

# **NZTA Sandhills Expressway - Project Objectives**

**adopted by Kapiti Coast District Council 22 April 2010**

## **1. General Philosophy**

That the Sandhills Expressway project is designed, constructed, operated and maintained in a way that:

- a. provides full recognition, respect and focus on the wider urban and rural contexts, including the Kapiti Coast District Council Local and District Outcomes;
- b. delivers actions and investment outside the designation corridor where these are necessary to avoid, minimise or mitigate the negative effects or maximise any potential benefits of the Expressway to the surrounding communities, local economy and environment;

*Note: References to the Sandhills Expressway in these objectives means the project in this wider context not just the four lane road and immediate corridor.*

## **2. Tangata Whenua**

That the Sandhills Expressway is designed and constructed in a way that respects and resolves the concerns of tangata whenua and exhibits best practice mitigation where tangata whenua values are affected.

## **3. Impact on Surrounding Properties**

That the Sandhills Expressway is designed and constructed in a way that minimises the impacts on adjoining and surrounding properties.

## **4. Network Efficiency and Resilience**

That residents and businesses have a minimum of two separate routes available for local traffic to travel between Waikanae and Paraparaumu and that the overall network operates to:

- a) significantly improve travel times;
- b) improve access to schools, colleges, employment areas and other community facilities;
- c) ensure the safety of elderly and young residents and the transport disadvantaged travelling between communities;
- d) improve local network resilience in the event of emergencies;

## **5. Town Centre and Commercial Area Viability**

That the pre-eminence and economic viability of the District's existing major town centres as social, employment, retail and passenger transport nodes are maintained by:

- a) ensuring well designed direct access via the Expressway into and out of Paraparaumu town centre, nearby commercial areas and airport;
- b) ensuring that the nature and scale of the existing State Highway 1 at Waikanae and Paraparaumu town centres delivers a viable and attractive roading and

access system for local and regional 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);

- c) ensuring that the integrated transport network operates to reduce congestion in Waikanae town centre and at the Elizabeth street level crossing.

## **6. Land Use, Urban and Rural Form**

That the Sandhills Expressway (particularly at the southern and northern ends) together with the existing SH1 roading system is provided in a way that:

- a) eliminates pressures for urban sprawl (including coastal development) and associated inefficient infrastructure systems;
- b) eliminates pressure for retail and other development outside the existing town centre and employment nodes, in particular, at Raumati, Otaihanga and north of Waikanae;
- c) is consistent with the District's Development Management Strategy and associated regulatory policies (including the District Plan and Plan Changes 79 and 80).

## **7. Connectivity**

That the Sandhills Expressway design maximises connectivity, safety, and accessibility and minimises severance for communities including by:

- a) configuring interchanges to achieve integration with urban form and surrounding land uses;
- b) retaining all existing east/west local road connections;
- c) providing for enhanced east/west connectivity within Raumati, Paraparaumu and Waikanae;
- d) retaining and providing enhanced linkages for pedestrians and cyclists along and across the Expressway route for access to public transport systems, neighbourhoods, public open space, recreational amenities and local centres;
- e) providing left on, left off opportunities where grade separation interchanges are not provided, but not at the expense of grade separated intersections.

## **8. Freight Routes**

That the Sandhills Expressway project provides clearly defined safe, efficient freight routes, in particular to town centres and major employment areas, while avoiding any consequent impacts from these routes on residential and town centre activity, function and amenity.

## **9. Stormwater and Groundwater**

That the Sandhills Expressway is designed, constructed, operated and maintained in a way that:

- a) conforms to the Kāpiti Coast District stormwater requirements and associated accepted best practice, including the policy of on-site hydraulic neutrality;
- b) ensures that the hills to coast stormwater flow (both surface and groundwater) is not impeded;
- c) ensures that the natural flows in wetland areas are not impeded.

## **10. Environmental 1**

That the Sandhills Expressway is designed, constructed, operated and maintained in a way that:

- a) minimises the loss of the dune and wetland landscape through which it passes, including any remnant native vegetation;
- b) provides a high quality of natural environment where the Expressway crosses streams, wetlands and the Waikanae River and avoids culverting and closing in of stream systems;
- c) ensures that adverse effects on the environment and amenity of the Waikanae River and corridor are avoided, mitigated or minimised;
- d) avoids adverse impacts on local flora and fauna, particularly in areas currently protected or covenanted for their natural systems and ecological values.

## **11. Environmental 2**

That the Sandhills Expressway is designed, constructed, operated and maintained in a way that:

- a) delivers remedy for, or mitigation of amenity, environmental, archaeological, waahi tapu and visual impacts which are representative of internationally accepted best practice, including but not confined to the NZTA's best practice statements on urban design and planning;
- b) delivers mitigation of noise and visual impacts on surrounding properties using best practice 'soft engineering' and landscape practice consistent with enhancement of surrounding landscape and visual amenity values (within and outside the designation) and actively avoids use of engineered hard surface sound barriers (such as noise walls);
- c) avoids adverse impacts (including access) to local schools, community amenities and facilities, and the local roading network (in particular the nature and character of residential streets).