

OIR: 2324/625

4 September 2023

[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 **6 August 2023**. In your questions you appear to make several statements or assertions about Council practices and ask the Chief Executive to investigate matters. Please note that under the LGOIMA, Council is not required to form an opinion or create new information to answer a request. However, where possible, we have provided you with information relevant to your questions.

If you're dissatisfied with a decision, action or omission by Council, you may raise a complaint with Council in accordance with our corporate [Customer Complaints, Compliments and Suggestions Policy](#). You can lodge your complaint by completing our [online complaints form](#).

1. Does the Chief Executive consider this meets all the legal requirements set out in the relevant legislation and auditing principles?

The Council has previously outlined the Town Centres and Connectors programme in some form in Long-Term Plans and Annual Plans since it was first consulted on in 2014.

As indicated to you in my response of 11 August (OIR: 2324/599), Council consulted the community on the Town Centres and Connectors programme in 2014 which included the transport hub project (also referred to as P5). All subsequent Long-Term Plans and Annual Plans have provided a budget to progress the Town Centres programme as a whole, and while there have been changes to cost estimates since 2014, there has been no significant change in the overall scope to be delivered.

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

- 2. Further the Town Centres programme did not include transport hubs. This label covered what Kapiti residents understand town centres to be- Waikanae, Otaki etc upgrades around "Town centre". The station is not a town centre as defined in any of the KCDC literature on the matter as at the date of the LTP. Please note that KCDC had a specified town plans programme that the report acknowledges by specifically referring to "the Town Centres programme". Can your investigation cover what was understood to be used in funding "for the Town Centres programme?"**

As stated above, the project has been part of the Town Centres and Connectors programme since it was introduced in the 2015-25 Long Term Plan. The programme consists largely of eight town centre projects, including the transport hub. The 2021-41 Long Term Plan lists the overall programme 'Town Centres major connectors' budget in the Access & Transport section on page 82.

Please also refer to pages 3,6,7 of the Town Centre masterplan for Paraparaumu on Council's website, which specifically identifies the transport hub (P5) as one of the priority projects:

<https://www.kapiticoast.govt.nz/media/dwtdhv1x/information-panels-paraparaumu.pdf>

- 3. Not only is there a significant issue about reallocating monies for various township centres in the Kapiti Coast but KCDC has apparently unilaterally reallocated a significant amount from the East-West Connectors (Link Rd) budget- without any consultation- an accountant's sleight of hand. Will the Chief Executive please look at this as a fundamental issue?**

As stated earlier, if you wish to make a complaint, you may do so by completing our [online complaints form](#).

- 4. Can any council totally ignore the budgetary allocations made as a result of complying with the requirement of community input and simply transform those commitments by a book keeping alteration?**

I refer to the answers provided in questions 1-3 above. Council does include budgets in the Annual Plan and Long-Term Plan.

- 5. It is noted that this KCDC report failed to address what will happen when Waka Kotahi approves the Link Road project and there is a multi- million-dollar hole in the funds that have already been spent. Does the Chief Executive approve of this failure? Does this action comply with the statutory requirement to disclose "specific funding and financial management policies"?**

The 12 May report indicated on paragraph 15, and quoted in your request, that future budgets would need adjusting accordingly. This would be the normal practice where a budget shortfall is identified once the full costs of a project are known. The Link Road project is still in the business case phase and the costs to Council are not yet fully understood.

6. Does the Chief Executive find it acceptable that council officers can [1] present a report to councillors where there is no explanation of how the hole in the allocation will be filled when the money is needed. [2] How is it right to indicate that the LTP and annual plans budgetary allocations can be unilaterally changed, without any public consultation and also in apparent breach of the requirement to "Show accountability to the community"?

As stated above, the project has been part of the Council's Long-Term Plans and Annual Plans since 2015, and we noted that future budgets would need adjusting accordingly. I also note that the budget for the transport hub project was explicitly listed in the annual planning process for 2023/24 as a required change. The annual plan workshops were held from November 2022 to March 2023 for Council to consider all changes for the coming year and were open to community board members as well as the public.

You have the right to request the Ombudsman to review this decision. Complaints can be sent by email to info@ombudsman.parliament.nz, by fax to (04) 471 2254, or by post to The Ombudsman, PO Box 10152, Wellington 6143.

