Appendix A: Objectives and policies assessment

Regional Policy Statement for Taranaki 2010

Reference	Objective/policy	Assessment
Use and development of resources: Recognising the role of resource use and development in Taranaki		
UDR Objective 1	To recognise the role of resource use and development in the Taranaki region and its contribution to enabling people and communities to provide for their social, economic and cultural wellbeing.	The Taranaki region is heavily reliant on primary industry, including agriculture and oil and gas. As set out in Section 3 of the AEE, SH3 is a key connection from the Taranaki region through to the Waikato and on to Hamilton, Tauranga and Auckland. The route connects Taranaki's primary sectors to markets in the north, and provides vital tourism linkages and access to health, cultural and other services. Enhancement of the SH3 connection, specifically the Project, is therefore directly linked to providing for social, economic, and cultural wellbeing for the people and communities of Taranaki.
UDR Policy 1	Recognition will be given in resource management processes to the role of resource use and development in the Taranaki region and its contribution to enabling people and communities to provide for their economic, social and cultural wellbeing.	The Project will enable improved connections for Taranaki's oil and gas, agricultural, forestry and engineering sectors to the north. Overall the Project is considered to be consistent with the intent of this policy, which recognises the role of resource use and development in Taranaki and its contribution to the social, economic and cultural wellbeing of people and communities.
Land and soil: Protecting our soil from accelerated erosion		
AER Objective 1	To maintain and enhance the soil resource of the Taranaki region by avoiding, remedying or mitigating the adverse effects of accelerated erosion on soil resources.	The Project is located in inland hill country, which is identified as erosion-prone in the RPS. Comprehensive management and mitigation measures proposed in the CWMP will avoid, remedy or mitigate the adverse effects of accelerated erosion on soil resources within the works footprint.
AER Policy 1	Encourage land use and management practices that will promote the sustainable use and development of land and soil resources and minimise soil erosion by: (a) avoiding, where practicable, practices that cause accelerated erosion; and (b) remedying or mitigating the adverse effects of accelerated erosion where it occurs.	Best erosion and sediment control practices will be employed by the Project during construction, in accordance with the Transport Agency *Erosion and Sediment Control Guidelines for State Highway Infrastructure* (September 2014) (Erosion and Sediment Control Guidelines), as set out in the CWMP. Areas with slopes exceeding 30% will be subject to a higher level of detailed erosion and sediment control planning design and ongoing contractor monitoring, as defined through a responsive monitoring programme. In the first instance, erosion will be avoided by managing construction. Overall, it is considered that practices that cause accelerated erosion will be avoided where practicable and remedied and mitigated where avoidance is not practicable.
Land and soil: Managing the effects of hazardous substances and contaminated sites		
HZC Objective 1	To avoid, remedy, or mitigate adverse environmental effects arising from the storage, use, transportation and disposal of hazardous substances in the Taranaki region, including adverse environmental effects arising from existing contaminated sites.	The Contaminated Land Assessment contained in Volume 3 of the AEE (Technical Report 12) has identified potential contaminated land along the Project footprint, although a large portion of the proposed alignment has not been subject to potential contaminating activities. Provided the procedures set out in the CLMP attached in Volume 5 are adopted, the potential for environmental effects from contaminated land will be no more than minor. Management of hazardous substances associated with the construction period, including the storage, use, transportation and disposal of these substances, will be undertaken in a manner which avoids, remedies or mitigates adverse environmental effects as set out in the CEMP (and the CWMP in relation to non-sediment contaminant management). The Project is therefore considered to be consistent with the direction in HZC Objective 1.

Reference	Objective/policy	Assessment
HZC Policy 4	All known and potentially contaminated sites in the Taranaki region will be identified and managed in a manner that: (a) avoids or mitigates potential adverse environmental effects; (b) mitigates or remedies actual adverse environmental effects; and (c) avoids or mitigates potential adverse effects on human health.	The procedures set out in the CLMP provide for the appropriate management of adverse environmental and human health effects from potential contaminated land.
Fresh water: Sustainable allocation of surface water resources		
WAL Objective 1	To sustainably manage the taking, use, damming or diversion of fresh water in the Taranaki region to enable people and communities to meet their needs for water while safeguarding the life-supporting capacity of water and related ecosystems and avoiding, remedying or mitigating any adverse effects on the environment arising from that use.	The Project proposes water takes and use for construction purposes, and temporary and permanent diversion both during construction and following completion. Temporary dams may also be required to aid water takes during periods of low stream flow. The effects of these activities on water quality and quantity are assessed in Section 9 of the AEE. The proposed water takes are temporary and small scale, and will not affect the ability of people and communities to continue meeting their needs for water. The life-supporting capacity of water will be safeguarded through the steps outlined in the Freshwater Ecology Assessment (Technical Report 7b), which finds that potential adverse effects on streams during the construction period can be minimised and mitigated by implementing good practice with respect to erosion and sediment control, fish recovery, vegetation clearance, water takes and undertaking monitoring during the construction period; and through the CWMP. Long-term effects on fresh water will be addressed through mitigation measures and the proposed riparian restoration as set out in the Ecological Mitigation and Offset Report (Technical Report 7h). Again, that assessment concludes that long-term effects will be appropriately addressed.
WAL Objective 2	To protect the natural character of water bodies from inappropriate subdivision, use and development.	A robust and extensive alternatives assessment was undertaken prior to confirmation of the route that is subject to this application. This assessment avoided areas where there the construction of a road would cause significant effects on natural character (particularly in the Waipingao Valley). In relation to this application, the landscape, natural character and visual assessment (Technical Report 8a) considers the natural character of the area to be moderate-low (Lower Mangapepeke Valley), moderate-high (Upper Mangapepeke Valley) and moderate (northern part of the Mimi catchment). Adverse effects on the natural character of these three areas are considered to be moderate, moderate-high and moderate-low respectively. This is an overall assessment, not relating solely to water bodies. In particular, works in the Upper Mangapepeke Valley will require filling and diversion of the natural stream in this location. Measures to mitigate adverse effects on natural character including minimising construction effects on natural stream environments where possible, constructing stream diversions with naturalised elements where impacts are unavoidable and riparian restoration and restoration of swamp forest along the Mangapepeke Stream corridor within the designation. Overall, the proposal is considered to be an appropriate use and development, and adverse effects on natural character have been managed to the extent that adverse effects are acceptable, particularly taking into account the ecological restoration proposed via along the Mangapepeke Stream.

Reference	Objective/policy	Assessment
WAL Policy 2	Natural water levels and flows: (a) will be maintained and/or enhanced as far as practicable in all those water bodies, or parts of them, identified as having high quality or high value for their natural character and in-stream values; however (b) may be reduced in other water bodies to provide for the needs of water users provided that any reductions in water levels and flows are minimised, that as far as practicable, any adverse effects on natural character and in-stream values are avoided, remedied or mitigated and the life-supporting capacity is safeguarded.	The Mimi River and the Tongaporutu River catchments are identified in Appendix I of the RPS as being 'river and stream catchments of high quality or high value for their natural, ecological and amenity values'. These values are identified as being: • The Mimi River has recreational and fishery values associated with whitebaiting and a good diversity of native aquatic fauna including eels, whitebait, bullies and torrent fish. The stream has aesthetic and scenic values associated with good scenic values, steep cliffs with puketea forest, high ecological values in upper reaches and the estuary is considered to be an area of outstanding coastal value. Native vegetation has been retained within the catchment. • The Tongaporutu River has recreational and fishery values associated with a good diversity of native aquatic fauna including eels, whitebait, bullies and torrent fish and presence of threatened species, and recreational uses which include canoeing and whitebaiting. The Tongaporutu River is highly rated for aesthetic and scenic values, and the estuary is considered to be an area of outstanding coastal value. Water quantities and flows contribute significantly to high recreational, scenic and aesthetic values, and native forest is present in the upper reaches. • During construction, water takes from Mimi River catchment and the Mangapepeke Stream (a sub-catchment of the Tongaporutu River catchment) are proposed. In order to protect these in-stream values, it is proposed that water takes are restricted to no more than 20% of the flow at the time of the take, noting that the take will be temporary and utilised during construction only. It is considered that this amounts to maintaining water levels as far as is practicable during construction of the Project.
WAL Policy 3	The in-stream values and life supporting capacity of water bodies will be maintained, and the natural character of rivers, streams, and lakes and their margins protected from inappropriate subdivision, use and development. Matters to be considered in determining the quantities, levels or flow of water necessary to maintain instream values and life supporting capacity and to protect natural character will include: (a) the natural character, ecological and amenity values associated with the water body and its margin, including indigenous biodiversity values, fishery values and the habitat of trout; (b) the relationship of tangata whenua with the water body; (c) the importance of the water body to and community water supplies, agricultural, industrial, hydroelectric power generation and other uses; (d) the effects of proposed water levels and flows on water quality and the assimilative capacity of the waterbody; (e) the hydrological characteristics of the catchment including flow variability, flow recession characteristics, the relationship to groundwater recharge, and the cumulative effects of land use and catchment development on stream hydrology; (f) the significance of flows and groundwater recharge to the maintenance or enhancement of downstream flows;	In relation to the matters set out in WAL Policy 3: (a) Natural character values vary from low-moderate to moderate-high over the Project footprint. Indigenous biodiversity values range from fair to excellent, as set out in the Freshwater Ecology Assessment (Technical Report 7b) which characterises the aquatic macroinvertebrate community. Fisheries values on both the Mimi and Tongaporutu catchments are associated with whitebaiting in the lower reaches of the catchments. The rivers do not provide trout habitat. (b) Ngāti Tama have a strong and significant relationship with the Project footprint as set out in the main body of the AEE. The Transport Agency is engaging on an ongoing basis to discuss and address the adverse effects of the Project on tangata whenua values. (c) There are no consented water takes downstream of the proposed Project construction water takes. There may be permitted activity takes related to agricultural use however the proposed water takes associated with construction are unlikely to affect the water available for this use. (d) Water takes are restricted to no more than 20% of the flow at the time of the take in order to avoid effects on in-stream values. (e) By restricting the water takes to no more than 20% of the flow at the time of take, it is anticipated that the effects of the water take will be less than minor. (f) Similarly, it is not anticipated that the water takes will impact the overall hydrological characteristics of the catchments where the takes are located. (g) The proposed water take locations are as near as practicable to the Project footprint in order to minimise the effects of transport/pumping.

Reference	Objective/policy	Assessment
	(g) the ability to abstract from the lower reaches of catchments to safeguard instream values of upper reaches where this will not adversely affect the special value of estuaries; (h) the significance of any historic heritage values associated with the water body; and (i) the cumulative effects of existing takes; (j) the extent to which any adverse effects of the taking, use, damming or diversion of water can be avoided, remedied or mitigated; and (k) the regional and national benefits to be derived from the allocation of water resources.	(h) The takes are not anticipated to affect historic heritage values associated with the Mimi and Mangapepeke Valleys. (i) There are no known existing consented takes, although there is likely to be permitted activity water takes in the catchments. However, it is unlikely that the take will cause cumulative effects. (j) In order to avoid or mitigate adverse effects of the water takes, it is proposed that the take is restricted to no more than 20% of the flow at the time of the take. The adverse effects of damming and diversion required for the Project will be appropriately addressed, as set out in the Freshwater Ecology Report. (k) The water take will support the construction of the Mt Messenger Bypass, which is a regionally significant route. Overall, taking the above matters into account, it is considered that in-stream values and life supporting capacity of water bodies will be maintained. As set out in relation to WAL Objective 2, mitigation measures are proposed to address adverse effects on the natural character of Mimi and Mangapepeke Rivers and their margins.
Fresh water: Maintaining and enhancing the quality of water in our rivers, streams, lakes and wetlands		
WQU Objective 1	To maintain and enhance surface water quality in Taranaki's rivers, streams, lakes and wetlands by avoiding, remedying or mitigating any adverse effects of point source and diffuse source discharges to water.	As set out in the CWMP (Technical Report 13), a range of structural and non-structural construction water management measures are proposed for the Project. Erosion control will be the highest priority in the design of erosion and sediment control measures as it prevents sediment generation in the first instance; and is particularly important when managing works on steep slopes. The CWMP concludes that overall, provided that appropriate construction water management measures are implemented, any adverse construction water related effects arising from the construction of the Project will be less than minor. This conclusion is supported in the Vegetation, Freshwater Ecology and Marine Assessment Reports (Technical Reports 7a, 7b and 7g respectively).
WQU Policy 1	Sustainable land management practices and techniques that avoid, remedy or mitigate adverse effects on surface water quality will be encouraged, including: (a) the retention and restoration of effective riparian buffer zones… (d) the development, recontouring and restoration of disturbed land to reduce diffuse source discharges of contaminants to water… (f) other land management practices, including the discharge of contaminants to land and the diversion of stormwater runoff to land, which avoid or reduce contamination of surface water. (NB: other clauses in this policy relate to agricultural activities)	In relation to the matters set out in WQU Policy 1: (a) As set out in the Ecological Mitigation and Offset Report (Technical Report 7h), restoration of 8.9km of riparian margin is proposed following the completion of works. Stream restoration work will consist mostly of planting of a 10m buffer on each side of the channel and fencing of the stream and buffer plantings from livestock. This is considered to provide an effective riparian buffer along these lengths of stream. (d) The CWAR and related CWMP set out the approach to construction water management, including management of disturbed soil with the primary purpose of controlling erosion (and then sediment discharges). (f) The CLMP sets out measures to manage contaminated soil should this be encountered when a Detailed Site Investigation is undertaken. Stormwater is proposed to be treated via constructed wetlands, which will avoid/reduce any contamination of surface water from the operation of the road.
WQU Policy 2	The retirement and planting of riparian margins throughout the Taranaki region will be promoted, with a particular focus on ring plain catchments.	The Project will lead to the retirement and replanting of riparian margins, through the proposed riparian restoration. None of the streams under consideration for offset planting are currently fenced. The Ecological Mitigation and Offset Report finds that the proposed offset riparian restoration will provide shade and organic matter to the stream channel to improve the quality of habitat for native fish and invertebrates, and a reduction of sediment and nutrient loads entering the streams.

