higher proportions of old people.
- The relatively high rate of Superannuation or Veterans Pension receipt (at 12% of the population over the age of 15 years) reflects the older age profile. Only Titahi Bay and Mana-Camborne have higher rates. Conversely, receipt of other benefits (especially unemployment and DPB) is low despite the high proportion of single parents.
- Single-parent families are common in Plimmerton (22% of all families with children are single parent families compared with 18% for Porirua City as a whole).
- A high proportion of residents participate in the workforce, often in Professional and Technical occupations. More than half travel outside of Porirua City to work. As with others in Porirua City, Plimmerton residents are more likely to use trains to get to work than people in the Wellington Region and New Zealand as a whole.

- While the average household income in Plimmerton is comparatively high (at \$69,970), it is considerably lower than Endeavour, Resolution, Pauatahanui, Discovery, Papakowhai and Paremata-Postgate. The average personal income (at \$36,963) shows similar patterns.
- Housing is expensive and costs are rising (21.4% increase in house prices over 2002-2003. Plimmerton residents are more likely to own their houses than rent (22% of homes are rented compared with 31% in the Wellington Region and 30% nationally). This reflects the older age profile. Rental levels are comparatively high (in 2002, the average weekly rent was \$240, which was higher than Wellington City (at \$234) and much higher than the Wellington region).
- The Plimmerton community is far more likely to carry out unpaid and voluntary work than other areas in Porirua City. In 2001, Plimmerton had one of the highest proportions of those over 15 years aged engaged in unpaid work caring for somebody not living in their household (at 28%) and involved in voluntary work (at 19%).
- The Index of Deprivation (*NZDep01*) provides a useful insight into the well being of communities. The data in the index reflects eight dimensions of material and social deprivation - lack of income, communication, employment, transport, qualifications, support, living space and an owned home. Plimmerton is interesting in that it does not fall into the group of suburbs defined as least deprived. These least deprived include Resolution, Endeavour, Pauatahanui, Discovery, Paremata-Postgate, Mana-Camborne, Papakowhai and Paekakariki Hill. However, nor does it fall into the group of suburbs defined as most deprived. These include Elsdon-Takapuna, Porirua Central and Porirua East. Pukerua Bay and Adventure have similar scores to Plimmerton.

# WHAT OUR COMMUNITY TOLD US

## 1. OVERALL PRIORITY

### Roading Related Issues

At every meeting people expressed overwhelming concern that roading issues viz traffic safety, flow, density and parking were their paramount concern.

- Given increasing traffic volumes, the speed of some cars and the high number of quarry-generated heavy traffic, there is/has been a marked increase in the effects, intensity and scale which will worsen unless they are addressed. Safety issues were mentioned with high frequency.
- Traffic congestion in the village centre and on key link roads (e.g., Motuhara and Airlie Roads and the water front). Residents observe the increasing traffic congestion, given growing traffic volumes resulting from a mix of new housing sub-divisions, growth in the Kapiti area, and the increasing popularity of the coastal area for people in the Wellington region. These issues are exacerbated by people trying to use Plimmerton as an alternative route north or south, given road works and traffic congestion on State Highway One. Truck and trailer movements generated by the quarry were seen to further add to traffic congestion.
- Problems parking in and near to the shopping precinct arise from the inadequate and inaccessible long-term (commuter) parking facilities. School traffic can cause further problems at peak times. The popularity of the area with windsurfers, families and other visitors adds to the parking problems, yet people expressed a real desire for Plimmerton to be a place for all to enjoy.
- A pedestrian underpass to access the Domain from either School Road or a Railway Station subway extension was seen as being of only short term benefit. The Domain was seen by many people as a possible alternative road access into Plimmerton. Access is needed but the community felt they needed options to consider.

### Proposed Action

The PRA request discussions with PCC and WRC regarding the need for a detailed traffic review to allow planning and investment in sustainable traffic and pedestrian infrastructure. The issues around roading/traffic were viewed as the major item requiring long term expenditure and planning. It was expected they would be core to all future planning by PCC with regard to Plimmerton's Village strategy.

## **2. PLIMMERTON'S CHARACTER**

### **Overview**

Plimmerton was variously described as a haven, an asset and a place for all to enjoy. People enjoy the relaxed atmosphere, the seaside village feel, the coastal promenade and the natural seascape.

However, despite these attributes, there was a strong feeling that the existing streetscape is tired, run down and generally looks particularly uncared for. Existing street furniture, seats, rubbish bins, lampposts, signage and paving are drab, ubiquitous and do nothing to celebrate the special character of Plimmerton.