Ngā mihi

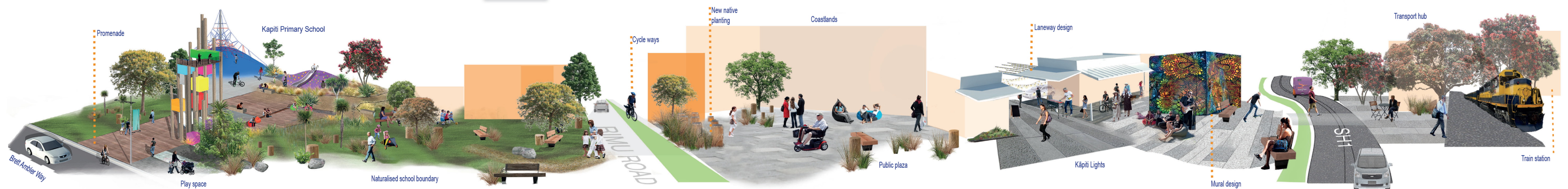


Sean Mallon
Group Manager Infrastructure Services
Te Kaihautū Ratonga Pakiaka

Paraparaumu Town Centre/Draft Masterplan



- 1 State Highway 1 Revocation
Converting the old SH1 to a local arterial road.
2018/20
- 2 Coastlands and Civic precinct connection
Linking the Coastlands shopping area and Civic precinct to draw people into Rimu Road.
2018/19
- 3 Upgrade of Kāpiti Lights
Upgrade of the Kāpiti Lights area in partnership with business owners.
- 4 Iver Trask Place and Kāpiti Primary School
Pedestrian promenade, learning space.
2020/21
- 5 Connection to the transport hub
Improvements to the transport hub connection and upgrade of facilities.
2018/19
- 6 Destination play and public open space improvement
Development of Council-owned land west of the Library.
Stage 1 2020/21
Stage 2 2025/26
- 7 Rimu Road development
Rimu Road main street and streetscaping
Stage 1 2026/27