Reference	Objective/policy	Assessment
		In addition, where the swamp forest restoration planting and stream restoration planting areas can coincide along the Mangapepeke Stream valley, the net ecological benefit will be substantial and considerably greater than if the swamp forest and riparian forest restoration plantings were undertaken in fragmented fashion.
WQU Policy 3	The water quality of the Stony (Hangatahua) River catchment and other rivers, streams, lakes and wetlands with high natural character, ecological and amenity values such as the Maketawa Stream catchment and parts of the Manganui River catchment will be maintained and enhanced as far as practicable.	The Mimi and Tongaporutu catchments are identified in Appendix I of the RPS as being of high quality or high value for their natural, ecological and amenity values. Water quality during construction will be managed via the CEMP and CWMP, which will maintain the water quality within these catchments. Enhancement of the water quality is likely as a result of riparian restoration and kahikatea swamp forest restoration, which will provide a buffer to the streams where it is located.
Fresh water: Groundwater flows and quality at sustainable levels		
GWR Objective 1	To sustainably manage the use of groundwater in the Taranaki region by: (a) enabling people and communities to take and use groundwater to meet their needs while avoiding, remedying or mitigating adverse effects arising from that use; and avoiding, remedying or mitigating adverse effects on groundwater quality from over abstraction, intensive agricultural land uses, the discharge of contaminants, and poor well and bore construction.	Groundwater diversions are anticipated as a result of the construction of cut batters and the tunnel. However, these diversions are anticipated to be small (10m^3/day to 30m^3/day for the cuts across the site, and 10m^3/day for the tunnel). This is not anticipated to affect the cumulative groundwater resource within the catchment.
GWR Policy 2	Groundwater allocations will be made having regard to: (a) the need to maintain a sustainable yield of the aquifer; (b) the need to ensure groundwater is available for reasonable domestic needs, stock watering requirements and fire fighting purposes; (c) the need for the volumes sought; (d) the need to use water efficiently and with a minimum of waste; (e) the need to avoid the inflow of poor quality water into aquifers; (f) the need to avoid saltwater intrusion into aquifers; (g) the need to avoid significant interference with existing lawfully established and sustainable water uses; (h) the cumulative effects of existing takes from the aquifer; (i) the degree to which the abstraction may impact on nearby surface water bodies and surface water takes; and (j) the need to install systems to accurately measure the volumes of water abstracted.	The volumes sought for diversion are as a result of construction (rather than an abstractive take) and are not anticipated to have adverse effects as listed in GWR Policy 2.
Freshwater: Protecting the natural character of wetlands		

Reference	Objective/policy	Assessment
WET Objective 1	To protect the natural character of Taranaki's wetlands from inappropriate subdivision, use and development and that any adverse effects of activities on wetlands are avoided, remedied or mitigated.	The Kahikatea swamp forest in the Upper Mimi Valley has high ecological values, although the northern part of the Upper Mimi Valley affected by the Project is considered to be of moderate landscape and natural character value due to the relative proximity of the existing SH3 corridor (see Technical Report 8a). The road alignment has been located to avoid directly impacting on the wetland, and includes a bridge to the west of the wetland area which preserves the natural landform of the steep gully that feeds directly into this wetland. It is understood that all road drainage will be diverted away from the system to stormwater treatment areas downstream of the wetland.
WET Policy 1	The protection of wetlands in the Taranaki region from inappropriate subdivision, use and development will be promoted.	As set out above, the Project avoids the Kahikatea swamp forest in the Upper Mimi Valley.
WET Policy 2	The enhancement and creation of wetland areas will be encouraged, where appropriate.	Three constructed wetlands are proposed to treat stormwater from the road once this is constructed. In addition, offset mitigation proposed includes 6ha of swamp forest restoration planting to fully offset the loss of the kahikatea and swamp maire forest affected by the Project.
Fresh water: Managing effects associated with the use and development of river beds		
RLB Objective 1	To enable appropriate use of and disturbance within river and lake beds in Taranaki while avoiding, mitigating or remedying any adverse effects of activities on the environment.	An estimated 3825m of stream in the Mangapepeke and Mimi catchments will be diverted, culverted or substantially altered as a result of the Project. The affected streams have moderate to high ecological values, and a diverse fish community. Potential long-term effects include permanent loss of stream habitat and functions, reduced fish passage and effects of road stormwater on stream hydrology and water quality. Of these effects, the Freshwater Ecology Assessment (Technical Report 7b) considers habitat loss to be the greatest effect on the freshwater ecology of the Project footprint. The proposed methods to avoid and mitigate the adverse effects of the proposed works are set out in the Freshwater Ecology Assessment and the Ecological Mitigation and Offset Report. These methods are considered to appropriately avoid, mitigate and remedy the adverse effects resulting from the construction of the bypass.
RLB Policy 1	The use of and disturbance to river and lake beds will be carried out in a manner that avoids, remedies or mitigates as far as practicable: (a) adverse effects on the natural character, ecological and amenity values, including indigenous biodiversity values and fishery values; (b) adverse effects on fish passage, fish spawning and aquatic habitats, including the habitat of trout; (c) adverse effects on the relationship of tangata whenua with the water body; (d) adverse effects on ecological values associated with river and lake beds through the spread of pest plants; (e) adverse effects on water quality and in-stream habitat, including the passage of fish; (f) erosion or accretion of river and lake beds or banks; (g) the exposure or destabilisation of existing structures within the bed; (h) the unintentional impoundment of water and adverse effects associated with flooding and erosion;	The matters set out in RLB Policy 1 have been considered as follows: (a) Adverse effects on natural character and amenity values have been addressed in Technical Reports 6 (recreation) and 8a (landscape, natural character and visual assessment), along with Section 10 of the AEE. Ecological effects are considered in Technical Reports 7a-7h. Overall, the Project has avoided adverse effects where practicable, and remedied, mitigated or offset remaining adverse effects on river and lake beds. (b) Adverse effects on upstream fish passage which could potentially be restricted during construction when culverts are installed and water is flowing through any temporary diversion pipes are considered to be negligible to low (see Technical Report 7b). Fish passage will be provided for permanent culverts. Further, it is likely that the riparian restoration and pest control proposed will improve ecosystem functions, by reducing streambank erosion and trampling of spawning sites. Trout are not present within the Project footprint. (c) Ngāti Tama have a strong and significant relationship with the Project footprint as set out in the main body of the AEE. The Transport Agency is engaging on an ongoing basis to address the adverse effects of the Project on tangata whenua values.

Reference	Objective/policy	Assessment
	(i) reductions in the capacity of river channels to convey flood flows; (j) adverse effects of flooding on adjacent properties or uses; and (k) adverse effects on historic heritage.	(d) Measures will be put in place through the CEMP and CWMP to prevent the spread of pest plants during construction. Pest control is proposed as part of the mitigation and offset package, including measures to deter the spread of pest plants during the construction period. (e) The CWMP addresses adverse effects on water quality during construction, and as noted above, adverse effects on fish passage during construction are considered to be negligible to low. Post-construction, operational stormwater will be treated via three construction wetlands. Fish passage is to be provided for. Long term effects on habitat will be addressed through mitigation measures and the proposal riparian enhancement. (f) Stormwater devices have been designed to minimise erosion of streams by providing extended detention and controlled release of runoff generated in a rainfall event of up to 36mm, discharged over a 24 hour period. (g) The Project does not affect any existing structures within the bed. (h) Stormwater devices associated with the road have been designed in order to convey reasonable flow during flood conditions. (i) Stormwater quantity is not anticipated to reduce the overall capacity of river channels to convey flood flows. Where stormwater ponds are planned in the lower Mangapepeke Stream, the impervious surface will be about 2.4% of the catchment; while in the Mimi River it will be 0.7% of the catchment after the Project completion. (j) Stormwater devices have been designed to avoid adverse effects of flooding (related to the construction of the road) on adjacent properties or uses. (k) The works within the river beds are not anticipated to affect historic heritage values associated with the Mimi and Mangapepeke Valleys.
Fresh water: Maintaining and enhancing public access to and along rivers and lakes		
WPA Objective 1	To maintain and enhance appropriate public access to and along rivers and lakes in the Taranaki region, while avoiding, remedying or mitigating any adverse effects that may arise from that access.	Existing public access will be maintained, except if there are health and safety issues with keeping the Kiwi Road track open during construction of that part of the Project. The Kiwi Road track will be re-directed under the new SH3 bridge once this is completed and safe access to it from SH3 will be provided. It is noted that there are also opportunities to consolidate the track access areas for better amenity for the start of both the Kiwi Road and Mt Messenger Tracks once construction is complete.
WPA Policy 1	Encourage, as far as is practicable, the maintenance and enhancement of public access to and along rivers and lakes, except where circumstances make restrictions necessary to: (a) preserve the natural character of rivers and lakes and their margins; (b) protect private property rights and infrastructure; (c) safeguard the ecological, intrinsic or recreational attributes of rivers and lakes; (d) avoid conflicts between competing uses; (e) protect cultural and spiritual values of tangata whenua; (f) protect public health and safety; (g) protect the integrity of river control works;	The Kiwi Road track (which leads to the Mimi River wetland) may be closed for health and safety reasons during construction, however once this is complete it will be re-opened and re-directed under the new SH3 bridge for safe access.

Reference	Objective/policy	Assessment
	(h) protect historic heritage; and (i) provide for other circumstances that are sufficient to justify the restriction, notwithstanding the national importance of maintaining access.	
Air and climate change: Maintaining air quality		
AQU Objective 1	To maintain the existing high standard of ambient air quality in the Taranaki region, to improve air quality in those instances or areas where air quality is adversely affected, and to avoid, remedy or mitigate adverse effects on people and the environment resulting from discharges to air.	Existing air quality in the vicinity of the Project is very good. Operational effects on air quality are considered to be negligible (see Technical Report 11). The main air quality issue associated with the Project is likely to be dust generated by construction works. This will be appropriately managed via a Dust Management Plan (see Volume 5).
AQU Policy 1	Discharges to air of contaminants should avoid, remedy or mitigate adverse effects by ensuring that: (a) any discharge to air of potentially hazardous, noxious, dangerous or toxic contaminants does not occur at a volume, concentration or rate or in such a manner that causes or is likely to cause a hazardous, noxious, dangerous or toxic effect on human or animal health, significant ecosystems or structures; (b) to the fullest extent practicable, any discharge to air of odorous contaminants does not create an offensive or objectionable effect beyond the boundary of the property of the discharger; and (c) any discharge to air of dust, smoke or hot air emissions and other particulate matter does not occur at a volume or rate or in a manner that causes or is likely to cause a hazardous, noxious, dangerous, offensive or objectionable effect beyond the boundary of the property of the discharger, including the significant restriction of visibility or the soiling of property.	The Project will not generate contaminants in a manner than has adverse effects on human health or the environment, and odour is not considered to be an issue. Dust generation will be managed via the Dust Management Plan.
AQU Policy 2	In considering policies or proposals in relation to discharges to air, matters to be considered will include: (a) recognition that some areas of the region have within them, uses or values that are more sensitive to the discharge of contaminants to air than other areas; (b) surrounding environmental conditions and the potential for adverse effects on other receiving environments; (c) the potential for cumulative effects; (d) measures to reduce the volume and toxicity of the contaminants; (e) measures to reduce the risk of unintended discharges of contaminants; (f) the requirement to discharge to air having regard to use of the best practicable option to prevent or minimise as far as practicable adverse effects on the environment from the discharge of contaminants to air; and	As set out above, the area is remote and has good air quality, and modelling has found that operational air discharges are not a concern. In relation to Clause (f), only three potential receptors have been identified as potentially affected by dust generation. It is likely that water will be used to dampen dust in the vicinity of the receptors however, dust generation will be accepted where there are no human receptors. This approach is proposed in order to reduce the water take required, as water will be pumped from the Mimi and Tongaporutu Catchments (identified as being of high natural value in Appendix 1 of the RPS). Given the circumstances, this is considered to be the best practicable option. Dust is considered to have less than minor effects on nearby vegetation, as set out in the Vegetation and Air Quality Assessments (Technical Reports 7a and 11).

Reference	Objective/policy	Assessment
	(g) the nature of the source or sources	
Air and climate change: Responding to the effects of climate change		
CCH Objective 1	To avoid, remedy or mitigate the adverse effects on the Taranaki environment arising from climate change.	A benefit of the new road is the predicted reduction in carbon dioxide emissions associated with a shorter length of road and a reduced climb with flatter grades (see Traffic and Transport Assessment, Technical Report 2).
CCH Policy 1	Avoid or mitigate adverse effects on the environment arising from climate change by recognising and providing for: (a) the development and protection of the built environment and infrastructure in a manner that takes into account the potential effects of rising sea levels and more variable and extreme weather patterns; (b) adaptation within agriculture, forestry and other primary industries to reduce the adverse effects of climate change on the use of natural and physical resources; (c) a potential increase in biosecurity risks to primary production and biodiversity values; and (d) possible adverse effects on ecosystems including those with conservation and biodiversity values and on public health.	The Resilience Report sets out that due to the location of the Project in Taranaki, drought conditions are relatively rare, and there would be limited effects on the Project from an extremely dry period. Groundwater levels within the valleys are inferred to be high (as discussed above). Drought conditions which lower permanent groundwater levels may encourage settlement along the route. This has been sufficiently designed for and will be mitigated by preloading of areas prone to groundwater fluctuations. It is noted that the Project will reduce carbon dioxide emissions associated with the operation of the road, as the grades will reduce leading to less fuel useage particularly for heavy vehicles.
Coastal environment: Maintaining and enhancing coastal water quality		
CWQ Objective 1	To maintain and enhance coastal water quality in the Taranaki region by avoiding, remedying or mitigating the adverse effects of discharges of contaminants to the coastal marine area.	Both the Mimi River and the Mangapepeke Stream (via Tongaporutu River) eventually discharge to the coastal marine area. Effects of discharges from the works on the coastal marine area (namely sediment) have been considered. The Project, with mitigation measures in place, is considered to have no measurable impact on marine ecology, noting the CWMP proposes to avoid erosion at source and control any discharge within the Project footprint.
CWQ Policy 3	Encourage sustainable land management practices that avoid, remedy or mitigate adverse effects on the water quality of rivers and streams discharging and impacting on coastal water quality.	Implementation of the proposed CWMP will address the very low risk of potential adverse effects from the Project on the coastal marine area.
Indigenous biodiversity: Maintaining and enhancing indigenous biodiversity		
BIO Objective 1	To maintain and enhance the indigenous biodiversity of the Taranaki region, with a priority on ecosystems, habitats and areas that have significant indigenous biodiversity values.	The ecological values present in the Project footprint and adjacent forested and wetland areas are high, although considerably diminished from their full potential because of the long term and largely unchecked impact of farm livestock and animal pests. The adverse effects are also considered to be high and therefore a comprehensive biodiversity offset and mitigation package has been developed (see the Ecological Mitigation and Offset Report). This is considered to result in a net ecological benefit.
BIO Policy 2	Adverse effects on indigenous biodiversity in the Taranaki region arising from the use and development of natural and physical resources will be avoided, remedied or mitigated as far as is practicable.	The Transport Agency recognises that this Project is located in a significant ecological area. In the first instance, the alternatives assessment presented a preferred option that minimises ecological effects by avoiding particularly