There was strong support for maintaining and enhancing the special character to create a welcoming impression for residents and visitors. There was a feeling that this should be designed in a way that is low key and unpretentious but reflective of the beach/sea area and incorporating the existing historical character.

Consistent design should permeate not only the village centre, but the wider area of Plimmerton. There was support for well-planned development which does not compromise the character of Plimmerton, but enhances its special sense of place rather than ad hoc development.

Community suggestions for enhancing Plimmerton's character focus on three areas

- The Entrance to Plimmerton
- The Plimmerton Promenade, and
- The Village Centre

#### **a) The Entrance to Plimmerton**

The entrance area includes the SH1 intersection, the area around the railway crossing and the road leading into Plimmerton. This entrance forms visitors' first impressions of Plimmerton with a commanding view of the bay. It is acknowledged as a prime site for the launching of windsurfers which have become an icon attraction for Porirua.

### **Suggestions**

Signage at SH1 intersection needs to be brighter and bolder, including a new emblem or logo for Plimmerton, flags, banners, new information board and planting, to make the entrance more appealing.

Provision for Windsurfers – Windsurfing is part of the local culture and must be adequately provided for. This will involve better parking and grassed areas for setting up gear.

The area along the railway line was roundly criticized. It is dominated by parking, an ugly fence line and difficult access given the narrowness of the footpath. There is a major need for upgrading of the whole area and repainting of the fence line.

## **b) The Plimmerton Promenade**

There was consensus that the Promenade is a prime facility for use by everyone. It is the “jewel in the crown” of the area, providing wonderful leisure and recreational facilities. The community expressed a real desire for festive, colourful ambience along the foreshore, particularly in the summer including a possible art trail and provision of refreshments.

### **Suggestions**

- **Footpath** – maintain wide continuous footpaths from the shops to the Boating Club and beyond with good disabled access. Sections of the footpath, e.g. around seating, could include tiled mosaics or other artworks like wooden or stone sculptures designed to reflect the character of the area.
- **Street furniture** – carefully designed and frequent street furniture (seating, rubbish bins, doggy bins, wind protection etc) would improve the streetscape. There is a need for plenty of seating as it is a popular walk for the elderly or disabled who require frequent rest stops. It is very popular with dog walkers and provision of dog bins would help to reduce the incidence of fouling. Coin-operated gas barbecues could be installed at the small part in Queen Street and possibly at the end of Moana Road.
- **Planting** – native grasses were suggested for example with smaller trees such as cabbage trees, strategically placed not to restrict views, but to provide shelter.
- **Public toilets** – major toilet upgrade, including a shower/water fountain in Karehana Bay.
- **Fire Station Building** – retain building as part of the community.
- **Foreshore Erosion Study** – carry out a study along Plimmerton foreshore in line with other coastal areas. The Northern beaches appear to be gradually losing their sand
- **Beach Grooming** – general beach grooming at Karehana Bay. Sand replenishment on Brown and Blacks Bay beaches (opposite Sunset Parade). Retrieve sand blown and washed down to the Fire Station area and replace on northern areas of the beach.

### **c) Village Centre**

It was recognised that the village environment has special character and heart, but the community expressed the wish that there should be more effort in planning the shop frontages and environment. Concern was expressed that it is patchy in appearance. However, retailers work very hard to give excellent service to the community and need our ongoing support. It was seen as necessary to work on getting the buy in from the village shop owners to support community development so that the village upgrade could be holistic.

The desire to retain the village environment meant there was strong opposition to any possible high rise or intensive development which might compromise the character. The recent addition of the Community Hall for St Andrews Church was seen as a particularly well-integrated development.

Although there was general support for the retention of buildings which had strong heritage value, there was also a very real acceptance that for the owners of the properties, this may be an untenable financial burden. Therefore, people felt they would not want to commit building owners to heritage constraints.

There was concern that we look at opportunities to develop facilities for the Youth of Plimmerton and the Elderly. There was a strong desire to preserve the diversity of people by ensuring facilities for all ages and interests. Participants were very supportive of the café culture, and saw a strength in their sense of community based on eating, drinking, socializing and a broad range of activities.

### **Suggestions**

- Street furniture and planting – plants, shrubs, hanging baskets, lamps, paving, seating, wind shelter etc.
- Shops (boutique style), cafes (with some on the sea side), delicatessen, bakery, open air market in Queen Street.
- Undergrounding of power in the Village
- Development of picnic areas
- Refurbishment of Plimmerton Pavilion with increased multi-usage
- Library – develop and expand with longer opening hours, internet café, or relocate to railway station
- Activities – annual arts and crafts fair, summer carnival, Christmas parade, wine and cheese, seafood festival, street concerts, community barbecue, boating festivals etc

### **Conclusion**

People told us that the existing characteristics of Plimmerton are what make it a special place to live. Developing a palette of site specific street furniture would help enhance and celebrate Plimmerton's special sense of place. Developing the Pavilion, the Library, the Railway Station, the Domain and holding annual events would enhance Plimmerton's special community.