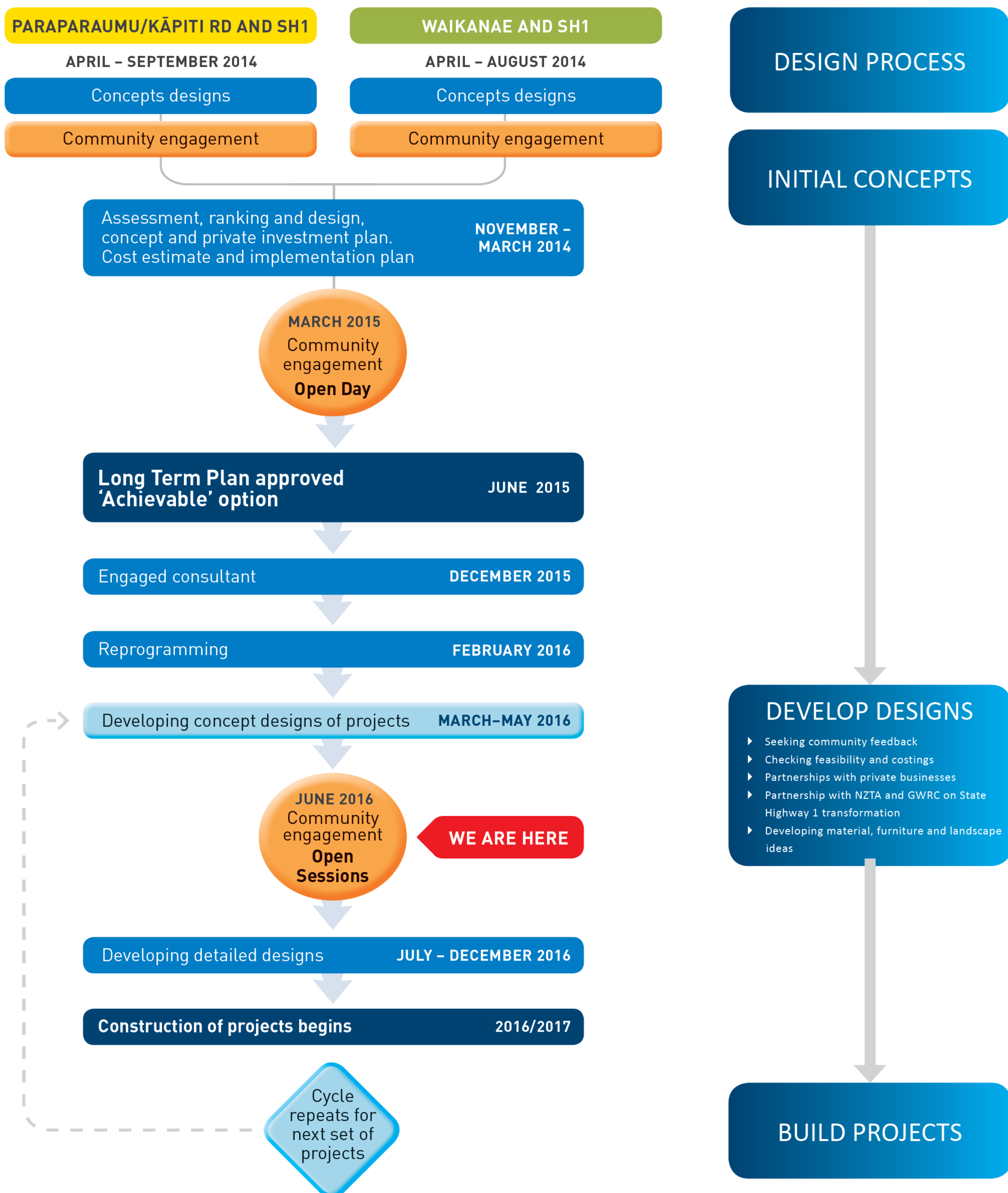
1 TRANSFORMING OUR TOWN CENTRES

Town Centres and Connectors Transformation Project



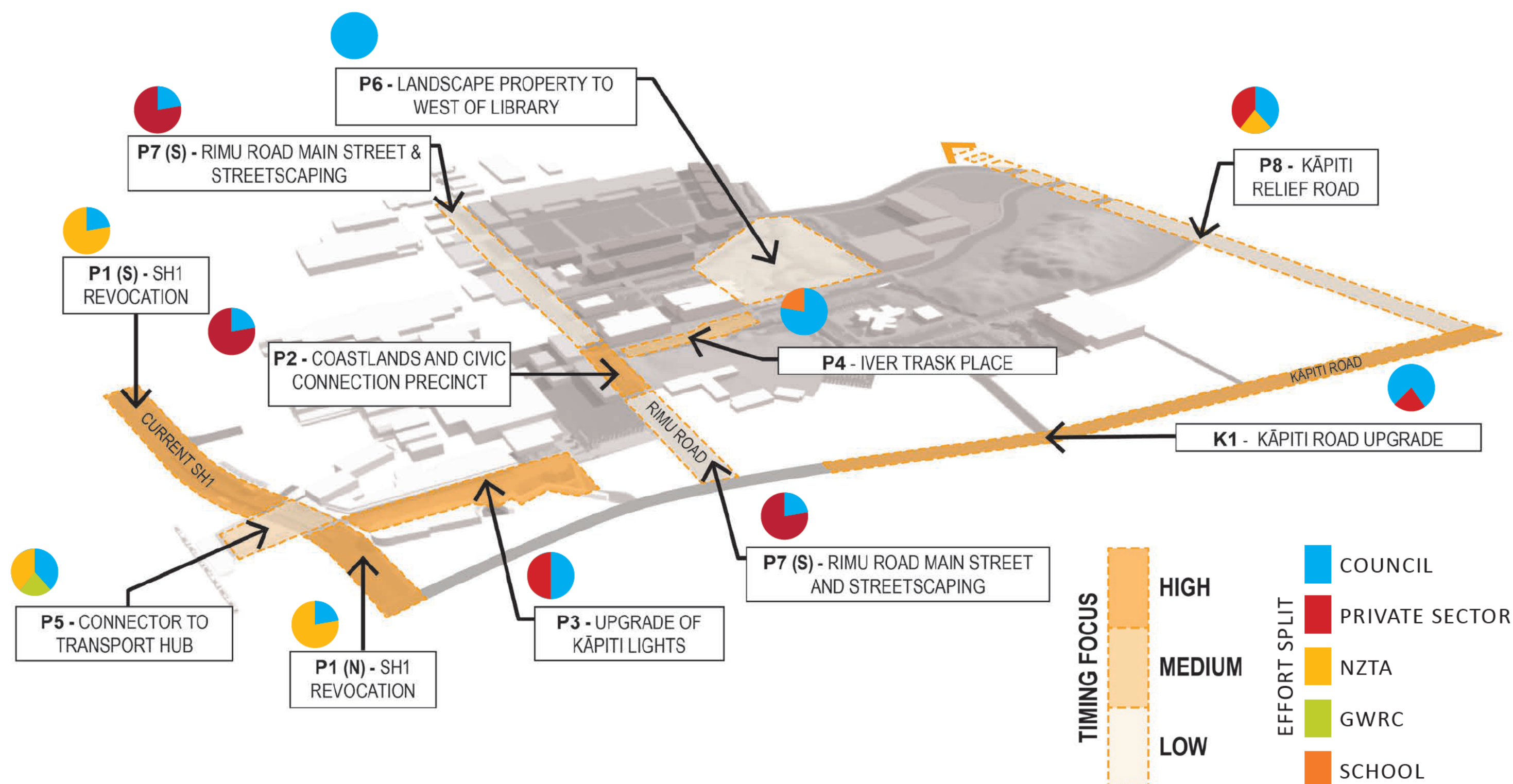
We want our town centres to be vibrant, diverse and thriving – places where people want to spend time and where they can access the services they need safely. The town centres project is about using the opportunities created by the Expressway to transform and improve the Paraparaumu and Waikanae town centres.

2 FROM CONCEPT TO CONSTRUCTION



In the past couple of years we have been working with the community and businesses to develop concepts for the transformation of Paraparaumu town centre. In June 2015 the budgets were approved through the Council's Long Term Plan. In December 2015 we engaged a team led by Brian Perry Civil to manage the design and construction phases of the project.