Reference	Objective/policy	Assessment
		significant habitat (particularly Parininihi), and modifying the road design to minimise effects. A comprehensive biodiversity offset and mitigation package has been developed to address adverse effects.
BIO Policy 3	Priority will be given to the protection, enhancement or restoration of terrestrial, freshwater and marine ecosystems, habitats and areas that have significant indigenous biodiversity values.	As set out above, adverse effects on the Parininihi area have been avoided by routing the road to the east of the existing SH3. As part of the application package, enhancement and restoration of important habitat is proposed including pest control, riparian restoration and restoration of kahikatea swamp forest previously found in this area.
BIO Policy 4	When identifying ecosystems, habitats and areas with significant indigenous biodiversity values, matters to be considered will include: (a) the presence of rare or distinctive indigenous flora and fauna species; or (b) the representativeness of an area; or (c) the ecological context of an area. Once identified as significant, consideration should be given to the sustainability of the area to continue to be significant in future when deciding on what action (if any) should reasonably and practicably be taken to protect the values of the area.	Policy 4 sets out criteria considered in determining and identifying ecosystems, habitats and areas with significant indigenous biodiversity values. To be considered significant, a site must have values that meet at least one of the first three criteria (criterion (a), (b) or (c)) and be sustainable (criterion (d)), which takes into account the quality of the area, its naturalness and inherent ecological viability. In this case, the Project area is recognised as having some significant ecological values. As far as practicable, effects have been avoided. The comprehensive mitigation and offset package has been developed to address the adverse effects of the Project and ensure the ongoing sustainability of biodiversity values.
BIO Policy 5	The maintenance, enhancement or restoration of indigenous biodiversity will be promoted in ecosystems, habitats and areas not covered by Policies 3 and 4 above, but still important for the continuing functioning of ecological processes, including those aspects important for the maintenance, enhancement or restoration of: (a) connections within, or corridors between, habitats of indigenous flora and fauna; (b) ecosystems, habitats and areas that provide buffering of habitats of indigenous flora and fauna; (c) botanical, wildlife, fishery and amenity values; (d) biological and genetic diversity; (e) water quality, water levels and flows; and (f) soils, substrate, minerals, nutrients or other physical factors or processes necessary for the survival of any indigenous flora or fauna species or community	The Project footprint includes areas of grassed pasture and grazed bush area (particularly in the northern part of the Project) which are not covered by Policies 3 and 4 above. However, the ecology reports still consider effects on these areas and the habitat values they provide. These effects have been factored into the biodiversity offset and mitigation package. These areas are potential targets for improvement through the implementation of the biodiversity offset and mitigation package, including for example as potential buffer areas to the Core Pest Management Area, and the location for the proposed area of kahikatea swamp forest restoration.
BIO Policy 7	In the maintenance and enhancement of indigenous biodiversity in Taranaki consideration will be given to the social and economic benefits of appropriate use and development of resources.	Indigenous biodiversity in Taranaki will be maintained and enhanced, in any event, through implementation of the Project's mitigation and offset package. This policy also requires consideration of the considerable social and economic benefits from the Project (described in Section 9 of this AEE), and from the use and development of natural and physical resources in the area. The enhancement of safety, resilience and journey time reliability of travel on SH3 will benefit the whole of Taranaki, and in particular the growing proportion of heavy traffic carrying freight to and from key economic and transportation hubs.

Reference	Objective/policy	Assessment
BIO Policy 8	When re-establishment or restoration of indigenous vegetation and habitat is carried out, preference should be given to the use of local genetic stock.	The Ecology and Landscape Management Plan will contain local sources of seed from which the swamp forest and wetland seedlings will be propagated.
Natural features and landscapes, historic heritage and amenity value: Natural features and landscapes		
NFL Objective 1	To protect the outstanding natural features and landscapes of the Taranaki region from inappropriate subdivision, use and development, and to appropriately manage other natural areas, features and landscapes of value to the region.	There are no outstanding natural features or landscapes within the Project footprint. However, the Project area does have other natural areas, features and landscapes of some value as set out in the landscape, natural character and visual assessment (Technical Report 8a and the Ecological Reports 7a-7h). The Project seeks to manage appropriately the adverse effects on these values. The mitigation proposed as set out in the Landscape Environmental Design Framework (LEDF) and Ecological Mitigation and Offset Report is considered to be an appropriate response to the nature and scale of the Project and the effects on these landscape values.
NFL Policy 2	Recognition shall be given to the appropriate management of other natural areas, features or landscapes not covered by Policy 1 above, but still of value to the region for one or more of the following reasons: (a) the maintenance of water quality and quantity; (b) soil conservation; (c) the avoidance or mitigation of natural hazards; (d) natural character amenity and heritage values and scientific and educational significance; (e) geological and geomorphological, botanical, wildlife and fishery values; (f) biodiversity and the functioning of ecosystems; (g) 'sinks' or 'pools' for greenhouse gases; and (h) cultural features of significance to tangata whenua.	The landscape and area surrounding the Project footprint could be characterised as having a number of the values listed in NFL Policy 2, including: • high water quality, particularly in the headwaters of the Mangapepeke and Mimi Rivers • vegetated, steep hill country which is prone to erosion • moderate-high natural character values associated with the Upper Mangapepeke Valley • the alluvial and swamp forest vegetation communities present within the northern tributary of the Mimi River and the Mangapepeke Stream including kahikatea forest, kahikatea swamp maire forest, swamp maire forest, and kahikatea treeland has a high ecological value • the entire area is culturally significant to Ngāti Tama. As set out above in relation to NFL Objective 1, the Project appropriately manages adverse effects on these values.
NFL Policy 3	The protection of outstanding and where appropriate, other natural features and landscapes of value shall be achieved by having regard to the following criteria in determining appropriate subdivision, use and development: (a) the value, importance or significance of the natural feature or landscape at the local, regional or national level; (b) the degree and significance of actual or potential adverse effects on outstanding natural features and landscapes or other important natural features and landscapes, including cumulative effects, and the efficacy of measures to avoid, remedy or mitigate such effects; (c) the benefits to be derived from the use and development at the local, regional and national level; (d) the extent to which the subdivision, use or development recognises or provides for the relationship of tangata whenua and their culture and traditions with their ancestral lands, water, sites, wāhi tapu and other taonga;	The Project is an appropriate development, by reference to the various criteria in Policy 3 (as follows): (a) From a botanical perspective, the alluvial and swamp forest vegetation communities present within the northern tributary of the Mimi River and the Mangapepeke Stream have regional significance (see Technical Report 7a). Technical Report 8a considers the Upper Mangapepeke Valley to be of moderate to high landscape value due to the unmodified stream corridor and indigenous vegetation cover combined with relatively strong ridge and spur landforms. On the other side of the ridge, the Upper Mimi Valley is considered to have moderate landscape value. (b) The degree and significance of the actual or potential adverse effects is set out in the landscape, natural character and visual assessment (Technical Report 8a), along with measures to avoid, remedy or mitigate these effects, which are also incorporated in the LEDF (Technical Report 8b). These measures are considered to appropriately address the level of adverse effects anticipated as a result of construction. (c) As set out previously, SH3 is a key connector for Taranaki to Waikato and further north. Improving the connection is anticipated to result in significant regional benefits to people's way of life (through greater resilience in the road network to accidents and natural hazards, and improved capacity and ease of movement for both freight and people), growth and development and wellbeing including through the improvement in journey experience.

Reference	Objective/policy	Assessment
	(e) the need for use or development to occur in the particular location; (f) the sensitivity or vulnerability of a natural feature or landscape to change, and its capacity to accommodate change, without compromising the values of the feature or landscape; (g) the degree of existing modification of the natural feature or landscape from its natural character; (h) the degree to which financial contributions associated with any subdivision, use and development can be used to offset actual or potential adverse effects arising from those activities.	Additional environmental benefits will arise from implementation of the generous biodiversity offset and mitigation package. (d) The relationship of Ngāti Tama to the land affected by the Project has been central to the development process. Engagement is ongoing and will remain so throughout the Project. (e) The location of the Project is constrained by the location of SH3. Within that constraint, a broad range of options are subject to a thorough alternatives assessments, which lead to the selection of the proposed location for the Project (see Section 6 and Volume 4 of the AEE). (f) The landscape, natural character and visual assessment finds that the Project is predominantly within a contained valley system that has a moderate capacity to accommodate landscape change. (g) Technical Report 8a considers the Upper Mangapepeke Valley to be of moderate to high natural character value due to the unmodified stream corridor and indigenous vegetation cover combined with relatively strong ridge and spur landforms. The Lower Mangapepeke Valley is more modified. On the other side of the ridge, the Upper Mimi Valley is considered to have moderate natural character value. (h) Financial contributions are not proposed however, the mitigation and offset package proposed is extensive, including pest management over 560ha in perpetuity (or until such time as pest management in the form we know of it today is no longer necessary to sustain the levels of biodiversity created). Overall, the Project is considered to be consistent with Policy 3.
Natural features and landscapes, historic heritage and amenity value: Protecting our historic heritage		
HIS Objective 1	To protect the historic heritage values in the Taranaki region from inappropriate subdivision, use and development, and where practical enhance those values.	Historic heritage values have been assessed. Based on the assessment completed to date, there should be no constraints on the proposed construction of the Project on archaeological or historic heritage grounds, as no known archaeological or other historic heritage sites will be affected by the proposed construction of the Project (see Technical Report 9).
HIS Policy 2	Historic heritage will be protected from inappropriate subdivision, use and development, and the maintenance, conservation and restoration of historic heritage sites, places and values will be encouraged as far as possible.	An Accidental Discovery Protocol is proposed to provide for the possibility of unrecorded archaeological sites being encountered during construction.
Natural features and landscapes, historic heritage and amenity value: Maintaining and enhancing amenity values		
AMY Objective 1	To recognise the positive contributions of appropriate use and development in terms of providing for the maintenance and enhancement of amenity values in the Taranaki region, while avoiding, remedying or mitigating the adverse effects of inappropriate use and development on amenity values.	The Project will maintain existing amenity values. It also presents a number of opportunities to enhance amenity values in the vicinity, including opportunities to consolidate the track access areas for better amenity for the start of both the Kiwi Road and Mt Messenger Tracks and possible opportunities for stopping places (rest areas, viewing places, cultural places, or composite places) across the Project which may enhance amenity along the alignment (within the constraints of traffic safety arrangement).
AMY Policy 1	The adverse effects of resource use and development on rural and urban amenity values will be avoided, remedied or mitigated and any positive effects on amenity values promoted. Any positive effects of appropriate use and development will be fully considered and balanced	Effects of the Project on the qualities and characteristics listed in AMY Policy 1 are as follows: (a) Construction noise and vibration, air quality and traffic effects have been assessed and are considered to be less than minor, with the possible exception of 2397 Mokau Road, which is in close proximity to a spoil disposal area

Reference	Objective/policy	Assessment
	against adverse effects. Those qualities and characteristics that contribute to amenity values in the Taranaki region include: (a) safe and pleasant living environment free of nuisance arising from excessive noise, odours and contaminants, and from traffic and other risks to public health and safety; (b) scenic, aesthetic, recreational and educational opportunities provided by parks, reserves, farmland, and other open spaces, rivers, lakes, wetlands and their margins, coastal areas and areas of vegetation; (c) a visually pleasing and stimulating environment; (d) efficient, convenient and attractive urban forms; and (e) aesthetically pleasing building design, including appropriate landscaping and signs.	during construction and may require management to avoid unnecessary noise (see Section 10 of the AEE and Technical Reports 10 and 11). A CNMP will manage construction noise effects. Once operational, the road will operate at a similar level to the existing SH3 but will be safer and easier to drive. (b) The existing recreational opportunities will be maintained, particularly to the Mimi River and surrounds via the Kiwi Road track. The wider scenic amenity qualities of the Project's surrounding environment have also been maintained through route selection and keeping the road low in the landscape. In addition, the new route is likely to be a scenic drive. (c) The design principles set out in the LEDF including 'creating an aesthetically pleasing experience for travellers that derives from the highway following and 'fitting in' with the natural landscape patterns' and 'creating a straight-forward and uncluttered aesthetic to the highway by such means as attention to the details of the highway edge, and a refined and pared-back suite of elements (such as barriers, signs, drainage structures)'. (d) Not applicable as the route is located in a rural area. (e) Building associated with the Project include hydrant tanks and a tunnel control building. These will be screened, and the tunnel control building set into the landscape. Appropriate landscaping will be developed in the detailed design phase. .
Natural hazards: Reducing the risk to the community from natural hazards		
HAZ Objective 1	To avoid or mitigate natural hazards within the Taranaki region by minimising the net costs or risks of natural hazards to people, property and the environment of the region.	The construction of the Project will result in a significant improvement in resilience over the existing SH3 route, ie it will lower the risk of natural hazards on the route (see Technical Report 3). The improvement to resilience will be achieved through major improvements to grades and curves throughout the proposed route as well as design and construction of cuttings and embankments, engineered structures including retaining walls, stormwater culverts and a bridge and tunnel.
HAZ Policy 2	New subdivision, use and development should be so located and designed that the need for hazard protection works is avoided.	The alternatives assessment process took resilience into consideration, particularly geotechnical and hydrological resilience. Options which required hazard protection works (significant retaining walls etc) were discarded.
HAZ Policy 6	To recognise the importance of air, land and sea transportation and associated navigation systems and infrastructure as essential services that should have priority in a state of emergency.	Given the strategic significance of the SH3 connection north of New Plymouth, having a safe, reliable and resilient route is critical. This is a key benefit of the Project.
The built environment: Providing for regionally significant infrastructure		
INF Objective 1	To provide for the continued safe and efficient operation of the region's network utilities and other infrastructure of regional significance (including where this is of national importance), while avoiding, remedying or mitigating adverse effects on the environment.	SH3 through Taranaki is a regionally significant piece of infrastructure, being classified as a Regional Road in the Transport Agency's One Network Road Classification (ONRC). This means that the road that makes a major contribution to the social and economic wellbeing of a region and connect to regionally significant places, industries, ports or airports. Regional Roads are also major connectors between regions. The Project will significantly improve the safety and efficient operation of SH3, while mitigating (and offsetting) the adverse effects on the environment associated with construction of the road in this location.