### **3. VILLAGE CENTRE AND RESIDENT AND VISITOR AMENITIES**

#### **Overview**

Local residents recognise that Plimmerton, the place, is not only important to the people who live there. It is also important to the visitors from the wider Porirua area, as well as the Wellington Region. In addition Plimmerton is becoming an increasingly popular destination for visitors from outside of the region and from outside the country. While a few residents are ambivalent about the popularity of the area for visitors, the majority are supportive. Most locals enjoy observing others enjoying the coastal and bush environment. Some are also mindful that visitors, including the high number of windsurfers, benefit local businesses. Residents believe that a number of small changes could enhance others' enjoyment of the area. These include ensuring that:

- as mentioned earlier, the entrance to the township, including the shopping, café and restaurant area, is both easy to navigate and inviting for visitors.
- amenities maximise visitors' enjoyment of the village and coastal area. Visitor amenities include walking and cycling facilities, public toilets, parking, launching areas for windsurfers, seating and facilities for rubbish disposal. Amenities could include kayak/small yacht/deck chair hire etc. Visitors come to wander around the shops and, more especially, walk, cycle and pause along the waterfront, including through Hongoeka Bay and the quarry.
- amenities are sympathetic to the needs of the ageing population, both with respect to local residents and to other visitors. For instance, footpaths need to be level and wide enough for elderly users. Access to the beach needs to include rails and steps that are usable by less able users.
- the domain, the quarry area, the wetland area along the rail track, Reserve Road bush track, Karehana Park, Karehana Bay and the Camborne reservoir all hold huge potential for more re-development to complement the network of tracks and other recreational amenities used by residents and visitors. Eg An art trail of Punga People sculptures through the Reserve Road bush walk

### **4. RAILWAY STATION AND SURROUNDING AREAS**

#### **Overview**

This was seen as an area of huge potential. The Railway Station building has great character, is seen to have the potential for development and is a wasted asset. The external areas around the Station are in need of a major upgrade.

## **Suggestions**

- Platforms need to be more commuter friendly – open up part of station to provide shelter/toilets/rubbish bins
- Build barriers along side of platforms – glass shelters similar to bus shelters
- Tidy up approach from both ends of platform, e.g. could use planter boxes with seagrasses etc
- Develop platform and building as the library; internet café; café or restaurant; news agent, museum, art gallery, craft outlet; puzzle shop or market. Sell coffee and newspapers from a cart near the subway
- Landscape current overgrown grassed areas
- Upgrade and paint the fenceline
- Provide cycle storage

## **Conclusion**

There was marked enthusiasm for the development of the Railway Station, but the community recognises that a great deal of consultation needs to take place, both with Toll Holdings, the owner of Mainline Steam, Railcorp, Transfield and the Regional Council to get agreement for this area to be part of the community development project. It was considered that the development of this area could potentially enhance facilities in the village itself.

## **5. DOMAIN**

### **Overview**

There was overwhelming consensus that while the Domain is currently a wasted asset, a pedestrian underpass would be an inadequate solution to a long term problem of access and development. There was concern that drainage of the area prevented real development for sporting purposes as it now stands. There was support for access, but not just pedestrian access in the long term. Options need to be explored in a wider context.

### **Suggestions**

- Develop sporting facilities, e.g. archery/hockey/croquet club/all weather turf.
- An all weather turf could be installed so more sports could be played there and perhaps a hockey facility developed.
- Ideal location for a camping ground/caravan park.
- Leave to revert to wildlife area/plant native trees/develop wetland area/picnic area
- Investigate feasibility of boardwalk over the wetland area.
- Wetland area development with signage
- Connect cycleways

- With the development of the Aotea Block, would a need exist in the future for a college to be developed in this area to cater for the needs of the northern part of the Northern Ward and should this be factored in to any planning?

## **Conclusion**

The development of the Domain as an area for recreational use was well supported but a roading accessway through it was seen as a real possibility in terms of better traffic flows in and out of the village.

Planning for not only access over or through the Domain but also planning for the Domain itself could be multi-faceted. All options for this area need to be explored.