3 WHERE WE ARE NOW



FROM CONCEPT TO CONSTRUCTION – WHERE WE ARE NOW

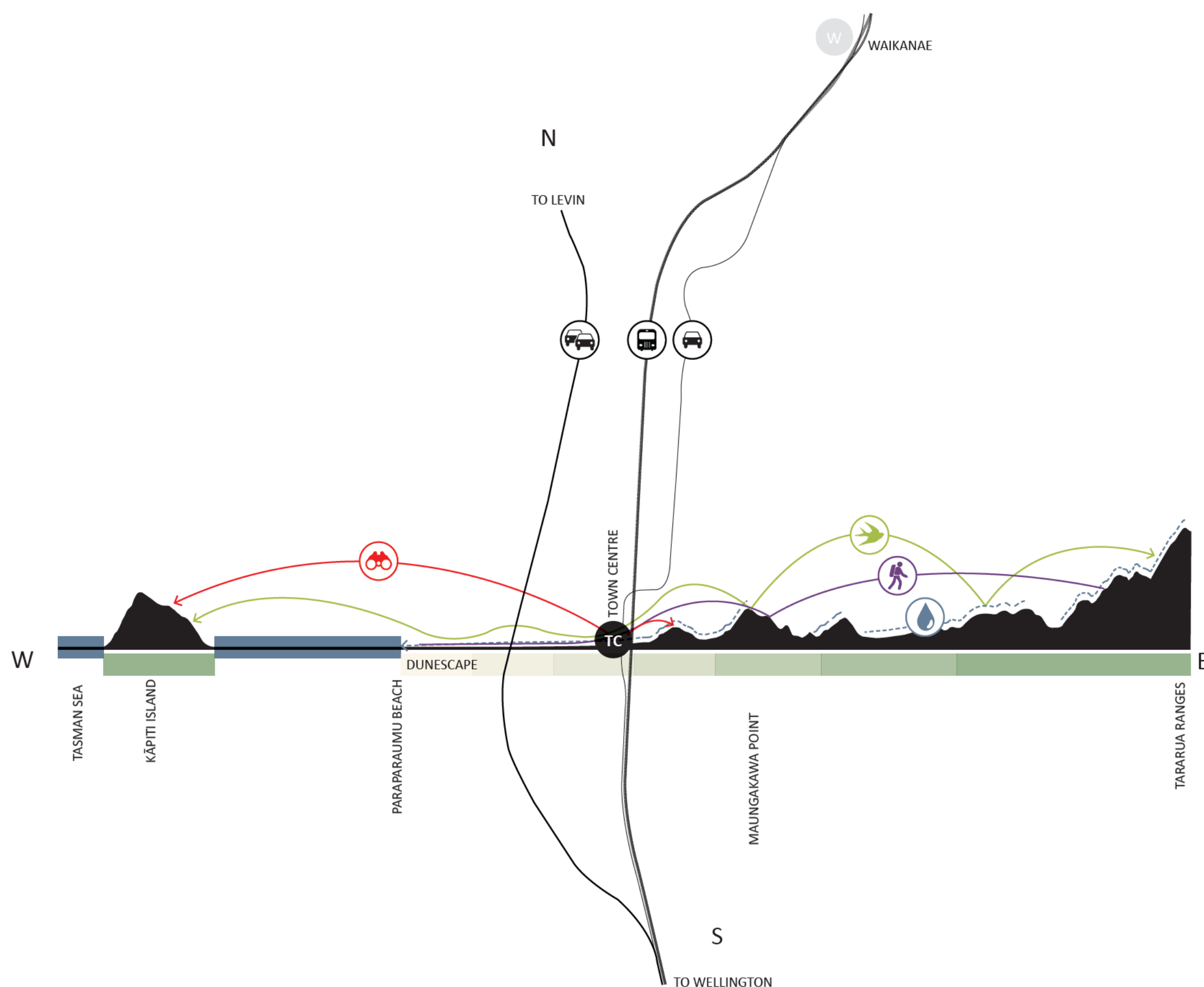
CONCEPTS OPTIONS 2014/15	DEVELOPING CONCEPT DESIGNS MARCH – MAY 2016	DEVELOPING DETAILED DESIGNS 2016	CONSTRUCTION STARTS 2016/2017
<div>Iver Trask Place and Kāpiti Primary School (P4)</div> <div>Destination play/open space west of library (P6)</div> <div>Rimu Road main street (P1)</div> <div>Town centre link road (P8)</div>	<div>SH1 to a local road and SH1 crossing (P1 & P5)</div> <div>Coastlands and civic precinct (P2)</div> <div>Kāpiti Lights (P3)</div>	<div>Kāpiti Road upgrade (K1)</div>	








There are eight building block projects that make up the Paraparaumu town centre transformation. Some of these require partnerships with the NZ Transport Agency, Greater Wellington Regional Council or the private sector to bring them to fruition. In the 14-year programme of work we have identified the first priority projects to work on.