Reference	Objective/policy	Assessment
INF Policy 1	Provision will be made for the efficient and effective establishment, operation, maintenance and upgrading of network utilities and other physical infrastructure of regional significance (including where this is of national importance) and provision for any adverse effects of their establishment to be avoided, remedied or mitigated as far as is practicable	The mitigation and management measures set out in Section 11 of the AEE, the various technical reports and management plans including the CEMP (Volume 5) sets out the framework for efficient and effective construction of this regionally significant road, while providing for adverse effects of the establishment of a new bypass in a manner which will avoid, remedy or mitigate adverse effects as far as practicable, noting that the mitigation and offset package proposed intends to provide a net ecological benefit within 10-15 years.
Resource management issue of significance to iwi authorities: Taking into account the principles of the Treaty of Waitangi		
TOW Objective 1	To take into account the principles of the Treaty of Waitangi in the exercise of functions and powers under the Resource Management Act.	In its ongoing engagement with Mana Whenua and particularly Ngāti Tama, the Transport Agency has taken into account the principles of the Treaty of Waitangi especially the principle of partnership, along with recognition of the spiritual relationship that tangata whenua have with the environment and acknowledgement of Ngāti Tama's rangatiratanga and kaitiaki responsibilities in relation to the Project area.
TOW Policy 1	Act cooperatively and in good faith, showing flexibility and responsiveness and a desire to engage with Māori for the good governance of the Taranaki region.	The Transport Agency has acted (and will continue to act) co-operatively with iwi to facilitate an inclusive and responsive engagement process based on good faith and mutual respect.
TOW Policy 2	Management of natural and physical resources in the Taranaki region will be carried out in a manner that takes into account the principles of the Treaty of Waitangi, including the principles of kawanatanga, rangatiratanga, partnership, active participation, resource development and spiritual recognition.	As set out above, the Transport Agency is fully cognisant of the principles of the Treaty of Waitangi, and the significant values that the Project area has for Ngāti Tama. Ngāti Tama have actively participated in the development of the options to lodgement and the Transport Agency will continue to facilitate active participation and exercise of rangatiratanga in relation to the Project acknowledging the significant effects that this development has on cultural values in this location.
Resource management issue of significance to iwi authorities: Recognising kaitiakitanga		
KTA Objective 1	To have particular regard to the concept of kaitiakitanga in relation to managing the use, development and protection of natural and physical resources in the Taranaki region, in a way that accommodates the views of individual iwi and hapu.	Ngāti Tama have kaitiaki responsibilities in the Project area and have inputted into the Project throughout the alternatives assessment and consent level design. Kaitiaki input will continue throughout the detailed design and implementation phase.
KTA Policy 1	Iwi and hapu will be consulted on an individual basis to determine how kaitiakitanga can be recognised and integrated in the management of the use, development and protection of natural and physical resources in the Taranaki region.	The Transport Agency has consulted with iwi of the wider area around the Project footprint, noting Ngāti Tama is the primary stakeholder in this location.
Resource management issue of significance to iwi authorities: Recognising and providing for the relationship of Māori with ancestral lands, water, sites, wāhi tapu and other taonga		
REL Objective 1	To recognise and provide for the cultural and traditional relationship of Māori with their ancestral lands, water, air, coastal environment, wāhi tapu and other sites and taonga within the Taranaki region.	The Transport Agency acknowledges the strong connection between Ngāti Tama and the area within and surrounding the Project footprint, and has provided for this via ongoing engagement and input into the consent process.
REL Policy 1	The development, use or protection of iwi and hapu land will be supported in a manner, which is consistent with the purpose of the Act.	The Project footprint has huge cultural significance to Ngāti Tama, and this has been acknowledged throughout the process. In particular, the Project requires the use of Ngāti Tama land, and the Transport Agency is actively engaging with Ngāti Tama in relation to this. The Project design, the management measures set out in Volume 5, the LEDF and the ecological mitigation and offset package have sought to protect the area from the adverse effects of the proposed

Reference	Objective/policy	Assessment
		activities as far as practicable, and to remedy, mitigate and offset adverse effects where avoidance has not been possible.
REL Policy 3	Wāhi tapu and other sites or features of historical or cultural significance to iwi, and hapu and the cultural and spiritual values associated with ancestral lands, fresh water, air and the coast, will be protected from the adverse effects of activities, as far as is practicable and in a manner, which is consistent with the purpose of the Act.	The entire Project footprint and surrounding area holds special significance to Ngāti Tama. The Transport Agency recognises this and will continue to engage on an ongoing basis with Ngāti Tama to address adverse effects on cultural heritage.
REL Policy 5	The cultural perspectives of iwi in relation to the identification and protection of outstanding natural features and landscapes will be recognised and provided for.	The options assessment process was key to avoiding adverse effects on the Waipingao catchment/Parininihi and Mt Messenger which are significant locations for Ngāti Tama, as the proposed route has been directed out of this catchment and into the eastern side of the existing SH3. A large cut through of near the peak of Mt Messenger has also been avoided through the alternatives assessment process, as sought by Ngāti Tama.
REL Policy 7	The maintenance and enhancement of rivers, streams, lakes and other water bodies, which have special significance to iwi will be provided for in a manner respectful of tikanga Māori.	As set out in the LEDF (Technical Report 8b), the cultural values and relationship of Ngāti Tama to the area (including the watercourses) will be acknowledged and incorporated into the final Project design.
Resource management issue of significance to iwi authorities: Recognising cultural and spiritual values of tangata whenua in resource management processes		
CSV Objective 1	Management of natural and physical resources in the Taranaki region will be carried out in a manner that takes into account the cultural and spiritual values of Iwi o Taranaki and in a manner which respects and accommodates tikanga Māori.	Providing for cultural expression and recognition is a guiding principle within the LEDF, and this provides a basis for ongoing engagement with Ngāti Tama.
CSV Policy 1	The special relationship that Taranaki tangata whenua have with te taiao (the environment), as reflected in their respect for the spiritual integrity of te taiao as a living system infused with qualities of wairua (spirituality), mauri (life principle), wehi (reverence), mana (authority), tapu (sacredness) and noa (nontapu), will be given particular consideration in the promotion of the sustainable management of the region's resources.	The relationship of Mana Whenua and te taiao has driven discussions between the Transport Agency and local iwi. The Transport Agency places great weight on Mātauranga Māori and sought the views of Mana Whenua as experts in tikanga Māori during the alternatives assessment and consent design process. Particular consideration has been given to the mana of tangata whenua, the importance of maintaining mauri, managing effects on wāhi tapu and taonga, and respecting the spiritual integrity of Parininihi.

Regional Fresh Water Plan for Taranaki 2001

Reference	Objective/policy	Assessment
Issue 3.1: Protection and enhancement of the natural, ecological and amenity values of fresh water		
Objective 3.1.5	To maintain and enhance amenity values and the quality of the environment of Taranaki's rivers, lakes and wetlands and their margins.	The Project will have adverse effects on watercourses within the Project footprint, including diversion and installation of culverts under the road footprint. Riparian restoration and restoration of kahikatea swamp forest is proposed to offset the adverse effects of the Project, alongside pest control. This will ultimately enhance the amenity values and the quality of those streams and their margins where it is located, and create an overall "net positive" in terms of effects on rivers and wetlands.
Objective 3.1.6	To manage the fresh water resources of the Taranaki region in a way that promotes the sustainable management of natural and physical resources, by recognising and providing for the differences in and between rivers, streams, lakes and wetlands in the region.	The natural character and water quality characteristics vary between the catchments affected by this proposal however, it is acknowledged that there are adverse effects particularly in the Upper Mangapepeke Valley which has moderate-high natural character values. Therefore, the mitigation and offset package is included as part of the application. This package has a high likelihood of substantially reversing the diminished state of the ecology in those areas where the mitigation is targeted, and achieving a net gain in biodiversity within 10 to 15 years following construction. This is considered to be a sustainable approach to a project of this scale and nature.
Policy 3.1.2	The adverse effects of activities on the natural character, ecological and amenity values of all rivers, lakes and wetlands and their margins in the Taranaki region will be avoided, remedied or mitigated, having regard to: (a) the topography and form of the river, lake or wetland; (b) the natural flow characteristics, hydrological functions and natural water levels and their fluctuations in rivers, lakes and wetlands; (c) ecosystems, habitats and species; (d) existing water quality and the need to maintain or enhance that quality; (e) recreational, fishery, aesthetic and scenic values.	The proposal takes into account the matters set out in Policy 3.1.2 as follows: (a) Consideration of the topography and form of the watercourses within the Project footprint is incorporated into the road design. (b) Where possible, adverse effects on the natural flow characteristics, hydrological functions and natural water levels including fluctuations in rivers and wetlands affected by the Project have been avoided, and if this is not possible then they have been remedied or mitigated. (c) The Freshwater Ecology Assessment (Technical Report 7b) sets out the freshwater ecosystems, habitats and species affected by the proposal. Adverse effects have been addressed through the mitigation and offset package. (d) The aquatic macroinvertebrate community (an indicator of water quality) is characterised as fair to excellent in the Freshwater Ecology Assessment (Technical Report 7b). This water quality will be maintained during construction through the management measures set out in the CWAR, and during operation via the proposed stormwater treatment (constructed wetlands). Riparian restoration proposed as part of the mitigation package will improve water quality by providing a buffer and shading to the streams where planting occurs. Fisheries values of both the Mimi and Tongaporutu catchments are associated with whitebaiting in the lower reaches of the catchments. Effects on whitebait are considered in the freshwater ecology assessment (Technical report 7b) and are anticipated to be managed via, for example, the control of construction activities, culvert design and habitat restoration. The net recreational effects of the Project are positive. Aesthetic and scenic values of the Project footprint have been inherently taken into account as part of the design process, including alternatives assessment. The design and mitigation package set out in the LEDF (Appendix 8b) is considered to be an appropriate response to the nature and scale of the Project and associated adverse effects.

Reference	Objective/policy	Assessment
Policy 3.1.3	The life-supporting capacity of fresh water will be safeguarded and the adverse effects of activities on aquatic habitats and fresh water ecosystems will be avoided, remedied or mitigated having regard to: (a) the maintenance of biological and physical processes; (b) the existing and potential productivity, diversity, importance and variability of aquatic ecosystems; (c) habitat characteristics, including habitats for aquatic species at different stages of their life cycle, habitats of threatened, vulnerable or rare species, and habitats for terrestrial life that use the water body; (d) the significance of indigenous flora and fauna, including the habitat of indigenous fish; (e) the habitat of trout.	Technical Report 7b sets out the short-term and long-term adverse effects on streams within the Project footprint e.g. sedimentation, direct removal of fish from the stream during construction, temporary and permanently reduced fish passage, loss of stream ecological functions and habitat, and potential effects of road stormwater on stream hydrology and water quality. In relation to the matters set out in Policy 3.1.3: (a) Biological and physical process will be maintained as far as possible however, the Project will have some adverse effects on streams within the Project footprint. These will be managed as set out in the relevant technical reports. (b) Representativeness, rarity/distinctiveness, diversity and the ecological context have been considered as part of the Stream Ecological Valuation (SEV) assessment contained in the Freshwater Ecology Report. (c) The aquatic macroinvertebrate community indicated 'excellent' water quality/habitat near the headwaters. In the Mangapepeke Stream Macroinvertebrate Community Index scores reduced downstream to values indicative of 'fair' to 'good' conditions, but in the main stem of the Mimi River the scores remained high. (d) Both streams had a high diversity of fish. (e) No trout have been recorded within the Project footprint. Taking the above into account, the potential effects on streams during the construction period and once the road is complete, can be minimised and mitigated by implementing good practice as set out in Technical Report 7b. The long-term effects of stream diversions required for the Project will be addressed by implementing offset compensation. Overall, the effects of the Project on freshwater ecology can be appropriately managed and mitigated, and the loss of habitat can be adequately offset to result in 'no net loss' of stream values.
Policy 3.1.4	The high natural, ecological and amenity values of those rivers and streams listed in Appendix IA will be maintained and enhanced as far as practicable. Adverse effects of activities on these values will be avoided as far as practicable, or remedied or mitigated.	The Tongaporutu and Mimi catchments are listed in Appendix IA of the Fresh Water Plan. Activities in close proximity to the streams in this catchment will be managed to minimise sediment loading and adverse effects on hydrology and aquatic ecology. The long-term effects of stream diversions will be addressed through the riparian restoration offsetting. Overall, the adverse effects on the natural, ecological and amenity values of the Mimi River and Tongaporutu River catchments will be appropriately addressed.
Issue 3.2: Maintenance and enhancement of public access to and along rivers and lakes		
Objective 3.2.1	To maintain and enhance public access to and along rivers and lakes.	Currently, public access to the wetland associated with the Mimi River is via the existing Kiwi Road track. This may be affected by construction. However, this will be temporary and once safe access is available through the area, this will be re-opened, with an improved safer access point.
Policy 3.2.1	Public access to and along rivers and lakes will be maintained and enhanced as far as practicable, except where restrictions are necessary to: (a) preserve the natural character of rivers and lakes and their margins; (b) protect private property rights; (c) safeguard ecological or intrinsic attributes of rivers and lakes; (d) avoid conflicts between competing uses;	Existing public access will be maintained, except if there are health and safety issues with keeping the Kiwi Road track open during construction. Following construction, safety of access will be enhanced to the Kiwi Road track.