## **6. BEYOND THE VILLAGE**

### **Overview**

The community was aware that SH1 and the Railway line cause a barrier between the Plimmerton community and particularly the people in Camborne. Concern was expressed that initiatives need to be explored to break down this barrier because Plimmerton is largely a linear settlement and all parts of the community need to be kept involved.

### **a) Karehana Bay**

### **Suggestions**

- Sand renewal on the beach and removal of stones from time to time
- Development of picnic areas and somewhere to have a cup of tea
- Extension of grassed areas in keeping with the natural character
- Upgrade Karehana Park children's area
- Develop a skateboard ramp/cricket strip/picnic area/fitness circuit in the Park
- An enclosed dog run area at the southern end of the park (like the dog area at Ngatittoa Domain) would help to keep dogs off the beach but provide for their exercise as there are a lot of dogs in the area and minor dog running possibilities
- Diving platform for children to swim out to off the Karehana Bay beach.

### **Conclusion**

Karehana Bay and Park get a great deal of use from leisure and recreation users as well as domestic and international visitors. The whole area could be attractively enhanced, particularly the toilet area and provision for all ages. Many elderly require regular seating along this route and some wind protection as this area gives a great deal of pleasure.

## **b) Hongoeka Marae**

The residents of Hongoeka have been invited to take part through the Marae Committee and have in the past expressed an appreciation for being able to consider and develop their own situation. The PRA is more than prepared to support them should that support be called upon.

## **c) Camborne**

### **Suggestions**

- Entrance signage to follow the same theme as for Plimmerton
- Beautification of reservoir area
- Ways developed to ensure Camborne Residents are involved with everything affecting Plimmerton despite the State Highway dislocation.

### **Conclusion**

There is concern that Camborne in particular, is isolated from the centre of the community. Ways need to be explored to maintain cohesion.

## **d) Beyond the Village - Other**

- Walkway up the ridge – between Airlie Road and Pukerua Bay.
- Crematorium needs more parking. People currently have to walk on the road. Need some footpaths.
- Single lane bridge (Airlie Road) should not be changed. It discourages traffic. Add a cycle/walkway on the bridge.

## **7. POSSIBLE BUSINESS OPPORTUNITIES**

- Facilities encompassing somewhere to buy fresh water/fruit/refreshments/ice creams/coffee needed at the Karehana Bay end.
- Seafront dining seen as an opportunity greatly lacking in the area
- Plimmerton Boating Club – a ground floor café with outdoor seating or quality dining upstairs? Could be opened up to non-club members? A community hub?
- Development of a café/restaurant/newsagent/museum/craft outlet at the Railway Station
- Someone could sell coffee/breakfast items/newspapers at station from mobile cart, e.g. Coffee to Go
- Bicycle lock-up facilities at railway station
- Domain is ideal location for camping ground/caravan park
- Rentals of parasails, rollerblades, windsurfers, kayaks, scooters, deck chairs – the list is endless.

- Summer street cart licences for the sale of refreshments, jewellery, art, crafts etc.
- Wine bar in the Village

## **Conclusion**

It is important that the development of possible small business opportunities which complement the Village Vision are not overwhelmed by complex bureaucratic/legislative requirements. Support from Council needs to be streamlined for small businesses to be able to develop without too many hurdles.

## **8. POSSIBLE COMMUNITY CONTRIBUTION/ACTIVITIES**

### **a) Community Capacity**

Plimmerton residents have a strong sense of community. This is borne out by their high level of participation in these community meetings. Another indication is the high level of community participation on voluntary and unpaid activities, as previously described.

There is potential for further building of a sense of community, especially through providing community facilities. Local amenities like the Boating Club, the Pavilion, the local bowling club building and the Library were seen to have potential.

The community's sense of self-identity could also be enhanced through the upgrading and interpretation of important places and structures such as the historic statue/headstone above Plimmerton Pavilion (in memory of Te Rauparaha or Te Rangihaeata) and heritage buildings.

There was a great willingness by people who attended the meetings to be involved in any developments such as:

- Painting
- Planting
- Advising PCC
- Building
- Eradication of gorse
- Helping to run activities, e.g. fetes, festivals, concerts, street dances, youth activities – could utilise Bath & Queen Streets

### **b) Ongoing Consultation**

Apart from consultation with residents themselves, there is recognized need to liaise with a range of community groups which include:

- Plimmerton School
- Plimmerton Kindergarten
- Plimmerton Creche
- Plimmerton Boating Club
- Plimmerton Fire Service
- Wellington Windsurfers' Association
- Sporting Clubs
- Churches
- Shop Owners and Operators
- Business Porirua
- Mana Marina Trust
- Regional Council
- Toll Holdings
- Mainline Steam
- Railcorp and Transfield
- Hongoeka Marae
- Local Runanga