The masterplan shows the projects we would like your feedback on. There will be opportunities to provide feedback on other projects as we work through the 14-year programme of activities.

5 DESIGN STORY: From the Mountains to the Sea



-  The Expressway is a new addition to the region and is another piece of national infrastructure that reinforces the north-south regional movement.
-  The arrangement of the town centre land parcels and road network has largely evolved along the railway line. The railway and SH1 together form a strong linear barrier that is a dominant feature and difficult to navigate across in an east-west direction.
-  Paraparaumu town centre is straddled by two main roads that move in a north-south direction. The town centre concept looks to re-focus the town centre in an east-west direction.
-  Local views are largely orientated in an east-west direction towards Kāpiti Island to the west and the ranges and escarpment to the east.
-  There is a transect of ecosystems and environments that change in an east-west direction. The change is less abrupt in the north-south direction.
-  Local movement is predominantly in an east-west direction and recreational hikers largely move in an east-west direction between the coast and the ranges.
-  Local water systems largely move in an east-west direction, taking water and sediment from east to west towards the coast.

To reflect the unique flavour of Paraparaumu town centre we've developed a design story that will translate into spaces that truly reflect this uniqueness. The design is based on the town's east-west relationship of the mountains to the sea.

To ensure that the town centre becomes the vibrant heart of the community we need to better connect this east-west movement with the main north-south transport connections.

6 PRIORITY PROJECTS



The first set of projects includes the upgrade of the first section of Kāpiti Road, with construction beginning this year. In addition we have developed concept designs for SH1 becoming a local road (SH1 Revocation), the Coastlands and civic precinct area and Kāpiti Lights.

7 SH1 REVOCATION (P1) AND TRANSPORT HUB (P5)



The Paraparaumu railway station is an area of significant, sustained public activity. As more people take advantage of public transport, the network's value to the Paraparaumu economy and environment will grow. Design work to turn SH1 into a local road, following the opening of the Expressway, is occurring this year and we're working with the NZ Transport Agency to integrate the town centre design with this. The main focus of this project is on providing a better connection from the railway station and bus interchange (transport hub) to Coastlands, Kāpiti Lights and the civic buildings. This is likely to be achieved through an at-grade and light-controlled crossing.

8 COASTLANDS AND CIVIC PRECINCT CONNECTION (P2)



Retail pods Rimu Road example looking west from Coastlands

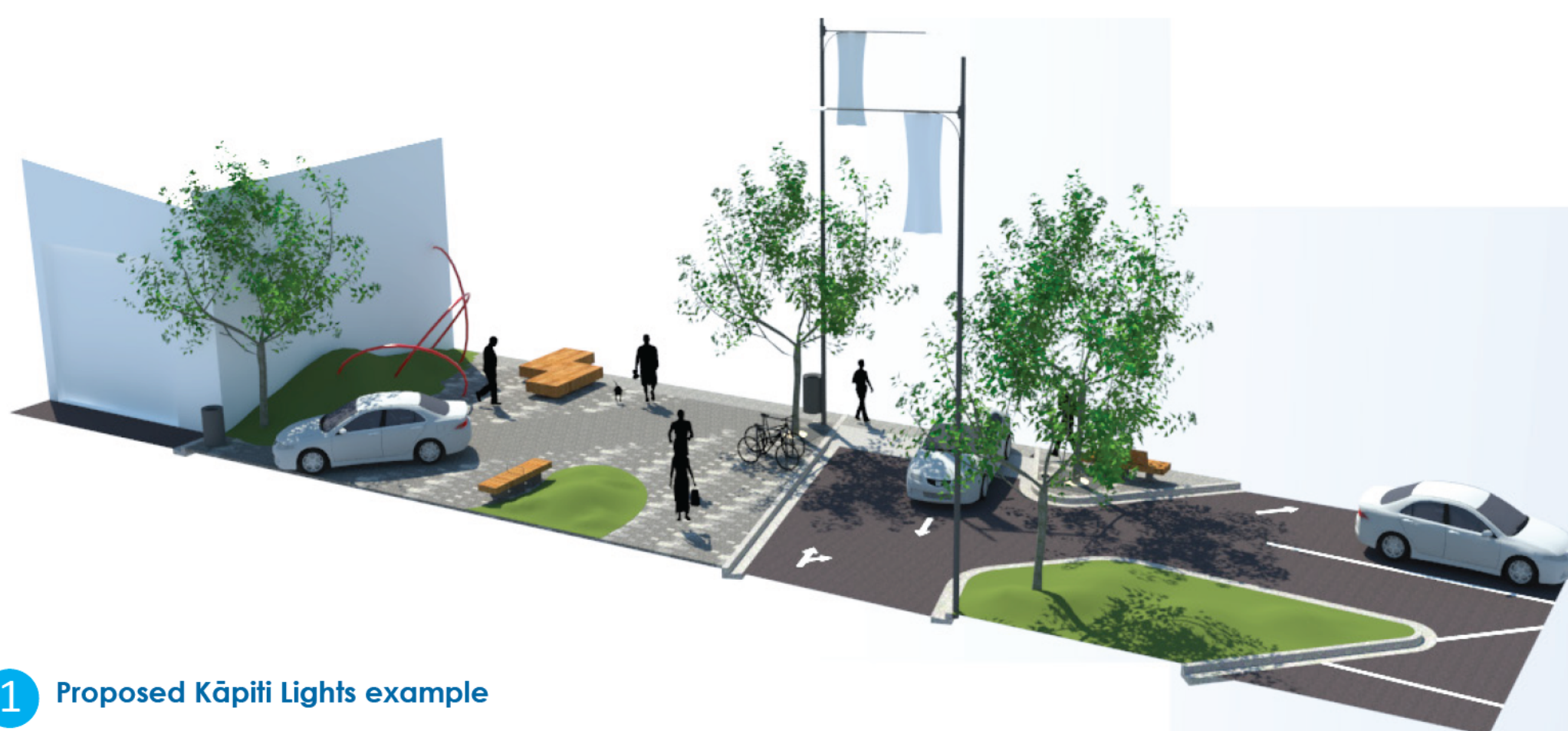
The vision for Rimu Road sees it transformed into the future main street of Paraparaumu. To transform Rimu Road into a main street, the adjacent land owners need to develop buildings along the edge that face the street, providing a continuous retail strip. With this in mind, Coastlands is progressing two significant developments that propose retail fronting Rimu Road: Stage 1 of Coastlands Square and two new retail 'pod' buildings fronting Rimu Road opposite the Council building.