Reference	Objective/policy	Assessment
	(e) protect cultural and spiritual values of Tangata Whenua; (f) protect human health and safety; (g) protect the integrity of river and flood control works; (h) provide for other exceptional circumstances that are sufficient to justify the restriction, notwithstanding the national importance of maintaining access.	
Policy 3.2.3	Provision shall be made, where appropriate and practicable, to improve the ability of public to reach and use rivers and lakes to which access is limited for any reason, provided that this is not inconsistent with Policy 3.2.1.	The Kiwi Road track will be re-directed under the new SH3 bridge once this is completed. Once construction is complete, safety or access to the wetland in the Kiwi Road track will be improved.
Issue 4.1: Recognising and providing for the relationship of Tangata Whenua and Iwi and hapu of Taranaki and their culture and traditions with their water, sites, wāhi tapu and other taonga		
Objective 4.1.1	To recognise and provide for the cultural relationship and values of Iwi and hapu of Taranaki with water, and with ancestral land and sites, wāhi tapu and other taonga associated with fresh water, and the beds of rivers and lakes, in a manner reflective of their status as Tangata Whenua and in accordance with Tikanga Māori.	The Transport Agency has collaborated with Ngāti Tama throughout the Project development, including throughout the options assessment process, and will continue to do so. As set out in the LEDF (Technical Report 8b), the cultural values and relationship of Ngāti Tama to the area (including the watercourses) will be acknowledged and incorporated into the final Project design.
Policy 4.1.1	Wāhi tapu and other sites or features of historical or cultural significance to Iwi and hapu of Taranaki, and the cultural and spiritual values associated with fresh water, will be protected from the adverse effects of activities, as far as practicable.	The Project footprint has huge cultural significance to Ngāti Tama, and this has been acknowledged throughout the process. The Project design, the management measures set out in Volume 5, the LEDF and the ecological mitigation and offset package have sought to protect the area from the adverse effects of the proposed activities as far as practicable, and to remedy, mitigate and offset those adverse effects where avoidance has not been possible. In this context, the options assessment process was key to avoiding adverse effects on the Waipingao catchment/Parininihi and Mt Messenger which are significant locations for Ngāti Tama.
Policy 4.1.2	Adverse effects of activities on mahinga kai and the habitats of species harvested by Tangata Whenua, will be avoided or mitigated to the fullest extent practicable.	Ngati Tama has identified that the tracks from the coastline into the bush in the vicinity of the Project footprint are important pathways to mahinga kai, although specific locations within the Project footprint have not been identified. The ecological mitigation and offset package addresses adverse effects on habitats and species, and is considered to address issues likely to affect mahinga kai species.
Policy 4.1.3	Access to mahinga kai and identified areas of historical or cultural significance to Iwi and hapu of Taranaki associated with fresh water, will be maintained or enhanced, except where restrictions are appropriate to achieve the purpose of the Act, the Regional Policy Statement for Taranaki and this Plan.	The Mt Messenger to Whitecliffs track will not be affected by the works. There may be temporary disruption of the Kiwi Road track however, following the completion of the works, overall access will be maintained or enhanced.
Policy 4.1.5	Opportunities for incorporating the customary knowledge of Iwi and hapu of Taranaki about river and lake resources, and for involving kaitiaki, as a means of promoting sustainable management or protecting taonga of fresh water, will be recognised and utilised by the Taranaki Regional Council where appropriate.	Ngāti Tama have been involved in the options assessment process, which provided an opportunity for the Project team to learn from their detailed local knowledge of the area. Engagement and collaboration with Ngāti Tama is ongoing and will continue through the consenting and construction process.
Issue 5.1: Enabling appropriate use and development of fresh water		

Reference	Objective/policy	Assessment
Objective 5.1.1	To enable people and communities to use and develop fresh water resources and the beds of rivers and lakes to provide for their social, economic and cultural wellbeing and for their health and safety, in accordance with the sustainable management of those resources.	SH3 connects Taranaki's primary sectors to markets in the north, tourist routes and access to health, cultural and other services. The Project, including associated use and development of the freshwater resources within the Project footprint and the water take locations, will ultimately provide for social, economic, and cultural wellbeing for the people and communities of Taranaki by enhancing driver safety and travel experience along this part of the route.
Policy 5.1.1	When managing the use and development of fresh water and the beds of rivers and lakes, the Taranaki Regional Council will recognise: (a) the need for all activities to avoid, remedy, or mitigate adverse environmental effects in accordance with the objectives and policies of this Plan; (b) the positive benefits to people and communities arising from the use or development; (c) existing uses of physical resources including any human-made resources that have a specific-use purpose; (d) the effects on existing lawfully established activities; (e) the need to allow existing users to progressively upgrade their environmental performance, where improvements are necessary to meet the provisions of this Plan.	In relation to Policy 5.1.1: (a) The Project incorporates a mitigation and offset package, recognising that there are effects that cannot be avoided or remedied. This is considered to be part of the proposal, and has been assessed against the objectives and policies of the Plan as set out in Section 11 of the AEE and in this appendix. (b) The Project provides regionally significant positive benefits to people and communities, including greater resilience in the road network to accidents and natural hazards, and improved capacity and ease of movement for both freight and people which is beneficial for regional growth and development and wellbeing (see the Social Impact Assessment, Technical Report 5). (c) The Project is not anticipated to affect other existing uses of physical resources outside of the public footprint, including water takes. (d) Activities in the vicinity of the Project footprint are largely rural. Effects will be largely confined to effects on the nearby dwellings, of which there are three, which is considered to be manageable. There are no known consented water takes which would be affected by the proposal. (e) Not applicable to this Project as construction will not be an existing use.
Transitional policies – NPS on Freshwater Management. **NPS 5.1: Water quality**		
Policy 5A.1.1	When considering any application for a discharge the consent authority must have regard to the following matters: (a) the extent to which the discharge would avoid contamination that will have an adverse effect on the life-supporting capacity of fresh water including on any ecosystem associated with fresh water and (b) the extent to which it is feasible and dependable that any more than minor adverse effect on fresh water, and on any ecosystem associated with fresh water, resulting from the discharge would be avoided.	This application includes discharges of stormwater and sediment deriving from soil disturbance activities during construction. In relation to this: (a) The CWAR and the CWMP consider that the first step is to avoid erosion, and then where this is not possible, erosion and sediment controls are proposed. Higher risk areas will be subject to a specific risk assessment and the implementation of appropriate erosion and sediment control measures over and above those typically implemented for standard earthworks projects. (b) Provided that the CWMP and associated management plans are implemented fully and correctly, more than minor adverse effects on fresh water resulting from sediment discharges will be avoided.
Policy 5A.1.2	When considering any application for a discharge the consent authority must have regard to the following matters: (a) the extent to which the discharge would avoid contamination that will have an adverse effect on the health of people and communities as affected by their secondary contact with fresh water; and	This application encompasses the discharge of contaminants, including sediment, to land and water. Controls will be in place to ensure discharges do not occur of contaminants which could have a more than minor adverse effect on the health of people and communities. As such, the proposed discharges are consistent with Policy 5A.1.2.

Reference	Objective/policy	Assessment
	(b) the extent to which it is feasible and dependable that any more than minor adverse effect on the health of people and communities as affected by their secondary contact with fresh water resulting from the discharge would be avoided.	
Policy 5A.1.3	Policies 5A.1.1 and 5A.1.2 applies to the following discharges (including a diffuse discharge by any person or animal): (a) a new discharge or (b) a change or increase in any discharge – of any contaminant into fresh water, or onto or into land in circumstances that may result in that contaminant (or, as a result of any natural process from the discharge of that contaminant, any other contaminant) entering fresh water.	Policies 5A.1.1 and 5A.1.2 are applicable to this application (for a new discharge) and are assessed above.
Transitional policies – NPS on Freshwater Management. **NPS 5.2: Water Quantity**		
Policy 5A.2.1	When considering any application the consent authority must have regard to the following matters: (a) the extent to which the change would adversely affect safeguarding the life supporting capacity of fresh water and of any associated ecosystem and the extent to which it is feasible and dependable that any adverse effect on the life-supporting capacity of fresh water and of any associated ecosystem resulting from the change would be avoided.	In relation to the matters set out in Policy 5A.2.1: (a) The adverse effects on freshwater ecology are set out in Technical Report 7b. These include temporary and permanent adverse effects during construction on sedimentation, direct removal of fish from the stream, short-term loss of fish passage in some areas and short-term loss of stream habitat from temporary culverts. Potential long-term effects include reduced fish passage, loss of stream ecological functions and habitat, and potential effects of road stormwater on stream hydrology and water quality. These effects have the potential to affect the life supporting capacity of the fresh water systems, and will therefore be avoided, remedied or mitigated as set out in the CWMP, Freshwater Ecology Assessment Report, and Ecological Mitigation and Offset Report. (b) Adverse effects will be avoided where practicable and avoided, remedied or mitigated/offset where this is not practicable. Implementation of good practice with respect to erosion and sediment control, fish recovery, vegetation clearance, water takes and undertaking monitoring during the construction period will minimise and mitigate many of the short-term effects. Similarly, many of the long-term effects from the road footprint can be minimised and mitigated by good culvert design to ensure fish passage, stormwater management, and design of stream diversions. Remaining adverse effects will be addressed by riparian restoration (8724m^2 of stream habitat).
Policy 5A.2.2	Policy 5A.2.1 applies to: (a) any new activity and (b) any change in the character, intensity or scale of any established activity that involves any taking, using, damming or diverting of fresh water or draining of any wetland which is likely to result in any more than minor adverse change in the natural variability of flows or level of any fresh water, compared to that which immediately preceded the commencement of the new activity or the change in the established activity (or in the case of a change in an intermittent or seasonal activity, compared to that on the last occasion on which the activity was carried out).	The water take associated with the Project is not considered to have more than minor adverse effects, as it will be set at 20% of the mean flow at the time of take. However, there are a number of new diversions associated with the Project which will result in more than minor adverse effects on the natural variability and levels of fresh water flows within the catchment and therefore Policy 5A.2.1 applies. These are addressed through the SEV process (providing for riparian restoration) as set out above.
Issue 6.1: The adverse effects of the taking, use, damming and diversion of surface water		

Reference	Objective/policy	Assessment
Objective 6.1.1	To promote the sustainable management of the surface waters of Taranaki while avoiding, remedying or mitigating any actual or potential adverse effects from the taking, use, damming or diversion of surface water.	The water takes and use, and the temporary and permanent diversion of surface water as a result of the road construction, will be carried out in a manner that avoids, remedies or mitigates adverse effects. Effects resulting from the diversion and culverting of natural watercourses will be offset through riparian restoration.
Policy 6.1.3	Notwithstanding Policy 6.1.4, when assessing the quantity of water that may be taken, used, dammed or diverted from any surface water body, the Taranaki Regional Council will have particular regard to: (a) the natural, ecological and amenity values of the water body; (b) the relationship of Tangata Whenua with the water body; (c) the importance of the water body to meet existing or reasonably foreseeable needs for community water supplies, agricultural, industrial or other use; (d) the effects of water levels and flows on water quality; (e) the hydrological characteristics of the catchment including flow variability, flow recession characteristics and the relationship to groundwater recharge; (f) the significance of flows and groundwater recharge for the maintenance or enhancement of downstream flows; (g) the extent to which the adverse effects of the taking, use, damming or diversion of water can be avoided, remedied or mitigated.	In relation to the matters set out in WAL Policy 3: (a) Natural character values vary from low-moderate to moderate-high over the Project footprint. Indigenous biodiversity values are fair to excellent as set out in the Freshwater Ecology Assessment (Technical Report 7b) which characterises the aquatic macroinvertebrate community. Fisheries values on both the Mimi and Tongaporutu catchments are associated with whitebaiting in the lower reaches of the catchments. The rivers do not provide trout habitat. (b) Ngāti Tama have a strong and significant relationship with the Project footprint as set out in the main body of the AEE. The Transport Agency is engaging on an ongoing basis to address the adverse effects of the Project on tangata whenua values. (c) There are no consented water takes downstream of the proposed Project construction water takes. There may be permitted activity takes related to agricultural use however the proposed water takes associated with construction are unlikely to affect the water available for this use. (d) Water takes will be restricted to no more than 20% of the flow at the time of the take. Diversions will be mitigated either through good culvert design to ensure fish passage, stormwater management, and design of stream diversions or through offset mitigation (riparian restoration). (e) It is not anticipated that the water takes will impact the overall hydrological characteristics of the catchments where the takes are located. (f) By restricting the water takes to no more than 20% of the flow at the time of take, it is anticipated that the effects of the water take will be less than minor, including on downstream flows. (g) Water takes are restricted to no more than 20% of the flow at the time of the take in order to avoid effects on in-stream values. The water intakes will also need to be appropriately designed to exclude fish. Diversions will be mitigated through good culvert design to ensure fish passage, stormwater management, and design of stream diversions; or offset mitigation through riparian restoration.
Policy 6.1.4	Subject to Policy 6.1.3, when assessing resource consents and imposing conditions for the taking, use, damming or diversion of surface water the Taranaki Regional Council will require quantities, levels and flows of water in rivers and streams (excluding those in Policies 6.1.1 and 6.1.2), that retain at least 2/3 habitat at mean annual low flow.	As set out in the Freshwater Ecology Assessment (Technical Report 7a), the approach to restrict water takes to no more than 20% of the flow at the time of the take is considered to be conservative and would offer a high level of protection considering the climate, and short term use..
Policy 6.1.5	When assessing resource consent applications for the taking, use, damming or diversion of water, the Taranaki Regional Council will consider: (a) the need to ensure that surface water is available for reasonable domestic needs, stock drinking water requirements, and fire fighting purposes;	In relation to the matters set out in Policy 6.1.5: (a) It is not anticipated that the water takes associated with construction will diminish supply for domestic needs, stock drinking water requirements, and fire fighting purposes. (b) As such, competing uses are not anticipated. (c) Construction of the road will require a water source for a number of construction activities, the bulk of which will be used for dust suppression.