## 9. GENERAL MAINTENANCE ISSUES

**(Not necessarily to be incorporated into the long term plan, but more to be noted by PCC as suggestions by residents which could be useful when planning and costing annual projects):**

- Airlie Road is too narrow for people on horses/needs proper footpath/speed humps.
- Flooding still a problem in Reserve Road.
- Planting of road reserve areas to get rid of noxious weeds.
- 1 metre needs to be taken off corner at 63 Cluny Road as a safety measure.
- Shallow rooted trees in area a danger.
- Ensure future of shoppers bus service.
- Gordon Road – traffic calming needed.
- Safety concerns for pedestrians on Motuhara Road. Windy road in parts. Should be some refuge points so pedestrians can walk safely along the road. Some vegetation needs to be trimmed (particularly outside No. 51 & 53).
- Residents concerned about placement of “safe havens” in centre of Grays Road. Visibility issues.
- Taupo Crescent steps are slippery and dangerous.
- Traffic concerns – Grays Road – large trucks still using road despite signage warning that it is not suitable for large vehicles.
- Steps up to Lagden from Taupo Crescent overgrown with gorse. Is on private land. Local residents doing a lot of planting – PCC contributing. Could investigate getting assistance from PCC with planting to eradicate gorse.

- Tidying up of bottom of Taupo Crescent – planting etc.
- 50kph speed restriction on Grays Road should not change until waterski/boat launching area – safety issues for walkers.
- Prohibit trucks from using Grays Road - corners are too tight for heavy traffic
- No Stopping sign at bottom of Grays Road to be changed from 5.00pm – 7.00pm to 4.30pm – 7.00pm.
- Drain cleaning required in Gordon Road, Karehana Park
- Ogilvie Terrace – could be widened at one point where there is land available – would help traffic flow and safety issues. Bank erosion across road from the bridge – road reserve?
- The Cutting off Motuhara Road down to Moana Road needs lighting
- Access to small reserve containing Te Rauparaha statue to be improved with an information board put in place.
- Improved lighting in railway station/platform areas for commuters crossing tracks and using the overbridge.
- Bridge adjacent to Mainline Steam – wooden surface is slippery when wet
- Subway needs painting and improved drainage – floods with heavy rain
- Concrete and bricks need to be cleared from South Beach walkway area, followed by planting and beautification work.
- Lighting by Pavilion toilets
- Some steps on the promenade are not safe – need guard rails and ramp access for elderly/disabled.
- More graduated kerbing at intervals in village for better access by elderly and disabled.
- Investigate removal of kerb and channel and replacement with holding stormwater system.

### **General Ideas**

- Underground power desirable, although power companies tending not to do. Expensive but would greatly enhance the village. Cost per resident too high at \$11,000)
- District Plan should have stringent development controls, including building height restrictions, dust, noise and vibration management and any impacts which affect the village character.
- Provide support for other organisations whose core focus is the health and development of the Pauatahanui Inlet.
- Bus service or train stop at Airlie Road to give safer access to school. Too dangerous for children to cycle.
- Landscape the industrial area (Ulric Estate)
- Seawall maintenance needs attention where concrete is being eroded
- Gondola from Camborne down to village, great idea.

### **Issues for News & Views**

- Include list of all clubs in area in News & Views
- Civil Defence – publicise Plimmerton CD Plan and information
- Note in future editions – welcome for those moving into the area – liaise with Real Estate companies
- Include updates from Council of what is being achieved in the Community.

## PCC's LTCCP COMMUNITY OUTCOMES, LINKED TO PLIMMERTON STRATEGY

Community Outcome Heading	Indicated by	Relevance to Plimmerton Strategy
2. Health and Housing	Participation by people in activities contributing to mental and physical wellbeing.	The Plimmerton Promenade would be more accessible to the elderly, families, disabled and the general public. Improved facilities and access to the beach, boating and cycling resources.
	Freedom from overcrowded and unhealthy housing.	Plimmerton Community aspires to minimising in-fill development and retaining Plimmerton's character as an asset to the city and region. However, the district plan's permitted activity limits are set as a blanket for the whole city including suburbs like Whitby which was developed in a different era and with different terrain to Plimmerton, the District Plan risks stifling enhancement of older Plimmerton buildings to cater to families and modern living needs such as provision of more internal house space.
4. Natural and Physical Environment	Ensuring built environments provide for community safety, accessibility and attractiveness.	The Plimmerton community appears to aspire to enhanced amenity, safety of traffic and neighbourhood, and improved accessibility to walks and beaches.
	Ensuring that people have access to the natural environment and that its uniqueness is valued and protected.	As above. Also relevance to the Quarrying conflict with the coastal area which must be resolved. Seeking improvement in tree planting, parks, gardens and children's playgrounds (this being indicated as an LTCCP performance measure)

