



In Committee

Workshop Board Paper No.	09/12/0326
Submission Date	10 December 2009
Prepared by	Rob Whight
Recommended by	Colin Crampton
Subject	KAPITI BOARD WORKSHOP – ADDITIONAL INFORMATION

Purpose

- 1 To provide supplementary information on the key issues from the Board workshop on 8 December 2009

Background

- 2 The material in this paper supplements that briefing provided for the Board workshop of 08 Dec 09.
- 3 The conclusion of the discussion at the workshop of 08 Dec 09 focussed on the trade off between long term planning objectives and cost.

Additional Information

History of Designation Status

- 4 In 1994 the Transit designation for a state highway (along the Sandhills alignment) was transferred to Kapiti Coast District Council (KCDC) becoming a designation for a 4-lane, local arterial. KCDC changed the status of the designation in 2008 to that of a 2-lane local arterial.

Property costs

- 5 A break down of the property costs included in the option estimates is shown at Appendix 1.

Consentability risk

6 Chapman Tripp's opinion is included as Attachment 1.

Urban Design review panel biographies

7 Short biographies for the members of the Urban Design review panel are included at Appendix 2.

Cost estimates for Urban design review recommendations

8 Whilst the Urban Design Review Panel recommended the Eastern option, this was contingent on a number of factors. The Board asked for cost estimates, which would need to be added to the option estimates presented on 08 Dec, for these items. The rough order of cost estimates are summarised in the table below.

Description	Additional Cost
Inclusion of the central portion of the KWLR (between Otaihanga Road and Kapiti Road)	Property: Add 0 (land owned, resale valued at \$4M) Infrastructure: Add \$60M
Detailed urban and infrastructure design to mitigate impacts on town centres	Professional Services: Add \$2M
Reconsideration of existing role and design proposition for WLR to encourage multi-modal use, improved urban edge conditions and permit local activity centres where needed along it	Professional Services: Add \$0.5M Infrastructure: Add \$5M
Design led decision-making within a single inter-agency process to effect the best place-based outcomes	Assume included in best practice project management application

Cost

- 9 The table below provides a factual comparison between the costs and delivery dates for the two summarises a cost companion

Description	Sandhills		Eastern	
	Expected	P95	Expected	P95
Cost ⁽²⁾	\$380M	\$500M	\$550M ⁽¹⁾	\$670M ⁽¹⁾
Local roading elements included in cost: <ul style="list-style-type: none"> • Raumati to Kapiti Road ⁽³⁾ • Waikanae River Crossing ⁽⁴⁾ 			\$110M \$50M	
Completion dates:				
Total package	2018 ⁽⁵⁾		2018 ⁽⁵⁾	
Waikanae River Crossing	2016 ⁽⁶⁾		2012	

Notes:

- (1) Excludes Kapiti Road to Otaihanga Road (\$60M) whereas consultation document had this cost in total cost. The section of the old KWL (Kapiti Road to Otaihanga Road) is not in cost estimates because an urban arterial already exists and the old state highway provides alternative route. It will be needed long term but as a local road.
- (2) There is more confidence in the Eastern Option (21% spread between P50 and P95) than the Sandhills (31% spread between P50 and P95) because we have completed engineering drawings for the Eastern Option.
- (3) Raumati Road to Kapiti Road, including the new interchange with SH1, are integral part of Eastern solution. Expectation is that this will require a 100% FAR.
- (4) Waikanae River Crossing included in solution due to:
- a. Removal of congestion from existing SH to provide short term relief whilst expressway is consented and constructed
 - b. Results in a better transport solution in the longer term
- (5) In our professional opinion there are individual risks which, as they play out, we expect to result in programme delay.
- (6) Once consented, the crossing of the Waikanae River portion of the Sandhills route would be positioned for earlier delivery from 2018 to 2016.

10 The table below provides a cost comparison between the two options including consideration of intangible items:

Description	Sandhills	Eastern
Whole package cost (Tangible)	\$380M	\$550M
KCDC contribution to Waikanae crossing ⁽¹⁾		Less \$17M
Release unused designated land for development ⁽²⁾		Less \$10M
Subtotal (tangible items)	\$380M	\$523M
Release of early benefits for Waikanae River Crossing		Less \$15M
High probability of requirement to add interchange at Te Moana Road	Add \$20M	
Urban Design Review Panel Caveats as noted in paragraph 7.	Not included in this calculation	
Sub Total	\$400M	\$508M

Notes:

- (1) Assumes aggressive negotiating stance with KCDC.
- (2) Estimated resale value of land.

Conclusion

11 Taking into account tangible and intangible costs, the difference between the two options is in the order of \$100M. This needs to be considered against the predicted long term planning outcomes of each option.

In Committee status

12 Workshop Board paper 09/12/0326 is In-Committee to allow the Board free and frank discussion of the issues.

Attachments

13 There is 1 attachment to this paper:

Attachment 1: Consentability risk advice

Appendix 1: Breakdown of property costs for each option

Description	Sandhills	Eastern
Total sunk property costs	\$42M	
Property owned by KCDC (funded at 90% FAR)	\$23M	
Property owned by NZTA	\$19M	
Estimated land resale value at Q4 2009	\$5M ^{(1) (2)}	\$10M ^{(1) (3)}
Additional property cost required to complete option	\$20M ^{(1) (4)}	\$35M ⁽¹⁾
Property cost included in option estimate figures presented at workshop of 08 Dec	\$62M	\$77M

Notes:

- (1) Figures are rough order of cost estimates.
- (2) Assumes all land in 100m wide designation required to deliver expressway and any required mitigation. Some surplus land is currently owned regardless of the option chosen.
- (3) For central portion of KWLR (where no local road is proposed under the Eastern option) KCDC have to fund this at a FAR of 53% instead of the current 90%. This figure is money released to NZTA
- (4) Estimated value of additional land to be purchased to complete Sandhills option. This falls into two main areas: (i) In the Poplar Ave to Raumatī Road area (ii) Between Te Moana Road and the Northern connection.