Reference	Objective/policy	Assessment
	(b) where there are competing uses for water, or in catchments identified in Policy 6.1.2, the degree of community or regional benefit from the taking, use, damming or diversion as distinct from private or individual benefit; (c) the need for the volumes of water sought; (d) the need to use water efficiently and with a minimum of waste; (e) what alternative sources of water or water collection or storage methods have been considered; (f) possible mitigation measures including the maintenance of adequate minimum flows or flow regimes, the reduction or suspension of takes, the location, timing, duration and rate of the abstraction, the maintenance of fish passage, the application of riparian planting, use of gradient control for diversions, or other measures; (g) the need to install systems to accurately measure the volumes of water abstracted and to reduce or suspend abstractions.	(d) The proposed water take volumes are based on previous experience on construction sites of a similar size and nature. The water will be used as efficiently as practicable, noting that the volume sought can be reduced if dust suppression is only required in the vicinity of sensitive receptors (e) Groundwater and rainwater sources have been considered but are not likely to be able to provide the volume of water required. Potable water will be trucked onto site. (f) The takes during construction will be temporary and of a volume required for the construction processes. Where takes are not required e.g. when dust suppression is not necessary, the takes can be reduced or suspended. The restriction of water takes to no more than 20% of the flow at the time of the take is considered to be a conservative means of avoiding any adverse effects. The take will be designed to exclude fish but will not prevent fish passage through the main watercourse where the take is located. (g) The water take will be measured in accordance with the Resource Management (Measurement and Reporting of Water Takes) Regulations 2010.
Issue 6.2: Adverse effects on surface water quality from the discharge of contaminants from point sources		
Objective 6.2.1	To maintain and enhance the quality of the surface water resources of Taranaki by avoiding, remedying or mitigating the adverse effects of contaminants discharged to land and water from point-sources.	The primary point source discharges associated with the construction will be the primary sediment control devices (i.e. sediment retention ponds). The locations of these are shown within the CWMP. Discharges will be managed in accordance with best practice and industry guidelines.
Policy 6.2.1	In managing point-source discharges to land and water, the Taranaki Regional Council will recognise and provide for the different values and uses of surface water including: (a) natural, ecological and amenity values; (b) the relationship of Tangata Whenua with water; (c) the maintenance and enhancement of aquatic ecosystems, and water quality for fisheries and fish spawning; (d) use of water for water supply purposes; (e) use of water for contact recreation.	In relation to these matters: (a) Adverse effects on natural character and amenity values have been addressed in Technical Reports 6 (recreation) and 8a (landscape, natural character and visual assessment), along with Section 10 of the AEE. Ecological effects are considered in Technical Reports 7a-7h. Overall, the Project has avoided adverse effects where possible, and remedied, mitigated or offset remaining adverse effects on surface water and associated values. (b) Ngāti Tama have a strong and significant relationship with the Project footprint as set out in the main body of the AEE. The Transport Agency is engaging on an ongoing basis to address the adverse effects of the Project on tangata whenua values. (c) Adverse effects on upstream fish passage which could potentially be restricted during construction when culverts are installed and water is flowing through any temporary diversion pipes are considered to be negligible to low (see Technical Report 7b). Fish passage will be provided for permanent culverts. Further, it is likely that the riparian restoration and pest control proposed will improve ecosystem functions, by reducing streambank erosion and trampling of spawning sites. Trout are not present within the Project footprint. (d) There are no consented water takes immediately downstream of the proposed takes that will be affected. Given the conservative limit on water takes (20% of the flow at the time of take), it is unlikely that water supply will be affected. (e) Contact recreation is more likely at the mouths of the Tongaporutu River and Mimi River, which are a significant distance from the works and is therefore unlikely to be affected.

Reference	Objective/policy	Assessment
Policy 6.2.2	Discharges of contaminants or water to land or water from point sources should: (a) be carried out in a way that avoids, remedies or mitigates significant adverse effects on aquatic ecosystems; (b) maintain or enhance, after reasonable mixing, water quality of a standard that allows existing community use of that water for contact recreation, and water supply purposes, and maintains or enhances aquatic ecosystems; (c) be of a quality that ensures that the size or location of the zone required for reasonable mixing does not have a significant adverse effect on community use of fresh water or the life supporting capacity of water and aquatic ecosystems.	As set out in the CWMP, all construction related runoff discharges will either be to a land environment or direct to freshwater systems. Discharges to land are considered beneficial, as a land-based buffer zone will have a 'polishing' effect on the discharged runoff. Where discharges are direct to freshwater systems, the outlet will be protected with geotextile and riprap material (if necessary) to minimise erosion of the stream bank and bed at that point. This will avoid significant adverse effects on aquatic ecosystems, existing community use of that water for contact recreation, and water supply purposes. NB: Stormwater discharges from the road once operational will be compliant with permitted activity standards and are considered to have less than minor adverse effects on these values.
Policy 6.2.4	The Taranaki Regional Council may, where appropriate, require the adoption of the best practicable option to prevent or minimise adverse effects on the environment from the discharge of contaminants to land or water. When considering what is the best practicable option, the Taranaki Regional Council will give consideration to the following factors, in addition to those contained in the definition in the Act of best practicable option: (a) the capital, operating and maintenance costs of relative technical options, the effectiveness and reliability of each option in reducing the discharge, and the relative benefits to the environment offered by each option; (b) the weighing of costs in proportion to any benefits to the receiving environment to be gained by adopting the method or methods; (c) maintaining and enhancing the existing water quality in the area as far as practicable.	The CWMP propose best practise measures which apply a risk based approach which is consistent with the Erosion and Sediment Control Guidelines.
Issue 6.3 Adverse effects on surface water quality from diffuse source discharges		
Objective 6.3.1	To maintain and enhance the quality of the surface water resources of Taranaki by avoiding, remedying or mitigating the adverse effects of contaminants discharged to water from diffuse sources.	Uncontrolled erosion from construction would be a diffuse source discharge. However, best practice measures will avoid erosion where possible, and apply sediment control measures to direct any residual sediment discharge into sediment retention ponds or similar.
Objective 6.3.3	The Taranaki Regional Council will promote the restoration of riparian margins where riparian vegetation will provide net water quality benefits.	Restoration, including riparian planting, is proposed as part of the offset package, which is predicated to achieve net positive effects in the short to medium term.
Issue 6.6: Adverse effects on the environment from uses of river and lake beds		
Objective 6.6.1	To promote the sustainable management of the beds of rivers and lakes by avoiding, remedying or mitigating any adverse effects of the use of the beds of rivers or lakes.	The Project requires both temporary and permanent culverts constructed in the beds of the Mimi River, Mangapepeke Stream and tributaries. An estimated 3825m of stream in the Mangapepeke and Mimi catchments will be diverted, culverted or substantially altered as a result of the Project. The proposed methods to avoid and mitigate / offset the adverse effects of the proposed works are set out in the Freshwater Ecology Assessment and the Ecological Mitigation and Offset Report. These methods are considered to appropriately avoid, mitigate / offset and remedy the adverse effects resulting from the construction of the bypass.
Objective 6.6.2	To avoid, remedy or mitigate the adverse effects of flooding and erosion on land uses in floodplains.	The CWMP sets out the management measures which will be implemented during construction to manage construction water relating to the Project.

Reference	Objective/policy	Assessment
		Stormwater quantity will be designed to convey flow as a minimum for the extended detention flow, as defined by Transport Agency's *Stormwater Treatment Standard for State Highway Infrastructure* (May 2010) (Stormwater Treatment Standard) and, where no acceptable alternative overland flow path is available, the 100 year Average Recurrence Interval (ARI) flow; and minimise erosion of streams by providing extended detention and controlled release of runoff generated in a rainfall event of 36mm, discharged over a 24 hour period. This is will manage adverse effects of stormwater arising from the operation of the road.
Policy 6.6.1	The placement or maintenance of structures within river and lake beds will be managed so as to avoid, remedy or mitigate: (a) adverse effects on the habitat of aquatic and terrestrial flora and fauna, including the passage of fish; (b) erosion or accretion of river and lake beds or banks; (c) the exposure or destabilisation of existing structures within the bed; (d) the effects of flooding and erosion; (e) adverse effects on water quality and aquatic life.	The matters set out in Policy 6.6.1 have been considered as follows: (a) Adverse effects on aquatic flora and fauna are considered in Technical Report 7b, and terrestrial effects of the Project considered in the other ecological reports. Overall, the Project has avoided adverse effect where possible, and remedied, mitigated or offset remaining adverse effects on river and lake beds, including fish passage as required. Adverse effects on upstream fish passage during construction are considered to be negligible to low (see Technical Report 7b). Fish passage will be provided for in permanent culverts where necessary. (b) The intent of the CWMP is to avoid erosion in the first instance, and to minimise effects through appropriate and responsive management where erosion cannot be avoided. (c) Existing structures within the Project footprint will be removed as part of construction works. Construction water and operational stormwater will be managed appropriately to avoid exposure or destabilisation of existing structures downstream of the works. (d) As set out above, effects associated with construction water will be managed via the CWMP, and once operational, stormwater will be managed via appropriately designed devices. (e) Adverse effects on water quality during construction are addressed in the CWAR. Longer term effects and consideration of adverse effects on aquatic life is contained in the Freshwater Ecology Assessment (Technical Report 7b). Overall, adverse effects will be avoided, remedied or mitigated either through good construction management or offset via riparian restoration where permanent culverting of watercourses is proposed.
Policy 6.6.2	Structures in or on river and lake beds will be required to provide for the unrestricted passage of fish, or will be required to contain suitable facilities to enable fish passage through or past the structure.	Fish passage will be provided for where necessary during construction. Permanent culverts will be designed to allow for fish passage as set out in the Freshwater Ecology Assessment, which provides a number of options in this regard. Further detail is included in the CWMP in relation to structures in or on river beds.
Policy 6.6.3	The Taranaki Regional Council will require that structures in river and lake beds be designed, placed and maintained to avoid reducing the capacity of river channels to convey flood flows, the unintentional impoundment of water and adverse effects of flooding on adjacent properties and other structures within river beds.	The Project has been designed to convey flow as a minimum for the extended detention flow, as defined by the Transport Agency's Stormwater Treatment Standard and, where no acceptable alternative overland flow path is available, the 100 year ARI flow.
Policy 6.6.8	The Taranaki Regional Council will advocate and promote the avoidance and mitigation of the adverse effects of flooding on land use in floodplains, as a natural hazard of regional significance.	The Transport Agency acknowledges the presence of floodplains both in the direct road footprint and in surrounding areas. The design and options assessment processes have taken into account resilience to flooding, and flooding is assessed in the Resilience Assessment Report (Volume 3 of the AEE). Along with locating the proposed footprint, where practicable, away from flood hazard areas, design of culverts has factored in the potential for flood waters to be conveyed and for debris to prevent conveyance. In addition, sediment control devices will be located outside the 20year ARI flood level where this can be practically achieved. It is recognised there will be limited ability within the lower valley floor locations to achieve this. In that case where sediment control devices are required within the 20year ARI flood level, they will be designed to capture the minimum catchment area and will be subject to an increased inspection and maintenance regime.

Reference	Objective/policy	Assessment
Policy 6.6.9	When assessing resource consent applications for uses of river and lake beds, the Taranaki Regional Council will consider: (a) the natural, ecological and amenity values of the water bodies; (b) the relationship of Tangata Whenua with the water body; (c) adverse effects on water quality and aquatic life and instream habitat; (d) possible mitigation measures including appropriate timing of works, provision of fish passage and provision of alternative access.	The matters set out in Policy 6.6.9 have been considered as follows: (a) Adverse effects on natural character and amenity values have been addressed in Technical Reports 6 (recreation) and 8a (landscape, natural character and visual assessment), along with Section 10 of the AEE. Ecological effects are considered in Technical Reports 7a–7h. Overall, the Project has avoided adverse effect where possible, and remedied, mitigated or offset remaining adverse effects on river and lake beds. (b) The Project footprint holds significant cultural value for Ngāti Tama. The Transport Agency is engaging with Ngāti Tama on an ongoing basis to address the adverse effects of the Project on tangata whenua values. (c) As set out in Technical Report 7a, the potential effects of the Project on streams include short term effects related to the construction phase and long term effects that continue well after the construction phase. Potential short term effects include sedimentation, direct removal of fish from the stream, short-term loss of fish passage in some areas and short-term loss of stream habitat from temporary culverts. Potential long-term effects include reduced fish passage, loss of stream ecological functions and habitat, and potential effects of road stormwater on stream hydrology and water quality. (d) The potential effects on streams during the construction period will be minimised and mitigated by implementing good practice with respect to erosion and sediment control, fish recovery, vegetation clearance, water takes and undertaking monitoring during the construction period. Similarly, many of the long-term effects from the road footprint can be minimised and mitigated by good culvert design to ensure fish passage, stormwater management, and design of stream diversions. Remaining adverse effects will be offset via riparian restoration.

Regional Soil Plan for Taranaki 2001

Reference	Objective/policy	Assessment
Objective 1	To maintain and enhance the soil resource of the Taranaki region by avoiding, remedying or mitigating accelerated erosion.	The CWMP contains measures focused on avoiding, remedying and mitigating erosion. Erosion control will be the highest priority in the design of erosion and sediment control measures, and higher risk areas will be subject to a specific risk assessment and the implementation of appropriate erosion and sediment control measures over and above those typically implemented for standard earthworks projects.
Policy 1.1	The Taranaki Regional Council will encourage sustainable land management practices that control the adverse effects of soil and vegetation disturbance activities on erosion-prone land throughout the Taranaki region, with particular focus on: (a) Accelerated erosion of soil on hill country land…	Best practise erosion and sediment control practises will be employed by the Project during construction, in accordance with the Erosion and Sediment Control Guidelines, as set out in the CWMP. Areas with slopes exceeding 30% will be subject to a higher level of detailed erosion and sediment control planning design and ongoing contractor monitoring, as defined through an responsive monitoring programme. Overall, it is considered that practices that cause accelerated erosion will be avoided where practicable and remedied and mitigated where avoidance is not practicable.

Regional Air Quality Plan for Taranaki 2011

Reference	Objective/policy	Assessment
Objective 1	To maintain the existing high standard of ambient air quality in the Taranaki region and to improve air quality in those instances or areas where air quality is adversely affected, whilst allowing for communities to provide for their economic and social wellbeing.	Overall, the existing standard of ambient air quality in the wider Project area and Taranaki more broadly will be maintained. The key discharge to air during construction works will be dust, which will be managed via water cart. Any dust effect should be considered in light of the contribution the Project will make to the economic and social wellbeing of Taranaki.
Objective 2	To safeguard the life-supporting capacity of air throughout the Taranaki region.	The Project is not anticipated to affect the life-supporting capacity of air throughout the Taranaki region.
Objective 3	To provide for activities discharging to air.	The construction period will generate dust and potentially uncover farm dumps which generate odour. Discharges to air will be managed appropriately, particularly through the Dust Management Plan.
Objective 4	To avoid, remedy or mitigate the adverse effects of activities discharging contaminants to air in the Taranaki region, including adverse effects on the amenity and aesthetic qualities of air.	Dust will be managed with a particular focus on amenity and aesthetic qualities for sensitive receptors located near the construction site.
Policy 1.1	Discharges to air of contaminants should avoid, remedy or mitigate adverse effects of potentially hazardous, noxious, dangerous or toxic contaminants by ensuring that any such discharge does not occur at a volume, concentration or rate or in such a manner that causes or is likely to cause a hazardous, noxious, dangerous or toxic effect on human or animal health, significant ecosystems or structures.	The potential effects of discharges to air from construction activities are limited to nuisance effects of dust and effects on vegetation adjacent to the construction area. Discharges of dust will not give rise to any hazardous, noxious, dangerous or toxic effect on human or animal health. High dust loadings, of a magnitude likely to cause adverse effects on vegetation, are unlikely to occur beyond around 10m from the construction footprint. Mitigation measures to address 'edge effects' on the bush margins are proposed in the Assessment of Ecological Effects – Vegetation (Technical Report 7a, Volume 3 of the AEE). The operational phase of the Project will give rise to emissions of contaminants from motor vehicle exhaust and brake and tyre wear. As discussed in the Air Quality Assessment (Technical Report 11), the effects of operational discharges to air on human or animal health, or ecosystems, are predicted to be negligible.