6. City Life	A city that values and celebrates its natural beauty, its ethnic diversity and its historical and cultural richness.	Plimmerton is one of Porirua's most scenic and atmospheric "villages". It is well used by residents of other Porirua suburbs and further afield. It has rich Maori heritage including the wider Hongoeka community, and more recent heritage as one of the region's original holiday retreats. It also has one of the few vibrant nuclei of cafes in Porirua.
7. Transport	A city that is easy to get around safely, to get in and out of safely, and which ...	Traffic and pedestrian safety and congestion are key issues needing to be addressed in Plimmerton. Especially dealing with park and ride issues and school drop-off-pick-up to reduce congestion on Steyne Ave. Central to this is improving access from the village centre to the north side of the railway line.
Porirua Economic Development Strategy	Improve Transport Links. Ensure the local roading network is effective and well maintained. Investigate way to ensure the vibrancy of the "villages" (by December 2001).	Speaks for itself
Porirua Visitor Strategy	Under the Destination Management Strategy. "Develop Porirua as an economically, socially, environmentally and culturally sustainable visitor destination creating a compelling range of visitor experiences applicable to both domestic and international visitors and accessible to the community." "Review existing public facilities and asset plans from a visitor perspective." ".. invest in facility upgrades in the short term"	Porirua still has a limited range of visitor attractions. Plimmerton's genuine village community feel and its spectacular coastal promenade is one of Porirua's best opportunities to create such a destination at the same time as enhancing the quality of life for residents. Other attraction concepts such as the Performing Arts Centre are very long term projects whereas with consistent ongoing amenity investment Plimmerton can show returns in the short term. The result will be an asset not only to the Plimmerton Community, but the wider city and region.

## **BUDGET IMPLICATIONS, PLANNING & CONSULTATION**

### **1) SHORT TERM 2004 - 2005**

#### **a) Concept Plans for Plimmerton**

The development of concept plans by local residents working with a Local Landscape Architect for the entrance to Plimmerton, the Plimmerton Promenade and the village centre. \$2,000 has already been raised towards this. To work additionally with Council landscape architects to develop detailed plans and costings from the concept plans.

#### **b) Flags throughout the Village**

To create a heightened sense of vibrancy and change, flags inspired by the Maori and European history of Plimmerton are currently being designed and produced by a group of local textile artists. The funding for this has been raised through Council and an official ceremony, including a barbecue, to mark the beginning of Plimmerton's transition from "death to vitality" will be held on 5 February at 12 noon outside St Andrew's Church. Everyone is invited.

#### **c) Fenceline along Steyne Avenue**

Negotiations are under way with Railcorp and Transfield to repair and upgrade the fenceline. The community contribution to this upgrade is an offer to provide the labour. It is hoped that this will be upgraded and painted by the end of 2005.

#### **d) Windsurfers**

The issue of improved facilities for this icon sport in Plimmerton including parking and rigging needs to be satisfactorily resolved when SH1 changes are completed and the extent of the problem is clearer.

#### **e) Sealed Parking in Railway Yards**

That Council works with residents in their efforts to increase quality and amount of parking in the railway yards. This will involve negotiations with Greater Wellington Regional Council and an individual landowner.

#### **f) Wooden Boat Festival**

That Council support local residents and the Plimmerton Boating Club in their efforts to organise a Wooden Boat Festival on 11/12 March 2005 with

a grant of \$2,000 to cover event expenses from the 2005 Event Management Budget?

**g) Planting of Camborne Reservoir area**

A planting plan be considered for this area with a view to implementation using Council and community labour during 2005.

**h) Maintain ongoing community consultation** on the Plimmerton strategy to ensure a widely mandated community input to the next Porirua and Wellington Regional Council LTCCPs to ensure the strongest integration with the region's statutory planning.

**i) Solid core infrastructure planning** including drainage, wastewater and sewerage plans for the next 10 years be clearly outlined to residents. What is likely to be implemented?

**j) Civil Defence**

Council assist the community to develop a comprehensive and coordinated Civil Defence Plan for Plimmerton during 2005 using the key findings from the Paekakariki flooding experience as a guide.

**k) Youth Based Activities**

Council assist the community in developing youth-based activities.

