

Chairperson and Community Board Members
PARAPARAUMU/RAUMATI COMMUNITY BOARD

11 OCTOBER 2011

Meeting Status: **Public**

Purpose of Report: For Decision

RAUMATI BEACH TOWN CENTRE

PURPOSE OF REPORT

- 1 The purpose of this report is to seek the Board's approval on revised and new concept designs for the Raumati Beach Town Centre Enhancement project.

SIGNIFICANCE OF DECISION

- 2 This report does not trigger the Council's Significance Policy.

BACKGROUND

- 3 In January this year work began to develop existing preliminary concept designs in the Local Community Outcome Statement for the Raumati Beach Town Centre into final designs.
- 4 Prior to going out to full public consultation information gathering, reviewing of previous concepts, discussions with key stakeholders and internal testing of the concepts took place to ensure the revised concepts met key requirements and were feasible from an operational point of view.
- 5 Community Consultation was undertaken in May this year. Revised and new concept designs were presented at two public workshops and various individual stakeholder meetings.
- 6 The revised concept designs for two portions of the overall town centre area are not able to be confirmed at this stage due to external constraints. These are discussed under 'Considerations' below.
- 7 The design for Marine Gardens is outside the scope of this report and is being managed separately (but in a coordinated manner) to the rest of the design for the overall town centre area.

CONSIDERATIONS

Areas of the Town Centre design that can be further developed

Coastal Precinct

- 8 Two options were presented to the community for the coastal precinct which can be described as the area between and adjacent to Marine Gardens and the foreshore.

Option One

- 9 This option was to discontinue Garden Road in front of the existing swimming pool building to create two separate car parking areas. This area in front of the swimming pool was shown as an open green area which could allow for cycle and walking paths across it or other uses compatible with the future use of the swimming pool building.

Option Two

- 10 The second option was to retain Garden Road as a through road in front of the pool with parallel parking. This placed more carparking to the south and created larger areas seawards to restore the beach dunes.
- 11 Key design features common to both options were retaining the boat ramp and tow tractor garaging, 'hard' edges along the Wharemauku Stream interface which is erosion and flood prone, improving the connection to Marine Gardens with a direct path behind the south end of the pool building, improving the pedestrian connection to footbridge and picnic space on the north side of the stream, and aligning car park spaces towards the west, where feasible, to provide views out to Kapiti Island.
- 12 Boat trailer provision was not included as it is envisaged the beach will continue to be used for trailer parking.
- 13 While both concepts are feasible, this report recommends that Option Two be selected as the design to develop. There was a strong community preference for this option. Feedback showed it to be three times more popular than discontinuing the road. It is noted however that this option is less pedestrian focused. It may constrain some potential future uses of the swimming pool building by reducing the area available for building / landscape interaction but this is not considered to be a significant barrier to choosing this option.

Hillcrest Road / Goldsborough Avenue and Raumati Road Intersection

- 14 The revised concept design is consistent with previous concept designs and proposed a roundabout at this intersection. There was little feedback received about this area. The design is straightforward and no new information was presented.
- 15 This intersection is the back entrance to Kapiti College and the Technology Centre down Hillcrest Road and, as such, is regularly used by buses and school traffic. There has been one reported road accident within the past five years just to the west of this intersection in which a westbound U-turning vehicle was hit by another westbound vehicle. It is considered that the Hillcrest Road intersection is used by some drivers as an alternative to the more dangerous Matai Road / Raumati Road intersection, and that a roundabout will increase the safety of this intersection, particularly for right turn movements.
- 16 The revised concept design for this intersection allows for a centralised four way single lane roundabout, with the current intersection with Goldsborough and Raumati Road being removed. It includes footpaths on both sides along Raumati Road, with the southern side path being widened at Hillcrest Road as the start of the shared off road walkway/cycleway running westwards to the primary school.

- 17 The roundabout will also act as a 'gateway' or threshold into Raumati Beach. To slow vehicles approaching the town centre, the roundabout will provide more deflection for westbound traffic, ie vehicles must deviate moderately from a straight line to go from one side of the roundabout to the other.
- 18 The large pine tree located near the centre of the current grassed triangular area on the north side will require removal for this design to be constructed. Council officers are not aware of any particular significance of this tree. Tree planting and landscaping of the remaining open space portions of this area are included in the design.