Reference	Objective/policy	Assessment
Policy 1.2 Odour	Ensure that, (to the fullest extent practicable), any discharges to air of odorous contaminants do not cause odours beyond the boundary of the property of the discharger that are offensive or objectionable.	There is the possibility that construction activities may encounter old "farm dumps" containing potentially odorous material. These sites may cause very localised odours, however they are located some distance from sensitive receptors. On this basis, there are unlikely to be any offensive or objectionable effects of odour associated with the Project.
Policy 1.3	Ensure that any discharge to air of dust, smoke and other particulate matter beyond the boundary of the property, and on the electricity transmission network, does not occur at a volume, concentration, or rate or in a manner that causes or is likely to cause a hazardous, noxious, dangerous, offensive or objectionable effect, including the significant restriction of visibility or the soiling of property, to the extent that the restriction of visibility or the soiling of property causes or is likely to cause the above effects	Construction activities will give rise to discharges to air of dust. Discharges of dust will not give rise to any hazardous or noxious effects. As outlined in the Air Quality Assessment (Technical Report 11), with a separation distance from receptors of at least 30m and the use of standard dust control measures (see the Air Quality Assessment), the discharges of dust are not expected to give rise to any offensive or objectionable effects of dust, including restriction of visibility or soiling. The nature and scale of dust emissions from construction activities would not cause any effects on the electricity transmission network.
Policy 2.3	Air quality management in Taranaki will be carried out in a way that recognises that some areas of the region have within them, uses or values or activities that are more sensitive to the discharge of contaminants to air than other areas. In particular, recognition will be given to any adverse effects from the discharge of contaminants to air on: (a) people and property in urban areas, residences and places of public assembly and on the safe and efficient operation of roads, airports and flight paths and other infrastructure; (b) sensitive crops or farming systems, domestic and community water supplies and other water bodies including wetlands; (c) sensitive commercial or industrial systems and activities; (d) the special scenic, visual, recreational, conservation, scientific and other values associated with Mt Taranaki and Egmont National Park; (e) the scenic, aesthetic and recreational values associated with Taranaki's parks, reserves, rural landscapes, seascape, coastal areas and other amenity areas; (f) the heritage values of the region including places or areas of special historical, cultural, archaeological, architectural, scientific, ecological, intrinsic or amenity value; (g) places, areas or features of significance to tangata whenua for spiritual, cultural or historical reasons; and (h) the electricity transmission network.	Sensitive receptors in the vicinity of the Project are described in the Air Quality Assessment. The assessment has paid particular attention to the effects of discharges on residential houses, including potential for effects on roof supply drinking water, and sensitive ecosystems. The assessment concluded that any adverse air quality effects, including on sensitive receptors and adjacent vegetation, are expected to be no more than minor.
Policy 2.4	The potential for the discharge of contaminants to air to adversely affect other alternative receiving environments (i.e. land and water) should be taken into account.	The relatively small scale of discharges to air from the Project means that there will be no adverse effects to alternative receiving environments, such as from deposition of dust onto surface water or land.
Policy 2.6	Discharges of contaminants to air should not occur at a rate or in a manner that contribute to a cumulative effect which over time, or in combination with other effects, is likely to have an	Existing air quality in the Project area is very good. The assessment of the operational effects of the Project on air quality explicitly considers the cumulative effects of the discharges along with background concentrations of contaminants. The effects are predicted to be negligible.

Reference	Objective/policy	Assessment
	adverse effect on human health and safety, ecosystems, property or other aspects of the environment.	
Policy 2.7	The Taranaki Regional Council may, when provided for in the Rules of the Plan, require the adoption of the best practicable option to prevent or minimise adverse effects on the environment from the discharge of contaminants to air arising from the process under consideration. When considering what is the 'best practicable option' to reduce the effects of the discharge, the Taranaki Regional Council will give consideration to the following factors when applying the definition in the Act, of best practicable option: (a) The implementation of Policies 1.1, 1.2 and 1.3, when having regard to the nature of the discharge; (b) Any sensitive receiving environments (areas) as described in Policy 2.3; (c) The capital, operating and maintenance costs of relative technical options to reduce the effects of the discharge, the effectiveness and reliability of each option, and the relative benefits to the receiving environment offered by each option; (d) The weighing of costs in proportion to any benefits to the receiving environment to be gained by adopting the method or methods; and (e) Maintaining and enhancing existing air quality in the neighbourhood as far as practicable.	The Air Quality Assessment outlines good practice dust control methods for the construction phase of the Project, including the preparation of a Dust Management Plan (contained in Volume 5 of this AEE). These control methods are consistent with the best practicable option for managing construction dust, taking into account the sensitivity of the receiving environment. Specific mitigation measures for the operational phase of the Project are not warranted as the potential adverse effects are negligible.
Policy 3.2	The adverse effects of the discharge of contaminants to air on wāhi tapu and other places, areas or features of significance to iwi o Taranaki should be avoided, remedied or mitigated to the fullest extent practicable.	Mt Messenger and the Parininihi area have high significance to Tangata Whenua. The management measures in the CEMP will ensure any adverse effects of air discharges on places of significance are avoided, remedied or mitigated to the fullest extent practicable.
Policy 6.1	The discharge of contaminants to air from site development, earthworks or the application of soil conditioners, including the rate and concentration of the discharge will be managed to avoid remedy or mitigate any significant off site adverse effects on the environment arising from the discharge.	The assessment of effects of both the construction and operational discharges to air from the Project demonstrates that there will be no significant adverse effects on the environment arising from the discharges.
Policy 6.2	In considering the effects of any discharge of contaminants to air from site development, earthworks or the application of soil conditioners, particular regard will be had to the following effects: (a) Any actual or potential effects on the health and functioning of ecosystems, plants and animals including indigenous ecosystems and plants and animals of commercial significance; (b) Any actual or potential effects on amenity values, including any effects of odour or particulate matter arising from the discharge, and any nuisance effects; (c) Any actual or potential adverse effects on areas, places, sites or features identified in Policy 2.3; (d) Any actual or potential adverse effects on other receiving environments; (e) Any actual or potential adverse effects on human health, safety and well-being;	An assessment of construction dust effects is provided in the Air Quality Assessment. The identified matters are addressed as follows: (a) Actual or potential effects of discharges from site development and earthworks on the health and functioning of ecosystems, etc. are addressed in Section 6.1.3 of the Air Quality Assessment. (b) Actual or potential effects on amenity values arising from the discharge of particulate matter of discharges from site development and earthworks are addressed in Section 6.1.2 of the Air Quality Assessment. (c) The assessment specifically addresses effects of dust emissions from site development and earthworks on residential houses and domestic water supply (Section 6.1.2 of the Air Quality Assessment) and sensitive ecosystems (Section 6.1.3 of the Air Quality Assessment). (d) There will be no actual or potential effects of discharges from site development and earthworks on other receiving environments.

Reference	Objective/policy	Assessment
	(f) any cumulative adverse effects identified in Policy 2.6; (g) Any adverse effects of low probability but high potential impact; and (h) Any positive effects of the discharge, including social and economic benefits of activities using air resources.	(e) The potential effects of discharges to air of dust from site development and earthworks are restricted to nuisance effects. Given the scale of the proposed activities and the separation distance to residential houses, there are no potential adverse effects on human health, safety and well-being. (f) Existing air quality in the Project area is very good. There is not expected to be any cumulative adverse effects of dust discharges from site development and earthworks. (g) Positive effects are addressed in Section 9 of the AEE and include wider regional benefits.
Policy 6.3	In considering the effects of any discharge of contaminants to air from site development, earthworks or the application of soil conditioners, matters that will be taken into account include: (a) The nature, volume, composition and concentration of the contaminant and the frequency, rate and manner of the discharge; (b) Surrounding environmental conditions that may affect the frequency, duration, intensity and degree of environmental effects including topography, wind speed and direction, and other climatic or weather conditions; and (c) The best practicable option to prevent or minimise any adverse effects on the environment in accordance with Policy 2.7.	The nature of dust discharges from site development and earthworks activities, and the factors affecting generation are described in Section 4.1 of the Air Quality Assessment. The Air Quality Assessment describes the wind and rainfall conditions in the Project Area. Section 6.1.2 of the Air Quality Assessment sets out a detailed assessment of the frequency, duration and intensity of environmental effects of dust emissions, taking into account the prevalent weather conditions, terrain and the proximity of sensitive receptors. The Air Quality Assessment outlines good practice dust control methods for the construction phase of the Project, including the preparation of a Dust Management Plan. These control methods are consistent with the best practicable option for managing construction dust, taking into account the sensitivity of the receiving environment.

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Reference	Objective/policy	Assessment
Issue 1: The adverse effects of activities on the character of areas and on other activities		
Objective 1	To ensure activities do not adversely affect the environmental and amenity values of areas within the district or adversely affect existing activities.	The adverse effects of the Project have been considered in a comprehensive and holistic manner. The approach to addressing adverse effects on the environment and amenity values in the area are set out in the various technical reports in Volume 3.
Policy 1.1	Activities should be located in areas where their effects are compatible with the character of the area.	Generally, the wider Project area is rural in nature and has been modified by agriculture and the presence of the existing road. SH3 is an existing and expected part of the rural character in this location, acknowledging that the bypass will affect an area which is not currently developed.
Policy 1.2	Activities within an area should not have adverse effects that diminish the amenity of neighbouring areas, having regard to the character of the receiving environment and cumulative effects.	The bypass will be contained within the Mimi and Mangapepeke Valleys, and affects the amenity of few properties.
Issue 2: Adverse effects on amenity, health and safety due to LIGHT OVERSPILL, GLARE, noise, dust and the consumption of liquor		
Objective 2	To avoid, remedy or mitigate the adverse effects of LIGHT OVERSPILL and GLARE, noise, and the consumption of liquor on amenity values and health.	There are very few dwellings in the general vicinity of the Project footprint. The Environmental Noise and Vibration Report (Technical Report 10) provides details of the level of noise to be generated both during construction and operation. Some mitigation will be required in relation to the dwelling adjoining the southern disposal site location however, in general noise and vibration are predicated to comply with the relevant standards. Temporary construction lighting will be required at construction yards and active working areas to enable construction during the hours of darkness, especially during the winter period. Glare from any lighting will be kept below the recommendations in AS 4282 – 1997 "Control of the Obtrusive Effects of Outdoor Lighting". Permanent lighting will be provided at the two local road intersections and the tunnel, which will be lit at all times to provide for the safe and efficient operation of the network. Lighting will be designed to meet AS/NZS 1158 'Category V' requirements.
Policy 2.1	LIGHT OVERSPILL should not result in adverse effects on amenity values and community health.	Lighting will be designed to avoid adverse effects on receptors, which will include the properties at either end of the alignment.
Policy 2.2	Activities should not result in adverse effects on amenity values, community health and safety due to GLARE from artificial light, flaring or reflected light.	Lighting is proposed just at the tunnel (where there are no receptors) and at either end of the alignment. It is considered that the lighting can be designed to avoid glare on nearby properties.
Policy 2.3	Noise that results in adverse effects on health or amenity should be avoided, remedied or mitigated.	Based on the findings of the Environmental Noise and Vibration Report (Technical Report 10), noise associated with construction and operation of the road will have a no more than minor effect on the environment and people and communities, provided the spoil disposal site is managed in accordance with best practice. The implementation of the CNMP will ensure adverse noise effects are appropriately managed.
Issue 3: Adverse effects on health and safety from public works and NETWORK UTILITIES		

Reference	Objective/policy	Assessment
Objective 3	To ensure public works and NETWORK UTILITIES do not adversely affect the health and safety of the community.	The definition of 'network utilities' includes roads, and the development of the road constitutes public works. The existing route has a poor safety record, with poor route resilience (common closures, with no suitable alternative routes) and poor road geometry and low speeds. The proposed bypass provides a number of safety benefits and will therefore improve the health and safety of the road users.
Policy 3.1	The establishment, operation, maintenance and upgrading of public works and NETWORK UTILITIES should not compromise public health or safety.	Construction of the bypass will be undertaken in accordance with the relevant health and safety legislation and procedures. Due to the remoteness of the site, interactions with the public during construction are likely to be low, and concentrated at the Site Access Points and potentially with users of the Kiwi Road Track. In order to avoid compromising public health and safety, the Construction Traffic Management Plan (CTMP) (Volume 5) sets out how construction traffic will be managed. The Kiwi Road Track may be closed at least partially when construction works are occurring in this location in order to protect health and safety.
Issue 4: Loss or reduction of rural amenity and character		
Objective 4	To ensure the subdivision, use and development of land maintains the elements of RURAL CHARACTER.	There are areas of rural land to the south and north of the wider Project area, including in the Mangapepeke Valley within and adjacent to the Project footprint. The definition of 'rural character' states that rural areas have a dominance of openness and rural practices, while acknowledging that rural infrastructure is part of this character. The introduction to Issue 4 notes the presence of State Highways with higher traffic levels in rural character areas. Rural character will be maintained through the design principles set out in the LEDF, including keeping low in the landscape at either end of the Project footprint, noting that the bypass will tie into the existing SH3 which runs through rural land on either end of the alignment.
Policy 4.3	Control the density, scale, location (including on-site location) and design of activities by; (a) Imposing a maximum HEIGHT for all buildings to allow for rural uses to operate. (b) Providing a maximum area that can be covered by BUILDINGS to control the effects of larger scale activities on small sites. (c) Requiring BUILDINGS to be setback from the ROAD BOUNDARY in order to maintain spaciousness. (d) Requiring BUILDINGS to be setback from the SIDE BOUNDARY to maintain separation between BUILDINGS and related activities. (e) Providing for the RELOCATION of BUILDINGS to ensure they are reinstated. (f) Requiring landscaping (planting and screening) to mitigate the effects of: (i) OUTDOOR STORAGE areas visible from an adjoining RESIDENTIAL ENVIRONMENT AREA or New Plymouth entrance corridor and; (ii) VEHICLE parking either visible from the ROAD or an adjoining RESIDENTIAL ENVIRONMENT AREA or New Plymouth entrance corridor; (iii) of large SUBSTATIONS and SWITCHING STATIONS.	The Project's scale and location have been determined following extensive environmental and engineering investigations, which were canvassed during the alternatives assessment process and public engagement sessions. Buildings associated with the Project will be either temporary and associated with the construction period, or small-scale ie the hydrant tanks and a tunnel control building, which will be set back from the road and screened as necessary. Of particular relevance to this policy, large scale cuts and fills are proposed in association with the Project. The proposed alignment has been designed to optimise a balance of cut and fill volumes however cut faces are an inevitable effect of a project of this nature in this terrain. The Landscape, Natural Character and Visual Assessment considers this to be a consistent and expected element in a highway environment. Based on the evidence of the existing SH3 corridor it is anticipated that these rock cuts will become a naturalised geological feature of the alignment over time mitigating their effects. Further discussion on the design treatment of cuts and fills is set out in the LEDF (Section 5.1).