**2) MEDIUM TERM End 2005 - 2006**

**a) Concept Plans**

Residents work with Council Officers to develop a staged implementation plan incorporating ideas arising from the Plimmerton Promenade concept plans impacting on signage, planting, street furniture, art trail etc. to take effect from 2006-2008. The Plimmerton Residents' Association will endeavour to secure sponsorship to contribute to the implementation of some of the ideas. Obtain cost estimates for the suggested improvements to facilitate decision making.

**b) Railway Station**

Liaise with Toll Holdings and Council to increase the usability of the railway station building so that it becomes an asset to the community.

**c) The Domain**

Review with Council Officers opportunities for wider use of the Domain, both from an access and recreation perspective. Access across the Domain into Plimmerton has been suggested for inclusion in the proposed traffic review.

**d) Facility Survey**

Survey current use of Plimmerton facilities to better understand the origin of users and satisfaction levels.

**g) District Plan**

Facilitate active community input to the District Plan Review to ensure that Plimmerton's unique issues of terrain, roading and housing age and style are recognised and catered for.

**h) Linkages**

Review the upgraded Plimmerton Promenade as a seamless waterfront accessible to all and link to bush and farmland walkways and a wider network of walking and cycling trails through the City and Region, including good signage.

**i) Environmental Grants**

Several community voluntary programmes be supported by environmental grants to assist with planting and control of noxious weeds in reserves and waterways.

**k) Community Events**

Strengthen existing community events such as the Plimmerton mid-winter dip and the Firemens' Ball with a growing menu of events that engage residents and wider city communities.

**l) Restaurant development**

An enhanced, yet not overly expanded, dining proposition with some new establishments able to take advantage of Plimmerton's fantastic coastal views.

**m) Heritage Buildings**

Residents and business people are not forced to comply with rigid heritage design or colour specifications despite valuing, taking pride in,

protecting and enhancing the remaining heritage and contemporary buildings wherever practicable.

**n) Children's play areas**

Upgrading of children's playground in Karehana Park and Lagden Place.

**3) LONG TERM 2006 - 2014**

**a) Roading issues**

The community would request that funding be allocated in the 2006 LTCCP Budget review for a detailed traffic analysis to allow for future planning and investment in sustainable traffic and pedestrian infrastructure. There would be an expectation that the issues arising from the review would be incorporated into long term expenditure and planning for Plimmerton and be considered for implementation within the next 10 years.

**b) Undergrounding of power**

Undergrounding of power to be considered and costed at the same time as roading issues/changes are made.

## **THE FUTURE IN SUMMARY**

**This is what our community told us about their vision:**

By 2014, despite inevitable changes to Plimmerton and the other Porirua villages, Plimmerton will have:

- Retained its charm as a relaxed seaside village with a genuine village community.
- Have more sustainable roading, parking and pedestrian infrastructure that copes with traffic peaks caused by park and ride commuting, school pick-up and SH1 overflow issues.
- A renowned "Plimmerton Promenade", a seamless waterfront way, accessible to all and linked to bush and farmland walkways and a wider network of walking and cycling trails throughout the city and region possibly incorporating an Art Trail. Visitation is at a level that does not cause unpleasant congestion or preclude access by residents.
- Retained a cross section of household incomes and household types from retired folk, empty nesters, couples and families with young children.
- Solid core infrastructure including drainage, wastewater and sewerage.

- Upgraded beach access for leisure and recreation, plus enhanced amenities including appropriate signage, seats, rubbish bins, dog bag dispensers, ramps, changing rooms, showers and spotlessly upgraded and maintained public toilets.
- If it is wished, increased engagement with the wider Hongoeka Marae community, Plimmerton Boating Club, other organisations and Camborne.
- Enhanced dining proposition with some new establishments able to take advantage of Plimmerton's fantastic coastal views. The resulting visitor expenditure has enhanced the sustainability of existing local businesses while allowing some new entrant businesses. This adds value for residents in a way which may not be feasible without additional visitor custom. (eg a quality Bakery or Delicatessen.)
- Residents and business people not forced to comply with rigid heritage, design or colour specifications, yet valuing, taking pride in, protecting and enhancing the remaining heritage and contemporary buildings wherever practicable because they voluntarily buy into the overall village enhancement strategy.
- Strengthened existing community events that engage residents of all ages and wider city communities.
- As a result of the village enhancement, Plimmerton becomes a visitor attraction that not only the residents, but the wider city and region are proud of and enjoy.
- The enhancements will have generally benefited all residents and members of the wider community. For example, by creating an accessible walkway in Plimmerton Promenade, life is easier not only for those on wheelchairs and mobility scooters, but also for parents and caregivers with buggies and motorists because people do not have to cross the road unsafely.

