

OIR: 2627/12

3 August 2026

[REDACTED]
[REDACTED]

Tēnā koe [REDACTED],

Request for Information under the Local Government Official Information and Meetings Act 1987 (the Act) (the LGOIMA)

Thank you for your email of **15 July 2026** requesting the following information:

My concern here in Waikanae is the lack of quality in works insufficiently completed by either KCDC or their contractors. Clear examples are the replacement of kerbing and channel and foot paths. On Park Avenue between Alexander Street and Ngarara Road there are issues. The South West corner of Alexander Street and Park Avenue has had a low spot in the channel which was always a trap for water and the kerb broke. I understand that Higgins Contractors replaced the kerb but put it at the same level resulting in the new channel sitting with storm water. There is sufficient fall in both directions Park Ave to the West and Alexander to the North.

1. What quality checks were made here to ensure that the road water flowed away?

Standard site set-out checks are undertaken by the contractor, and Council undertakes inspections at key stages, including pre-pour inspections.

2. Is the contractor responsible to reconstruct in the correct manner?

Yes.

3. Does the KCDC have a suitably qualified Engineer both checking the quality of the works and signing off completed works which should comply with KCDC standards?

Yes.

Please note that any information provided in response to your request may be published on the Council website, with your personal details removed.

The kerb on the South East corner of Alexander Street has been replaced again leaving insufficient gradient to drain away the water. This water sits on the kerb crossing meaning that all pedestrians have to walk or step over the puddle. Real concern with particularly elderly walkers having to walk in a puddle. If there is a frost this puddle will ice up making it very dangerous. The simple answer to fixing this problem is to rebuild the kerb on a suitable gradient. I don't want an excuse that it cannot happen as any well experienced engineer should have been involved to ensure that there was no low spot in the channel. As above there is a puddle that all pedestrians have to negotiate, particularly dangerous if frosty.

4. Has KCDC carried out quality checks on this work?

Yes.

5. Is the Contractor responsible for setting the new kerb out?

Yes.

6. Has the KCDC signed off this work as being compliant and safe?

Council has signed off the South East Cnr of Alexander. The new pedestrian ramps for Alexander Street and Summerset are compliant and safe, the original pedestrian crossing for Alexander Street did not meet current design standards.

7. To put this right who pays for the rectification, KCDC or the Contractor?

There is no rectification required.

The driveway to Summerset has issues as above with kerb channel holding water.

8. Who is responsible to ensure that the kerb construction complies with KCDC standards and does not hold water, KCDC, Summerset or a Contractor?

For developer-led works, the developer remains responsible for delivering the consented works. Council's role is to review and inspect the works.

9. Was this new work signed off by KCDC Engineering staff or a consultant to KCDC?

Council's Development Control officers have undertaken onsite inspections.

The driveway to the horse and old tip area. Same as the previous two intersections.

10. Has KCDC staff signed off this new kerb and channel? I must add that the Contractor has provided a good quality foot path but the kerb and channel does not comply and once again pedestrians have to step over unnecessary puddles.

The ponding is not directly related to the new kerb and channel. The new kerb and channel has been signed off.

The low area is in the entrance to the old tip, which is west of the new shared path project. This was identified by officers as a part of the shared path project and a maintenance repair is being organised. The maintenance will only reduce the impact of the low area, a longer length of channel renew is required to permanently correct the drainage, however this is not in the programme at this time.

The driveway to the croquet carpark.

11. Has KCDC signed off the kerb and channel which hold water or has it not been observed by KCDC staff or their consultants?

This project is not yet complete.

12. Is the contractor responsible to set out these kerb lines with sufficient gradient?

The contractor is responsible for setting out the kerb lines in accordance with the approved design and relevant specifications.

I do not want an answer that states that there is insufficient fall available. It needs to be done correctly. At one of these locations there is a sump about ten metres from the low spot. It takes very little work to set all these kerb line out in a way that water is not puddled in line with the foot path.

As a rate payer of this community it is shameful that KCDC obviously do not have quality inspections. With inspections these issues should have been recognized from the get go and only one would have been needed to be corrected and all other kerb levels would have been correct instead all channel low spots and now all associated adjacent foot path should be corrected. Any comments?

Council acknowledges that ponding at pedestrian crossing points creates inconvenience and potential safety concerns.

The kerb and channel on Park Avenue is over 50 years old and is in the expected condition for its age, with isolated low points. The gradient or fall on Park Avenue is minimal, and there is limited stormwater infrastructure west of the Croquet Club

Access and Transport have contractual quality standards and specifications for Contractors to achieve. Council officers work with our suppliers to ensure the workmanship meets those standards.

The pedestrian crossings have been constructed to an acceptable standard to improve pedestrian safety and connectivity. The kerb and channel reinstatements are acceptable. Council recognises that some existing sections of kerb and channel on Park Avenue have isolated low points due to age, limited fall, and existing drainage constraints.

The ponding in isolated areas will be considered as a part of future drainage maintenance and renewal activities subject to priority with other drainage activities across the district and available funding. Any future work will be prioritised based on safety risk, service impact, condition, available funding, and competing network needs.

Ngā mihi,



Sean Mallon

Group Manager Infrastructure and Asset Management
Kaiwhakahaere Rōpū Anga me te Whakahaere Rawa