

Appendix B

Project Objectives

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The project objectives, for the purpose of section 171 of the Resource Management Act 1991, are:

The Project Objectives are:

- To:
 - enhance inter-regional and national economic growth and productivity;
 - enhance efficiency and journey time reliability from, to and through the Kāpiti District, Wellington's CBD, key industrial and employment centres, port, airport and hospital;
 - enhance safety of travel on SH1; and
 - appropriately balance the competing functional performance requirements of inter-regional and local traffic movements, recognising that modal and route choice opportunities need to be provided that enable local facilities and amenities in the Kāpiti Coast District to be efficiently accessed;
- by developing and constructing a cost optimised new State Highway alignment to expressway standards between MacKays Crossing and Peka Peka.
- To manage the immediate and long-term social, cultural, land use and other environmental impacts of the Project on the Kāpiti Coast District and its communities by so far as practicable avoiding, remedying or mitigating any such effects through route and alignment selection, expressway design and conditions.
- To integrate the expressway into the urban form of Kāpiti Coast District by taking into account current and future planned settlement patterns in route and alignment selection and expressway design and conditions.

In advancing these objectives the consenting component of the project will be guided by the following considerations in seeking to secure the necessary RMA and non-RMA approvals:

- That the purpose and relevant principles of the RMA and other applicable legislation are achieved;
- That environmental effects are properly scoped, comprehensively assessed and appropriately managed;
- That the consenting process is consistent with other RoNS projects, particularly those within the Wellington Northern Corridor;
- That delays in obtaining necessary approvals are avoided; and
- That consent conditions control and manage the effects associated with the construction of the Expressway, and provide for its continued operation and maintenance in a manner that:
 - is consistent with NZTA's objectives;
 - is practicable to implement; and
 - does not unduly constrain contractor flexibility and innovation.
- That particular regard is given, as relevant, to the Guiding Objectives for the Alliance Board, which are as follows:

1. General

- a. "The Project" is defined as the design and construction of the network (i.e. Expressway and local road network) between MacKays Crossing and Peka Peka, as altered by the construction of the Expressway.
- b. Where objectives are in conflict with each other, the project is to provide the best compromise between the objectives whilst still seeking, as far as reasonably practicable, to deliver each objective as a whole.
- c. That a Memorandum of Understanding is in place between KCDC and NZTA by the end of the design phase, which ensures the consented operation and maintenance standards, service levels and design standards are maintained, at least at that level, for the life of the Expressway.

2. Tangata Whenua

- a. That the project is designed and constructed in a manner that acknowledges tangata whenua as treaty partners, respects their concerns and exhibits best practice mitigation where tangata whenua values are affected.

3. Levels of Service

That:

- a. the Expressway achieves Level of Service 'B' between MacKays Crossing rail over-bridge and the location of the current intersection of Peka Peka Road and the existing SH1
- b. level of Service 'C' is achieved at the intersections between the Expressway and local network
- c. that the overall network operates to significantly improve travel times.
- d. an integrated transport network can operate in a manner which reduces congestion in Waikanae town centre and at Elizabeth Street level crossing
- e. the Level of Service set out in a. and b. above is not intended to restrict the number or location of connections in the network or pre-determine design solutions the test year for levels of service is 2026.

4. Connectivity

- a. All existing and proposed east/west local road, cyclist and pedestrian connections are to be maintained consistent with existing KCDC Community Outcomes, Development Management Strategy, Sustainable Transport Strategy, and Cycle, Walkways and Bridleways Strategy, in particular for access to public transport systems, neighbourhoods, public open space, recreational amenities and local centres and services.
- b. The Project will maximise connectivity (including grade separated and left on/left off interchanges) to the local network consistent with the Expressway's inter-regional function.
- c. In determining connectivity solutions, particular consideration is to be given to:
 - All travel modes
 - Access to schools and colleges (e.g. Kapiti and Paraparaumu colleges)
 - Employment areas
 - Other community facilities
- d. The Council, NZTA and Alliance members will work together to confirm the need for multiple routes for local businesses and residents across the Waikanae River. This will include assessments of the design assumptions against urban design and traffic principles and will show how the design principles link to and are consistent with international best practice.

5. Resilience

- a. The Project will improve network resilience in the event of emergencies.