Reference	Objective/policy	Assessment
	(g) Imposing controls on the size, HEIGHT, location, content, number and duration of ADVERTISING SIGNS. (h) Imposing controls on the quantity, composition and reinstatement of EXCAVATION and FILL to ensure adverse effects are mitigated.	
Policy 4.5	Ensure that the design of subdivision and development is sensitive to the surrounding environment. In particular the following design principles will be considered: (a) Ensure appropriate overall density by maintaining the level of built form expected in the rural environment. (b) Ensure the intensity and scale of the development is in keeping with RURAL CHARACTER (c) Ensure that ALLOTMENTS and BUILDINGS are in context with the surrounding environment and are positioned to recognise natural features in the landform. (d) Ensure that ALLOTMENTS and BUILDINGS are sited and designed in a manner that is integrated with the surrounding environment with minimal disturbance to the landform by considering: (i) softening with vegetation related to the area and treatment of boundary elements; (ii) BUILDING design of a form and scale that is in keeping with the landscape; (iii) the use of materials, that are in keeping with the environment, including consideration of colour and low reflectivity; (iv) low level INFRASTRUCTURE and services that is rural in nature. (e) Consistency of any full discretionary activity with design guidelines. (f) Consideration towards any recommendations from a design panel.	To integrate the Project into the environment, including the rural character at the northern and southern ends of the alignment, the following design principles are proposed: • Simplicity – setting the road low in the landscape and allowing the landscape to 'speak' • Cultural context – interpretation and celebration of the cultural context of this location • Integration – with the natural and ecological landscape patterns • Future proofing – responding to future growth in Taranaki and surrounding areas. These principles are detailed further in the LEDF. This is considered to be generally within the intent of Policy 4.5.
Policy 4.6	Retain vegetation, particularly indigenous vegetation and require the planting of new vegetation to mitigate the effects of activities.	The Project has been developed to minimise the areas of vegetation clearance required, including by tunnelling and bridging sections of the realignment. However, a substantial amount of indigenous vegetation will need to be cleared. This is being addressed through a comprehensive mitigation and offsetting scheme, focused on planting new vegetation and pest control that will improve existing areas of native vegetation. The Ecological Mitigation and Offset Report provides details of the planting proposed to mitigate and offset the effects of the Project.
Policy 4.8	Activities within the rural environment should not generate traffic effects that will adversely affect RURAL CHARACTER and the intensity of traffic generation should be of a scale that maintains RURAL CHARACTER.	Construction traffic movements will take place within the context of the existing levels of traffic on SH3, which are considered to be manageable through the CTMP including stop/go operations where necessary. Once constructed then operation of the bypass will be in accordance with the character of the area.
Issue 10: Adverse effects from the storage, use, disposal and transportation of HAZARDOUS SUBSTANCES on the environment		

Reference	Objective/policy	Assessment
Objective 10	To protect the quality of the environment, including the health and safety of people, from the adverse effects of the storage, use, disposal and transportation of HAZARDOUS SUBSTANCES.	Hazardous substances used on site include fuel and oil and other construction related substances. These will be managed in accordance with best practise and hazardous substances legislation.
Policy 10.3	CONTAMINATED SITES should not be used for activities where human health and safety could be adversely affected by that contamination.	The CLMP attached in Volume 5 sets out the management and mitigation procedures for contaminated land within the Project footprint (noting that a DSI will be required to locate contaminated sites in an exact manner).
Issue 11: Degradation of heritage resources		
Objective 11	To recognise the district's heritage resources, provide for their protection and promote their enhancement.	The Plan states that cultural heritage consists of heritage items such as archaeological and wāhi taonga/sites of significance to Māori. In relation to archaeological sites, the Historic Heritage Assessment finds that there is some potential to encounter settlement remains within the Project footprint, but these are unlikely to be significant. Engagement with Ngāti Tama is ongoing in order to manage effects on any wāhi taonga/sites of significance.
Policy 11.5	ARCHAEOLOGICAL SITES should be protected from destruction and alteration that will adversely affect their archaeological values.	No recorded archaeological sites will be affected by the Project. The possibility of unrecorded archaeological sites can be provided for by putting procedures in place ensuring that the New Plymouth District Council and Heritage NZ are contacted should this occur (see Accidental Discovery Protocol, Volume 5).
Issue 12: Actual and potential adverse effects of natural hazards on people, property and the environment		
Objective 12	To avoid or mitigate any actual or potential adverse effects of natural hazards on people, property and the environment.	The Project will enhance the resilience of SH3 including in relation to resilience to natural hazards. The Project will have a net positive effect on natural hazard risks and effects in the area, particularly by reducing the possibility of SH3 closures due to natural hazards (eg landslips).
Policy 12.1	Subdivision, land use and development should be designed and located to avoid or mitigate the adverse effects of natural hazards on human life, property, INFRASTRUCTURE and the environment.	The alternatives assessment used resilience as one of the assessment criteria, which highlighted options where resilience of the road would be decreased, or significant works required to address, resilience to natural hazards (namely landslides). The Project route will improve the resilience of the Mt Messenger section of SH3, and therefore the robustness of the broader regional transport network to natural hazards. The Project will not increase the likelihood or magnitude of natural hazard events. In particular, construction activities will be undertaken in accordance with the CEMP and the CWMP to manage potential for increased natural hazard events eg erosion or exacerbation of flooding event consequences.
Issue 13: Aggravation of natural hazard events by inappropriate land use practices and activities		
Objective 13	To ensure that land use activities do not increase the likelihood or magnitude of natural hazard events.	The Project will not increase the likelihood or magnitude of natural hazard events. In particular, construction activities will be undertaken in accordance with the CEMP and the CWMP to manage potential for increased natural hazard events eg erosion or exacerbation of flooding event consequences.
Policy 13.1	Subdivision, development and other land uses should not result in aggravation of natural hazards.	The Project will have a net positive effect on natural hazards in the area, particularly by reducing the possibility of SH3 closures due to natural hazards (eg landslips).
Issue 14: Adverse effects of subdivision, use and development on the natural character of the coastal environment, wetlands, lakes and RIVERS and their margins		

Reference	Objective/policy	Assessment
Objective 14	To preserve and enhance the natural character of the coastal environment, wetlands, and lakes and RIVERS and their margins.	The road alignment has been located to avoiding directly impacting on the natural character values of the Kahikatea swamp forest in the Upper Mimi Valley. There will be some adverse effects on the natural character values of streams particularly in the Upper Mangapepeke Valley as a result of diversions and culverting under the road, which are proposed to be offset through riparian restoration.
Policy 14.2	The natural character of wetlands and RIVERS and lakes and their margins should not be adversely affected by inappropriate subdivision, use or development and should, where practicable, be restored and rehabilitated.	In order to restore and rehabilitate the natural character of streams affected by the proposal, riparian planting and fencing is proposed alongside pest control and restoration of the Kahikatea swamp forest in the Mangapepeke Valley, which will enhance the natural character of this area. As set out in Technical Report 8a, the Project addresses adverse natural character effects by: • Seeking to minimise the stream and valley crossings throughout the alignment; • Maintaining and enhancing natural stream environments where practically possible; • Mitigating stream disturbance within the Upper Mangapepeke Valley and developing appropriate stream diversions of comparable natural character where practical; and • Offering a significant opportunity to enhance the natural character of the entire Mangapepeke Stream corridor and valley through the Ecological Mitigation and Offset Package (see Technical Report 7h).
Issue 16: Degradation and loss of INDIGENOUS VEGETATION and habitats of indigenous fauna		
Objective 16	To sustainably manage, and enhance where practical, INDIGENOUS VEGETATION and habitats.	The ecological values present in the Project footprint and adjacent forested and wetland areas are high, although considerably diminished from their full potential because of the long term and largely unchecked impact of farm livestock and animal pests (and the effects of previous logging and fires). The removal of vegetation and effects on habitats within the Project footprint will be avoided where possible, and remedied and mitigated / offset where this is not practicable.
Policy 16.2	Land use, development and subdivision should not result in adverse effects on, and should enhance where practical, the quality and intrinsic values of areas of INDIGENOUS VEGETATION and habitats.	In the first instance, the alternatives assessment presented a preferred option that minimises ecological effects by avoiding particularly significant habitat (particularly Parininihi), and modifying the road design to avoid and minimise adverse effects. The removal of vegetation and effects on habitats within the Project footprint will be avoided where possible, and remedied and mitigated where this is not practicable. However, the adverse effects of the Project remain high and therefore a comprehensive biodiversity offset and mitigation package has been developed as a core part of the Project. This is predicted to result in a net ecological benefit within the next 10-15 years, and significant enhancement thereafter. Offset and mitigation measures are described in the Ecological Mitigation and Offset Report.
Issue 18: Provision of public access to and along the coast, lakes and RIVERS		
Objective 18	To maintain and enhance public access to and along the coast, lakes and RIVERS.	Existing public access to streams in the area (namely the Mimi River via Kiwi Road Track) will be maintained once construction is complete, with the Kiwi Road Track to be diverted under the new road bridge to avoid pedestrians crossing the highway. There will likely be interruptions to access to the Kiwi Road Track during construction for health and safety purposes.

Reference	Objective/policy	Assessment
Policy 18.1	Public access should be provided to and along the coast and PRIORITY WATERBODIES except where such access should be restricted: • To preserve natural character. • To protect SIGNIFICANT COASTAL AREAS. • To protect SIGNIFICANT NATURAL AREAS. • To safeguard ecological, intrinsic or recreational attributes. • To avoid conflicts between competing uses. • To protect cultural and spiritual values of TANGATA WHENUA. • To protect human health and safety. • For reasons of security. • To prevent aggravation of a natural hazard. • To protect the integrity of RIVER and flood control works. • To provide for any other exceptional circumstances that are sufficient to justify the restriction, not withstanding the national importance of maintaining access.	Both the Mimi River and Tongaporutu River are identified as priority waterbodies in Appendix 18 of the District Plan. Public access to the Tongaporutu River will not be affected by the Project. Access to the Mimi River via the Kiwi Road Track is likely to be affected during construction for human health and safety reasons. Access to this area will be made available as soon as it is safe to do so, and will be maintained once construction is complete.
Issue 19: The traditional relationship of TANGATA WHENUA with the natural environment of the district		
Objective 19	To recognise and provide for the cultural and spiritual values of TANGATA WHENUA in all aspects of resource management in the district in a manner which respects and accommodates TIKANGA MAORI.	Parininihi and the surrounding area have profound cultural significance to Ngāti Tama. The Transport Agency acknowledges the strong and longstanding connection between Ngāti Tama and the area within and around the corridor. The Transport Agency is continuing a robust engagement process with Ngāti Tama, acknowledging their tikanga values in the land, water and air around the Project footprint. The Transport Agency has acted (and will continue to act) co-operatively with iwi to facilitate an inclusive and responsive engagement process based on good faith and mutual respect.
Policy 19.2	Subdivision, land use or development should not adversely affect the relationship, culture or traditions that TANGATA WHENUA have with WAAHI TAONGA/SITES OF SIGNIFICANCE TO MAORI	The Project has significant adverse effects on cultural values, which has been recognised throughout the Project. The options assessment resulted in avoidance of the Parininihi area and the locations where kōkako have been released. The process of identifying methods for mitigating the cultural effects of the Project will be iterative, involving ongoing consultation and collaboration between Ngāti Tama and the Transport Agency, and will incorporate input and discussions on land acquisition, design development, the mitigation package, construction and operation as set out in the effects assessment in Section 9 of the AEE.
Policy 19.3	The cultural and spiritual values of TANGATA WHENUA should be recognised and provided for in the resource management of the district.	In its ongoing engagement with Mana Whenua and particularly Ngāti Tama, the Transport Agency recognises the cultural and spiritual values of the area. Ngāti Tama representatives were involved in the design process throughout the Project, including the options assessment process, providing valuable understanding of the natural and physical resources in the area in addition to providing input on the options assessment and the design process. The alignment avoids directly affecting the Parininihi area, but there remain significant potential cultural effects from the location of the road within Ngāti Tama land. This is subject to ongoing discussion between the Transport Agency and Ngāti Tama.

Reference	Objective/policy	Assessment
Policy 19.4	The principles of the TREATY OF WAITANGI (TE TIRITI O WAITANGI) will be taken into account in the management of the natural and physical resources of the district.	In its ongoing engagement with Mana Whenua and particularly Ngāti Tama, the Transport Agency has taken into account the principles of the Treaty of Waitangi especially the principle of partnership, along with recognition of the spiritual relationship that tangata whenua have with the environment and acknowledgement of Ngāti Tama's rangitiratanga and kaitiaki responsibilities in relation to the Project area. The Project has taken into account the principles of Te Tiriti o Waitangi, including by including Ngati Tama representatives in key decision-making processes (such as the MCA workshops), acknowledging Ngāti Tama's understanding of the natural and physical resources in the area.
Issue 20: Adverse effects of activities on the safe and efficient operation of the district's ROAD TRANSPORTATION NETWORK		
Objective 20	To ensure that the ROAD TRANSPORTATION NETWORK will be able to operate safely and efficiently.	The main driver for the Project is to improve the operation, including the safety and efficiency, of SH3. As set out in the Strategic Transport Report (Technical Report 1), continued growth of Taranaki has steadily added pressures and exposed shortcomings within the northern arterial connections serving New Plymouth and the wider Taranaki region. These pressures and the associated limitations are especially evident along the length of SH3 north from New Plymouth including the Mt Messenger section, where the road is no longer fit for purpose. The safe and efficient operation of the road transportation network will be significantly improved by the Project compared to the existing Mt Messenger route, which will be upgraded from a Star Safety Rating of 2 to a Star Safety Rating of 3.
Policy 20.3	The safe and efficient operation of the ROAD TRANSPORTATION NETWORK should not be adversely affected by land use activities that have insufficient or substandard parking or loading areas.	The safe and efficient operation of the road transportation network will be improved by the Project. During construction, a CTMP is proposed to manage traffic interactions with the existing SH3.
Policy 20.4	SIGNS should be designed and located to avoid ROAD or footpath user obstruction, distraction or confusion.	Signs will be erected in accordance with the Transport Agency's Manual of traffic signs and markings.