



## Technical Note

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**PREPARED FOR:** Commute  
**BY:** Steve Lloyd  
**DATE:** 2/10/17

**PROJECT:** Pekapeka  
Connectivity SSBC

**SUBJECT:** ESR Screen Additional Notes

### 1.0 Introduction/Overview

Environmental and Social Responsibility Screens ('ESR Screen') have been undertaken for the following options for the Pekapeka Connectivity Single Stage Business Case ('Proposal')

- Option P1
- Option P2A/P5
- Option P3
- Option P4
- Option P6
- Option Te Horo

Generally speaking the Pekapeka options are not dissimilar in terms of the ESR screening.

Option P2A/P5 is differentiated by the location of the southbound on-ramp being located southward of the existing over-bridge and extending beyond the State highway 1 designation.

Similarly Options P3 & P4 extend beyond the existing State highway 1 designation being located south-westward of the existing over-bridge.

Option P4, in particular extends well beyond the existing designation and involves potential direct impact on a number of residential sites extending the interchange approximately 300m westward toward rural-residential identified sites, creating a degree of severance between those east and westward of the connection with Pekapeka Road

The Te Horo Option is differentiated for a range of matters as set out in the ESR.

A number of annotated planning maps have been included as attachments as they provide the basis and context of a range of the matters indicated in the ESR screens. These attachments follow at the end of this note.



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### 2.0 Pekapeka Options

All the Pekapeka Options are located within the general extent of the P2O Project extent and the State highway 1 designation encompassing the existing Pekapeka Interchange.

This project is only recently completed and was subject to a complex suite of designation and resource consent conditions relating to a range of matters that potentially impact on the realisation of the Proposal. These matters include:

- Cultural Impacts
- Stormwater/Ecological & Wetland Impacts
- Offset Mitigation removal/relocation effects

A review of the Consent conditions and associated Environmental and Social Management Plans (or equivalent), and particularly the implementation and construction/post-construction phase version of such plans will necessarily inform what mechanisms will be required, if any to vary the conditions and associated plans.

On the face of it all options are likely neutral relative to each other in this regard but this can only be confirmed upon review.

### 3.0 Option P2A/P5 & P4

These options extend beyond the existing State highway 1 Designation. Generally speaking, in terms of the localised nature of the effects (and subject to the Stormwater/Ecological review being undertaken by AWA), this may not present a significant consenting issue.

Looking at the extent of the works on the ground it would appear that stormwater/wetland/drainage works extend beyond the designation boundary and that these works were undertaken pursuant to consents associated with the M2P Project

### 4.0 Option P3

Option P3 raises the same beyond designation issues as the P2AP5 and P4 Options but is additionally distinguishable from all the other Pekapeka options in that it significantly extends the overall footprint of the interchange, extending approximately 300m westward along Pekapeka Road, toward a number of residential sites, severing some to the east of the intersection of the ramp with Pekapeka Road.



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The extension toward a number of residential properties and the need to co-locate the shared use path creates a range of potential noise, amenity and community and urban design effects beyond that of the other options.

### 5.0 Te Horo Option

This option is spatially distant from the other options. It is at least partially located within the extent of the Pekapeka to Otaki Project. Review and integration with conditions and management strategies for this project would be required to understand the potential additional effects of the option.

It is apparent that any option would likely have a greater community and social impact relative to the Pekapeka options given the spatial constraints of the current location of the Te Horo township and its ribbon development along the existing State highway 1 and the adjoining Te Horo Beach Road and School Roads. Integration with the Otaki Project would likely impact on both residential and commercial sites.

### 6.0 Land use/Urban and Social effects

The potential land use and urban social effects of the proposal (all options) is provided in a separate note. Such note provides a more general review of the proposal effects on adjacent and proximate land use and development potential.

### 7.0 Conclusion

The ESR effects of the Pekapeka options can be broadly divided into three groups of potentially greater overall effect

- Option P1 and Option P6
- Option P2A/P5 and Option P4
- Option P3

The first two groupings are broadly similar with the location of the P2A/P5 and P4 Options beyond the existing State highway designation providing a potentially greater constraint.

Option P3, with its greater extension of footprint, similarly beyond the existing designation and toward, into, and beyond a number of residentially utilised sites has a range of potential additional environmental effects beyond that of the other Pekapeka Options.