### **Specific Actions:**

- Request PCC to conduct a detailed traffic review to allow planning and investment in sustainable traffic and pedestrian infrastructure from the 2006 LTCCP Review.
- Survey current use of Plimmerton facilities to better understand the origin of users and satisfaction levels/ ideas for enhancement.
- Work with Council Officers to obtain detailed planning and cost estimates for the suggested village improvements derived from the Concept plans to help facilitate decision making and planning.
- Maintain ongoing community consultation on the Plimmerton Strategy to ensure a widely mandated community input into the next Porirua and Wellington Regional Council LTCCPs to, in turn, ensure the strongest integration with the region's statutory planning.
- Facilitate active community input to the District Plan Review to ensure that Plimmerton's unique issues of terrain, roading and housing age and style are recognised and catered for

### **Ongoing Community Feedback**

Should Council wish Community feedback on any ideas to inform their decision making, we would be pleased to gather information through the developing email and address list database of residents.

## **APPENDICES**

1. Letter to residents who agreed to host Community Meetings
2. Flyer delivered to all Plimmerton homes as a reminder of Community Meeting dates and times
3. Thank you letter to residents who hosted Community Meetings
4. Advertisement in Kapi-Mana News for Community Feedback Meeting held on Monday, 13 September 2004.

## Appendix 1

# Plimmerton Residents' Association

4 May 2004

Dear



### Re: The Village Strategy and the Long Term Council Community Plan

Thank you very much for agreeing to host your street meeting which will be on 26 May 2004 at 7.30pm.

As discussed by phone, the focus of the meeting is primarily to look at how we would like to see our area develop in the next 10 years. We hope as part of the process that neighbours will get to know each other a little better and out of it a stronger sense of community will develop.

A member of the Plimmerton Residents' Association will come to your house to facilitate the discussion with a pre-prepared outline so that there is some uniformity of process at each street meeting. The ideas and thoughts which evolve will be collated and developed into a concept plan for Plimmerton which will be brought back to the community before the end of the year.

The Plimmerton Residents Association will then have a base line document to discuss with Councillors and Council Officers so that the future developments for this area are well planned and can be integrated into future budgets.

The AGM of the association will be held at the Pavilion on May 24<sup>th</sup> when Georgina Beyer will be the guest speaker talking about her experiences as a past Mayor of Carterton and Member of Parliament for the Wairarapa.

At this meeting we will "launch" our street consultation plans and very much hope that you will be able to attend.

Thank you very much once again for your offer of hospitality. We look forward to meeting you during May, June and July.

Kind regards

**Helen Chipper**  
On behalf of the PRA

Tel. 233 9495 for any other information

**Appendix 2**

**PLIMMERTON'S SHORT, MEDIUM  
and LONG TERM VILLAGE  
STRATEGY!!**

As advised in News and Views, your street meeting is scheduled to be held at:

At 7.30pm

On .....

This is an opportunity for you to meet your neighbours, share ideas and to have input into our Village Strategy. The outcome of each street meeting will be put into a concept plan for our area and presented to Council for further deliberation.

This is a great opportunity to strengthen our community, to get to know each other better and to share ideas. Hope to see you there.

***Telephone 233-9495 or 233-0431 for further information.***

*Organised by the Plimmerton Residents' Association in conjunction  
with Porirua City Council*

## **Appendix 3**

### **Plimmerton Residents' Association**



13 July 2004

Dear

#### **The Village Strategy and the LTCCP Meetings**

On behalf of the PRA Committee, we would like to formally thank you for agreeing to host a community meeting recently.

We have been very pleased with the response and level of enthusiasm displayed by Plimmerton residents. This has exceeded our expectations.

We also feel that not only has the exercise given us some valuable input for the development of some concept plans for the future of Plimmerton, but it has enabled a large number of people to get to know their neighbours better.

Again, many thanks for allowing us to hold a meeting in your home.

Kind regards

Diane Spowell  
**PRA Committee Member**

## Appendix 4

### Plimmerton's Village Strategy

During May, June & July Plimmerton residents were invited a series of 24 street meetings. The objective was to give local residents the opportunity to meet their neighbours, share ideas and to have input into our **Village Strategy**.

The Residents' Association was absolutely delighted with the response and the input given by **SO** many members of our community.

We have collated all your ideas and would now like to invite you to a community meeting to share the outcomes so far.

Be part of Plimmerton's future!

Join us on

*Monday, 13 September, 2004 at 7:30pm  
at the Plimmerton Pavilion*

Telephone: 233-9495 or 233-0431 for more information

*Organised by the Plimmerton Residents' Association in conjunction  
with Porirua City Council*