Kowhai Grove Shared Path

- 19 A shared path delineated by bollards was included as a new concept for consultation. This path provides a formalised alternative route around the retail precinct for cyclists and pedestrians between the northern (Paraparaumu Beach) side of the town centre and the eastern part of the town centre containing Weka Park and the primary and secondary school areas.
- 20 The concept for the path is for it to be low key so as not to change the character of Kowhai Grove which is a narrow, dead end road with a grass berm on one side but no footpath. The berm edge of the road would need to be repaired and the berm reshaped to form the path along with regularly spaced, possibly lit, bollards.

Marine Gardens Main Entry Gates

- 21 Feedback over whether the community wishes to retain the Marine Gardens gates was not conclusive due to the low number of responses. The gates have no historic value, they were installed in the 1980's when the front of the gardens was revamped. Gates were required to allow authorised vehicle access as a Council depot once existed within the garden boundary.
- 22 The responses received generally indicated people felt it was important that vehicles should still be prevented from accessing the gardens and that the entrance should be made to look welcoming, making a strong inviting statement. The entrance is key landscape 'way point' as it can be viewed from some distance down Raumati Road.
- 23 It is recommended that the gates be removed as they currently restrict the bulk of pedestrian access and egress movements and, along with other improvements to the entrance associated with the stormwater upgrade, this will open up the entrance and make it more attractive. Removeable bollards or other similar features would enable access by pedestrians and authorised vehicles.

Areas of the Town Centre where further assessment is required

Retail Precinct

- 24 There are several unresolved external dependencies that make it difficult to finalise a revised concept design to recommend for this area. These are:
 - retaining 15 Raumati Road for public carparking

- uncertainty over when the Raumati Property Holdings development (RPH) will go ahead between Margaret Road and Rosetta Road, and
 - whether public access can be secured across the Village Inn property off Matatua Road.
- 25 15 Raumati Road is the vacant area of land between the Village Inn and the Raumati Dental Centre currently used for public car parking. Preliminary discussions have been held with the owner and negotiation is continuing.
- 26 If the RPH development goes ahead then a significant number of new car parks will be created on the east side of Margaret Road, at the extent of the current retail area. Although these parks are required to service the extra vehicle trips that would be generated by the development, they are likely also to be used instead of some parking which is currently provided on-road. The location of this car park and the change in vehicle and pedestrian flows it would bring about has to be considered in the context of options that are being tested for Margaret Road, such as a one way or left in / left out system.
- 27 In order to improve urban design outcomes along the north side of Raumati Road in the retail precinct it is important to limit the vehicle / pedestrian conflict points at this location. Neither of the existing owners either side of 15 Raumati Road are willing to give up their vehicle access onto Raumati Road. The Village Inn currently requires direct access onto Raumati Road for delivery and rubbish trucks to access their property. The canopy built beside the Four Square adjacent to the pub by the Matatua Road access is too low for these vehicles. Ideally, for safety reasons, these vehicles should go in through one access and out from the other, using a consistent one way system. It would also be ideal if public access to 15 Raumati Road could be formalised and then directed via the Matatua Road access point. Safe provision for right turning vehicles into and out of the access would need to be included in the design, eg right turning bay and flush median / merge lane. Discussions with the Village Inn owners are ongoing over this.

Weka Road / Raumati Primary School Precinct

- 28 The concept design with the short stay pick/up drop off carpark for parents driving their children to and from school, a 'kiss and drop' facility, is preferred by the school. The facility would cater for school traffic from the east, allowing cars to return to the east without crossing in front of the school. This would remove a significant amount of traffic from congested zone in front of the school and around the Weka Road triangular area at peak times.
- 29 The concept would require a larger portion of the vacant land adjacent to the school. The design is on hold while land acquisition is investigated. The land is currently owned by the Ministry of Education and is going through a Crown land disposal process. There may be an opportunity for Council to enter into the process at the next hold point before the land eventually goes on the open market.
- 30 It may be that the difficulty, cost and time to acquire the portion of land required will mean that the preferred design can not be achieved. A 'Plan B' concept was discussed with the school at consultation time which could be rapidly developed. This allows for one central zebra crossing and removal of all on road car parking either side of Raumati Road in front of the school.