The development will encourage activity along the civic spine and will connect the Coastlands front door to civic activities.

9 KĀPITI LIGHTS (P3)



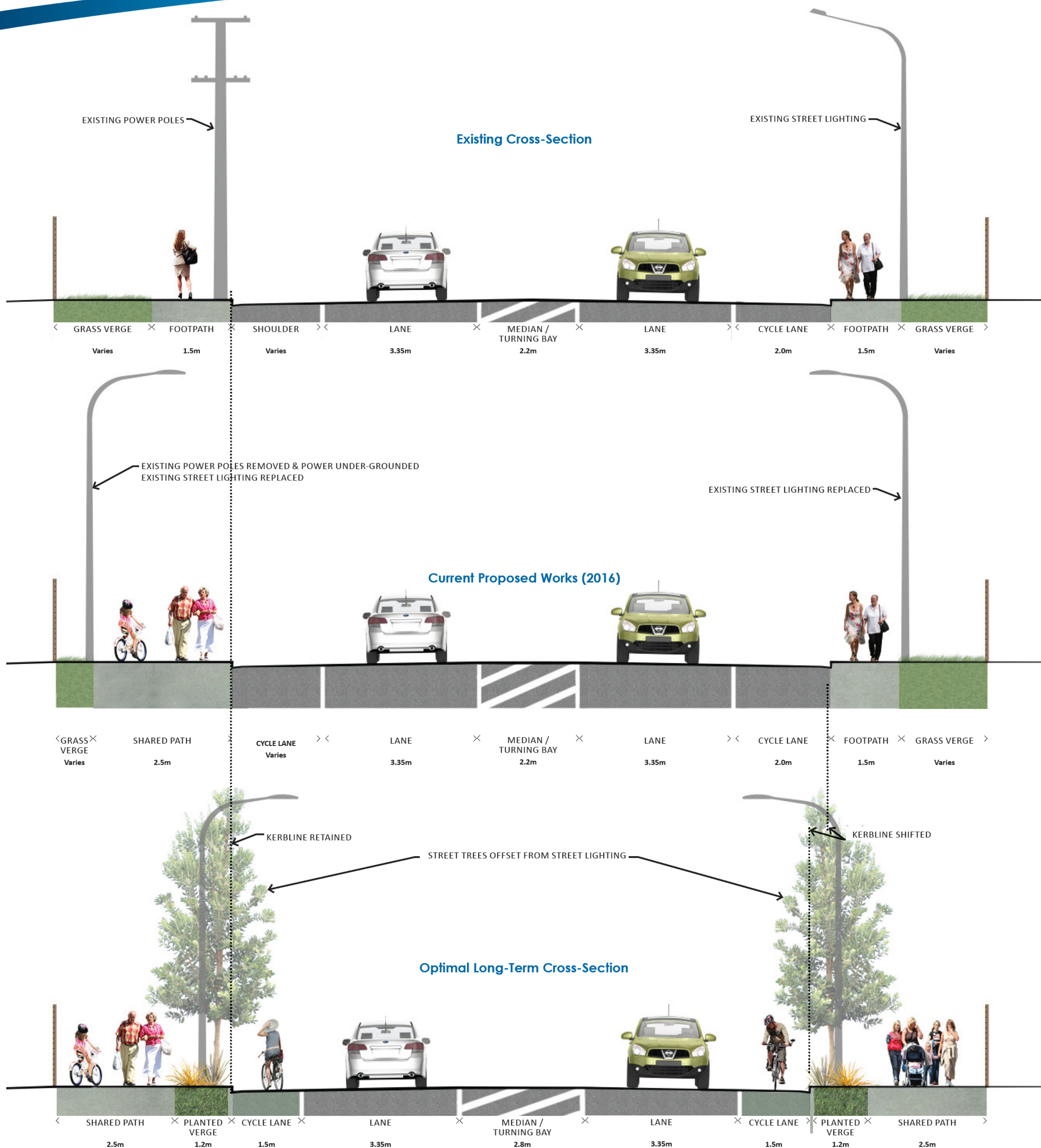
1 Proposed Kāpiti Lights example



The land forming the Kāpiti Lights complex is privately owned; however, it is an important part of the Paraparaumu town centre puzzle with the potential to provide an essential link between the civic precinct and the transport hub.

The Council can see the important role that Kāpiti Lights plays in the success of the Paraparaumu town centre and as a result supports the upgrade of Kāpiti Lights. A funding agreement is currently being arranged between the Council and the Kāpiti Lights business owners.

10 KĀPITI ROAD UPGRADE (K1)



The upgrade of Kāpiti Road from Arawhata Street to Ngāhina Street is a joint venture with the Council's Stride 'n' Ride initiative and recognises the importance of providing safer pedestrian and cycle access to the centre of the town. This will also improve access along the pathway as power poles are moved underground. Design work started in March 2016 and construction is planned to begin in June 2016.

11 MATERIAL, FURNITURE AND LANDSCAPE SELECTIONS

PAVING

1 Paving - Asphalt footpath

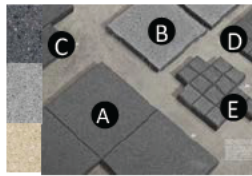
Hot mix asphalt paving as per Kāpiti Coast District Council standards and specifications.



2 Paving - Firth pavers

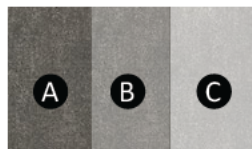
Firth 'Paveware' collection

- Sizes vary between 400x400mm and 100x100mm
- Colours vary from Black Sands to Graphite and Chario



3 Paving - U5 concrete

- A) 8kg/m³ 330c 'black' oxide
- B) 4kg/m³ 330c 'black' oxide



4 Paving - Exposed aggregate concrete

Concrete with 20mm local aggregates. Exposed aggregate dark oxide finish.

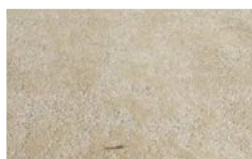


5 Paving - Exposed aggregate concrete

Concrete with 20mm local aggregates. Exposed aggregate dark oxide finish.

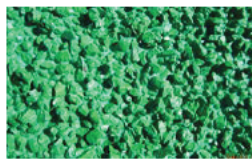


6 Paving - Granular pavement



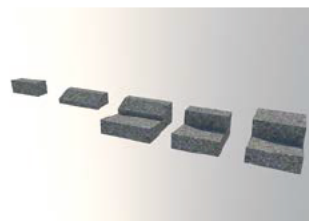
7 Paving - Cycle lane

Green, high-fiction, anti-skid aggregates.



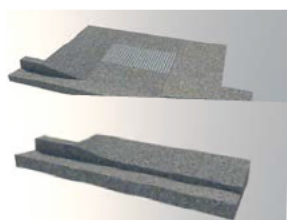
8 Kerb - Concrete kerb and channel

Development of Kāpiti Coast District Council standard kerb and edge details for the town centre to provide a consistent identity and quality urban framework.



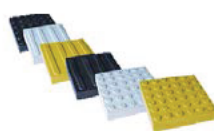
9 Crossings - Pedestrian and vehicle

Development of Kāpiti Coast District Council standard drop kerb details for the town centre to provide a consistent identity and quality urban framework.



10 Tactile indicators

Freedom Strategies 'Guidemaster' range of warning and directional tactile pavers and individual studs.



FURNITURE

11 Seat - Bench seat

Urban Effects 'Liffiton' bench. L 2000mm x W 504mm. Powder coated steel frame and centred armrest (additional). Saligna hardwood bench.



12 Seat - Bench seat - single back

Urban Effects 'Liffiton' bench. L 2000mm x W 504mm. Powder coated steel frame and centred armrest. Saligna hardwood bench and backrest.



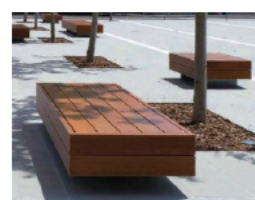
13 Seat - Bench seat - reflective backs

Urban Effects 'Liffiton' bench. L 2000mm x W 504mm. Powder coated steel frame and centred armrest. Saligna hardwood bench and back rest.