6. Delivery Programme

- a. The design process is to focus on providing certainty to residents as a priority consistent with appropriate community consultation, particularly at northern and southern connections.
- b. The Project will achieve early project delivery consistent with the Government's infrastructure programme.
- c. Opportunities for early physical works that deliver benefits will be identified during the design process.

7. Property Impacts

- a. The Project is to be designed and constructed in a way that seeks to minimise adverse impacts on adjoining and surrounding properties.
- b. The Project delivers mitigation of noise and visual impacts on surrounding properties using best practice 'soft engineering' and landscape practice consistent with enhancement of the surrounding landscape and visual amenity values and specifically seeks to avoid the use of hard engineered surface sound barriers (such as noise walls.)

8. Local Planning

That

- a. the Project is to be consistent with existing KDCDC Community Outcomes, Development Management Strategy, Sustainable Transport Strategy, and Cycle, Walkways and Bridleways Strategy and will include recognition of and respect for the wider urban and rural contexts
- b. the pre-eminence and economic viability of the District's existing major town centres as social, employment, retail and passenger transport nodes are maintained. In particular the Project is to include well designed, direct access via the Expressway into and out of Paraparaumu town centre, nearby commercial areas and the airport, consistent with the Expressway's inter-regional function.

9. Safety

- a. The design of the Expressway is to meet KiwiRAP 4 star standards.
- b. The design of the local network, including the existing state highway, is to exhibit best practice and be consistent with local urban design standards
- c. The design and construction of required adjustments to the existing SH1 to deliver an appropriate local function is included in the project scope, including adequate consideration for the safety of elderly and young residents and the transport disadvantaged.

10. Urban Form

That the Project is designed and constructed in a manner that:

- a. interchanges are configured to achieve integration with urban form and surrounding land uses
- b. community severance is to be avoided, mitigated or minimised as far as reasonably consistent with local planning documents including KCDC Community Outcomes, Development Management Strategy, Sustainable Transport Strategy, and Cycle, Walkways and Bridleways Strategy
- c. the nature and scale of the existing State Highway 1, especially at Waikanae and Paraparaumu town centres, delivers a viable and attractive roading and access system for local needs (i.e. is able to accommodate the impacts of projected passenger transport movement and growth, vehicle, pedestrian and cycle movements and enhances those town centres).
- d. avoids, mitigates or minimises any adverse impacts to local schools, community amenities and facilities and the local roading network, in particular the nature and character of residential streets
- e. avoids, mitigates or minimises pressures for urban sprawl (including coastal development) and associated inefficient infrastructure systems
- f. avoids, mitigates or minimises pressure for retail and other development outside the existing town centre and employment nodes, in particular, at Raumati, Otaihanga and north of Waikanae.
- g. achieves consistency with the District's Development Strategy and associated regulatory policies (including the District Plan and Plan Changes 79 and 80.)

11. Stormwater and Groundwater

That the Project is designed and constructed in a manner that:

- a. Conforms to the Kapiti Coast District stormwater requirements and associated best practice, in particular the Stormwater Management Strategy and the policy of on-site hydraulic neutrality
- b. ensures the hills to coast stormwater flow (both surface and groundwater) is not impeded
- c. ensures the natural flows in wetlands are not impeded.

12. Environmental

That the project is designed and constructed in a manner that:

- a. minimises the loss of dunes and wetland landscape through which it passes, including any remnant native vegetation
- b. provides a high quality of natural environment where the project crosses streams, wetlands and the Waikanae River and avoids culverting and closing in of streams
- c. ensures that adverse effects on the environment and amenity of the Waikanae River corridor are avoided, mitigated or minimised
- d. avoids, mitigates or minimises adverse impacts on local flora and fauna, particularly in areas currently protected or covenanted for their natural systems and ecological values
- e. avoids, mitigates or minimises any adverse amenity, environmental, archaeological, waahi tapu and visual impacts in a manner representative of internationally accepted best practice, including but not confined to the NZTA's best practice statements on urban design and planning.

13. Value for Money

- a. Project solutions are to be value for money and consistent with NZTA funding requirements and mitigation requirements, noting that the project must integrate the Expressway into the local network and must take account of the impacts of this
- b. Evaluation of project solutions will take into account life-cycle costs (e.g. maintenance costs and design life) as well as initial construction costs.