Financial Considerations

- 31 Subject to the cost of completing the Otaki Main Street upgrade approximately \$380,000 is available this financial year to undertake further design, planning and construction for the Raumati Town Centre Enhancement Project.
- 32 The intention is still to commence construction on a Stage 1 package of works before the end of the current financial year. The Stage 1 package is proposed to consist of the new zebra crossing over Raumati Road between the school and Kiwi Road (as verbally noted to the Board at recent meetings, a subsequent report will be submitted to the Board for approval of this), plus the Hillcrest Road roundabout and Kowhai Grove shared pathway. Funding from the 2012/13 Town Centre budget will be required in order to complete this package, hence the need for some of the construction to span both financial years.
- 33 Preliminary cost estimates are currently being put together for all areas of the design not on hold.

Legal Considerations

- 34 Legal advice is being sought on the feasibility, costs and risks of entering into the land disposal process on the Ministry of Education.

Delegation

- 35 The Board has the delegated authority to approve the concept designs under Rooding, clause 7.11:

“Authority to approve or reject officer recommendations relating to all traffic control and signage matters, in relation to existing local roads within the community board’s area, except for changes to speed restrictions on local roads. (The latter power has been delegated to the Regulatory Management Committee).”

Consultation

- 36 Community consultation feedback was gathered from notes taken at the public workshops, 43 written feedback forms received during the consultation period, and notes from individual stakeholder meetings. Consultation material and the feedback forms were available on the Council website. In addition, the old Bernina shop in Margaret Road was staffed for a one week period around the time of the workshops for the general public to browse and ask questions. Following this, the material was displayed in the Paraparaumu library, with the official consultation period held over a three week period.
- 37 The recommendations in this report follow collation and analysis of the community feedback, consideration of recommendations from the design consultancy consortium and a series of internal meetings to review and discuss what changes should be made to the concepts.
- 38 A Community Report back is planned for November this year to inform the community of the project progress. The exact form of this has not been determined.

Policy Implications

- 39 There are no policy implications.

Tāngata Whenua Considerations

- 40 Te Ati Awa have been consulted as one of the key stakeholders. They have no particular concerns or special areas of interest within the project and recognise that the concerns of the directly affected stakeholders should be of prime importance.
- 41 There is a possibility that iwi could become involved via the Office of Treaty Settlements process at the next stage of the Crown land disposal process for the Ministry of Education land.

Publicity Considerations

- 42 The project page on the Council web site will be updated following any decisions following from this report.
- 43 A newspaper update / advertising for any report back sessions will also be required within the next two months.

CONCLUSION

- 44 Design work for the Raumati Town Centre is progressing in most areas. Uncertainties and external dependencies have delayed further concept development/design for some areas. The intention is to start construction for a limited amount of physical works late this financial year.

RECOMMENDATIONS

- 45 That the Board approves Option Two as described in this report (CS-11-370) and as shown in Appendix One as the preferred Coastal option for detailed design to be developed.
- 46 That the Board approves the eventual replacement of the gates at the Marine Gardens main entrance off Raumati Road, with a more pedestrian friendly alternative that will still prevent unauthorised vehicular access.
- 47 That the Board approves the development of detailed design for the Kowhai Grove shared path as described in this report (CS-11-370) and as shown in Appendix Two.
- 48 That the Board approves the development of detailed design for the Hillcrest Road / Raumati Road intersection as described in this report (CS-11-370) and as shown in Appendix Three.

Report prepared by:

Approved for submission by:

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ATTACHMENTS:

Appendix 1	Option Two: Preferred Option for Coastal Precinct
Appendix 2	Kowhai Grove shared pathway route
Appendix 3	Revised concept design for Hillcrest Road intersection.
Appendix 4	Aerial photo of existing Hillcrest Road intersection.