14 Seat - Bench seat - reflective backs

Urban effects 'Liffiton' bench. L 3000mm x W 794mm. Galvanised steel frame. Saligna hardwood bench.



15 Rubbish bin - Spencer rubbish bin

Metalco 'Spencer' bin powder coated with recycling infographics. Mounted to light poles where appropriate to reduce clutter.



16 Cycle stand

ABES 'Gate' cycle stand powder coated.



17 Bollard - Fixed or removable

ABES 'Metropol ORK' bollard powder coated. Options for fixed or removable bases cast in concrete footing. Lighting options also to be considered.



18 Timber structures - Custom

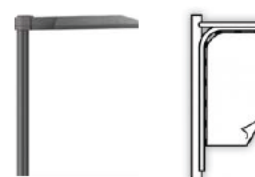
Bus shelters are required throughout the town centre. Shelters can either be designed specifically for the unique identity and site conditions of Paraparaumu or be modular proprietary systems. Options will be investigated and assessed against the NZTA guidelines for public transport infrastructure and facilities.



LIGHTING

19 Light poles and lights

Manufacturer 'WE-EF' LED street light side fixed to 6m high powder coated flange mount pole. Pole fitted with 'Flagtrax' flag installation system.



20 Tree uplights - LED

Manufacturer 'WE-EF' in-ground tree uplight. Mounted within concrete.



21 Overhead lighting

Manufacturer 'WE-EF' LED overhead light. Suspended on stainless steel wires.



LANDSCAPE

22 Lawn

Predominantly flat with occasional undulations.



23 Specimen trees - Exotic

Typically 95-litre specimen tree including a Citygreen tree pit 'Arborsystem'.



Italian Alder
Alnus cordata



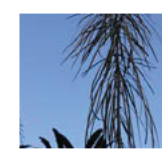
American Sweetgum
Liquidambar styraciflua



Swamp Cypress
Taxodium distichum



TI Kōuka
Cordyline australis



Horoeka
Pseudopanax crassifolius



Nikau
Rhopalostylis sapida



Akapuka
Griselinia lucida



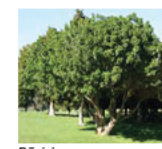
Pōhutukawa
Metrosideros excelsa



Titoki
Alectryon excelsus



Kōwhai
Sophora spp



Pūriri
Vitex lucens

25 Planting - Low

Plants indicative only. Palette provided to highlight the direction the planting scheme may take.

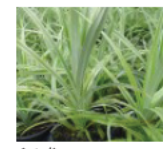
Transport Corridors



Coprosma spp



Muehlenbeckia spp



Astelia spp



NZ Blueberry
Dianella nigra



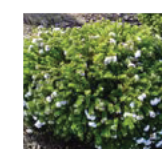
Waiuata
Euphorbia glauca



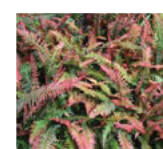
Agapanthus fin



Hebe spp

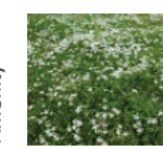


Hebe spp



Pukupuku
Doodia australis

Amenity



Panakenake
Lobelia angulata



Kiokio
Blechnum minus



Pimelea prostrata

Coastal/Dune Planting



Spinifex
Spinifex sericeus



Silver Tussock
Poa cita



Coprosma acerosa



Pōhuehue
Muehlenbeckia axillaris



Chionochloa flavicans



Carex spp

Swales



Baumea articulata



Cyperus ustulatus



Baumea juncea

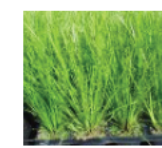
26 Planting - Medium

Plants indicative only. Palette provided to highlight the direction the planting scheme may take.

Transport Corridors



Lomandra nyalla



Lomandra tanika



Phormium spp



Coprosma spp



Phormium spp



Libertia spp

Amenity



Phormium spp



Juncus pallidus



Dragons Gold
Sophora microphylla

Coastal/Dune Planting



Austroderia fulvida



Coprosma virescens



Shrubby tororaro
Muehlenbeckia astonii

Swales



Harakeke
Phormium tenax



OI OI
Apodasia similis

We've identified a proposed range of materials, furniture and landscapes that we think reflect the unique character of Paraparaumu town centre.

12 PROVIDE YOUR FEEDBACK



What do you like about the designs?

What don't you like about the designs?

What would you change in/add to the designs?

YOU CAN PROVIDE YOUR FEEDBACK BY:

- completing the online feedback survey: visit www.kapiticoast.govt.nz/town-centres
- completing the hard copy feedback form available at the open sessions and at the Council
- adding your quick comments as Post-it notes to the display posters at the open sessions
- contacting Phillip Stroud, Infrastructure Programme Delivery Manager, towncentres@kapiticoast.govt.nz, or phone [REDACTED]