Appendix 2: Urban Design Review Panel Biographies

David Chesterman

Profession: Urban Design

Role: Director

Organisation: Jackson Teece

David Chesterman is a graduate in Architecture and Planning from the University of Sydney. He worked for some years in Britain and the USA where he was involved in urban renewal, new town development and airport design. With McConnell Smith and Johnson, Sydney, he was the associate responsible for the design and documentation of the Commonwealth / State Law Courts at Queens Square and a member of the policy committee for the 1971 City of Sydney Strategic Plan.

A founding director of Jackson Teece, he built up the firm's extensive planning and urban design practices. Projects and studies for which he has been responsible cover most facets of development and planning. He has been involved in the assessment of many major urban projects and been a member of various government committees concerned with planning issues. He is a key advisor to the Roads and Traffic Authority¹, New South Wales.

In 1992 he was made a Member of the Order of Australia for services to town planning.

Chris McDonald

Profession: Urban Design

Role: Senior Lecturer

Organisation: School of Architecture, Victoria University of Wellington

Qualifications: BBSc, BArch(Hons) Wgtn, MArch, MCP Calif, Registered Architect

¹ The RTA is a NSW statutory authority that was established in 1989 under the *Transport Administration Act 1988*. The RTA's primary responsibilities are to:

- Manage the road network to reduce travel times.
- Provide road capacity and maintenance solutions.
- Test and license drivers and register and inspect vehicles.
- Improve road safety.

Chris McDonald is a Senior Lecturer at Victoria University's School of Architecture where he teaches courses in the history, theory and practice of Urban Design. Chris' research interests include street layouts and colonial town planning, particularly the "Wakefield Settlements" of South Australia and New Zealand.

Chris is a member of the Ministry for the Environment's Urban Design Advisory Group. This group has overseen the preparation of a Draft Urban Design Protocol for New Zealand. In 2000 and 2001 Chris was seconded to the City of Melbourne, where he worked as a Senior Urban Designer and was responsible for urban design review.

Chris has experience in a wide range of planning and development projects. In 1996, he was a member of the multi-disciplinary design team which produced concept plans for public open spaces on Wellington's waterfront. He is currently a member of the Technical Advisory Group (TAG) which provides design advice on waterfront developments.

Gerald Blunt

Profession: Architecture and Urban Design

Role: Principal Urban Designer

Organisation: School of Architecture, Victoria University of Wellington

Qualifications: BArch, MA (Urban Design), Associate of NZ Institute of Architects, Registered Architect

Gerald has managed the urban form of Wellington City for the last 10 years. He has been involved in such major projects as the Waterfront and the Inner City Bypass.

Marc Baily

Profession: Urban Planner

Role: Director

Organisation: Boffa Miskell

Qualifications: Bachelor of Regional Planning (Massey, 1986), Urban Design Certificate of Proficiency (Victoria, 1995), Traditional Techniques of Town Planning (Harvard University, 2003). Master Planning (Harvard University, 2005), Member of New Zealand Planning Institute

Boffa Miskell is a leading New Zealand environmental planning and design consultancy with offices in Auckland, Tauranga, Wellington and Christchurch. The practice has been in business for 35 years. Marc is a Director and specialises in urban planning projects and works throughout the planning spectrum, from strategic urban planning to detailed statutory planning under the Resource Management Act. He is an 'integrator' in the sense that he understands the complexity of urban environments and can bring together the different disciplines required to produce successful urban development projects or policy outcomes.

He can interpret the issues facing urban areas in ways that enable successful community and stakeholder interaction. Marc has developed sound methodologies for use in urban planning, from analysis to options evaluation, to urban capacity analysis to communication and presentation of project outcomes.

Marc's expertise covers: Urban planning, Strategic urban growth planning, District plan reviews, Structure plans, Master plans, Town centre development plans, Urban design for new development integration, Resource consent applications, Public participation and consultation, Resource Consent Hearings Commissioner

Kobus Mentz

Profession: Urban Planner

Role: Director

Organisation: Urbansim+

Qualifications: BArch, Post Grad Dip Urban Design (JCU Oxford), ANZIA, ANZPI

Kobus is one of the most experienced urban designers practicing across Australia and New Zealand, where he has made a significant contribution in the movement towards applying more sustainable practices in urban planning helping drive the agenda in the region through demonstration projects, new methodologies and advocacy. He has specific expertise in producing urban design solutions that address complex economic, ecological and social needs. In recent

years Kobus has been centrally involved in developing transport specific approaches to achieve an integrated urbanism. He works equally in the public and private sectors integrating a range of disciplines at all project levels through consultation based inquiry-by-design processes. Kobus established Urbanismplus Ltd in March 2004. Their project work also extends to the UK, Ireland, China, Africa and Australia.