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### 8.0 Attachments

- Attachment 1: Watercourses-Greater Wellington Regional Council Mapping system
- Attachment 2: Wellington Region Flood Hazards Map
- Attachment 3: Greater Wellington Regional Council Maps- Archaeological Discovery likelihood
- Attachment 4: Identified areas of ecological value
- Attachment 5: Watercourses-Greater Wellington Regional Council Mapping system
- Attachment 6: Wellington Region Flood Hazards Map
- Attachment 7: Threatened Indigenous Environments
- Attachment 8: Greater Wellington Regional Council Maps- Archaeological Discovery likelihood

**Attachment 1: Watercourses-Greater Wellington Regional Council Mapping system**





## Attachment 2: Wellington Region Flood Hazards Map

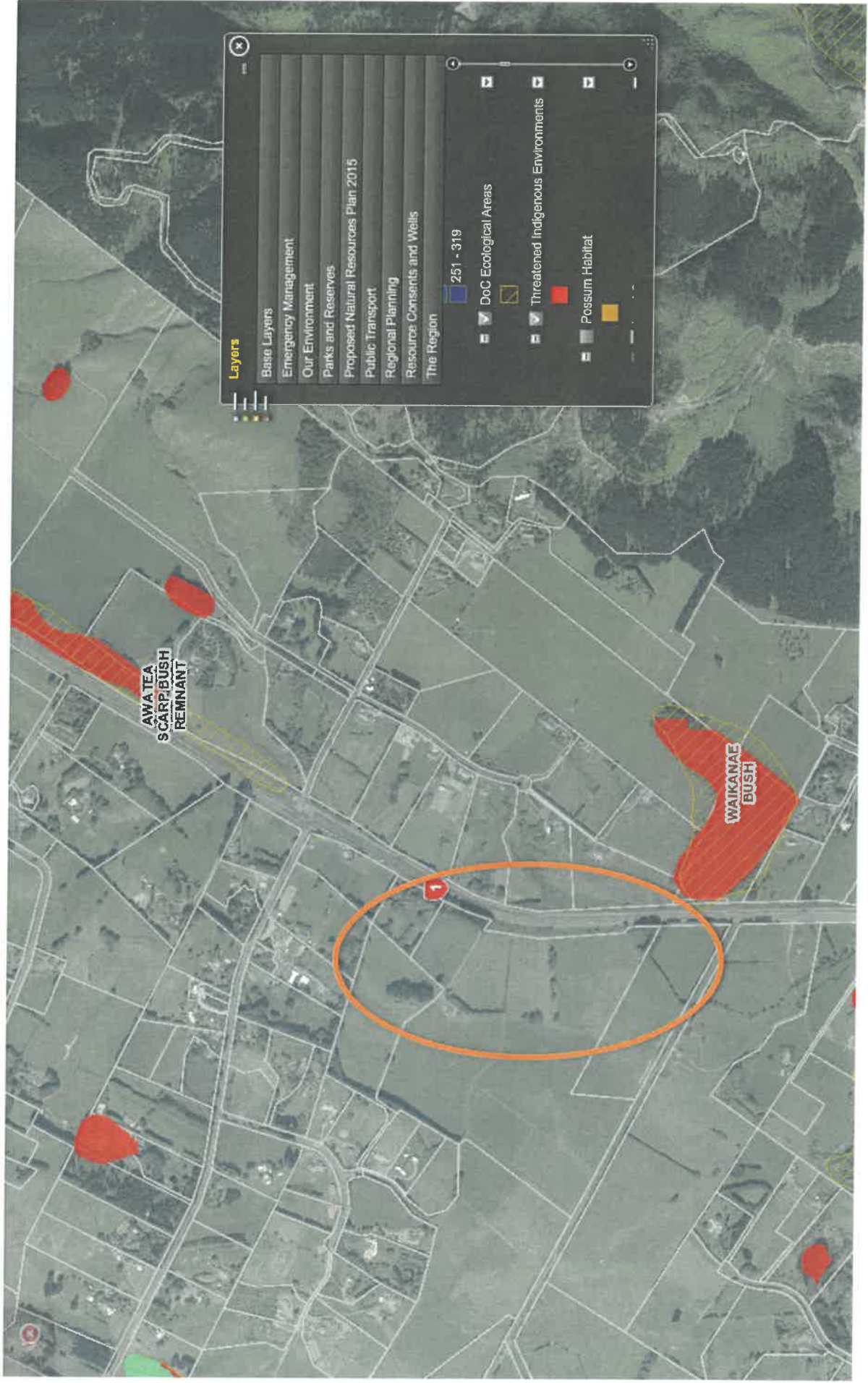


**Attachment 3: Greater Wellington Regional Council Maps-Archaeological Discovery likelihood**





Attachment 4: Identified areas of ecological value

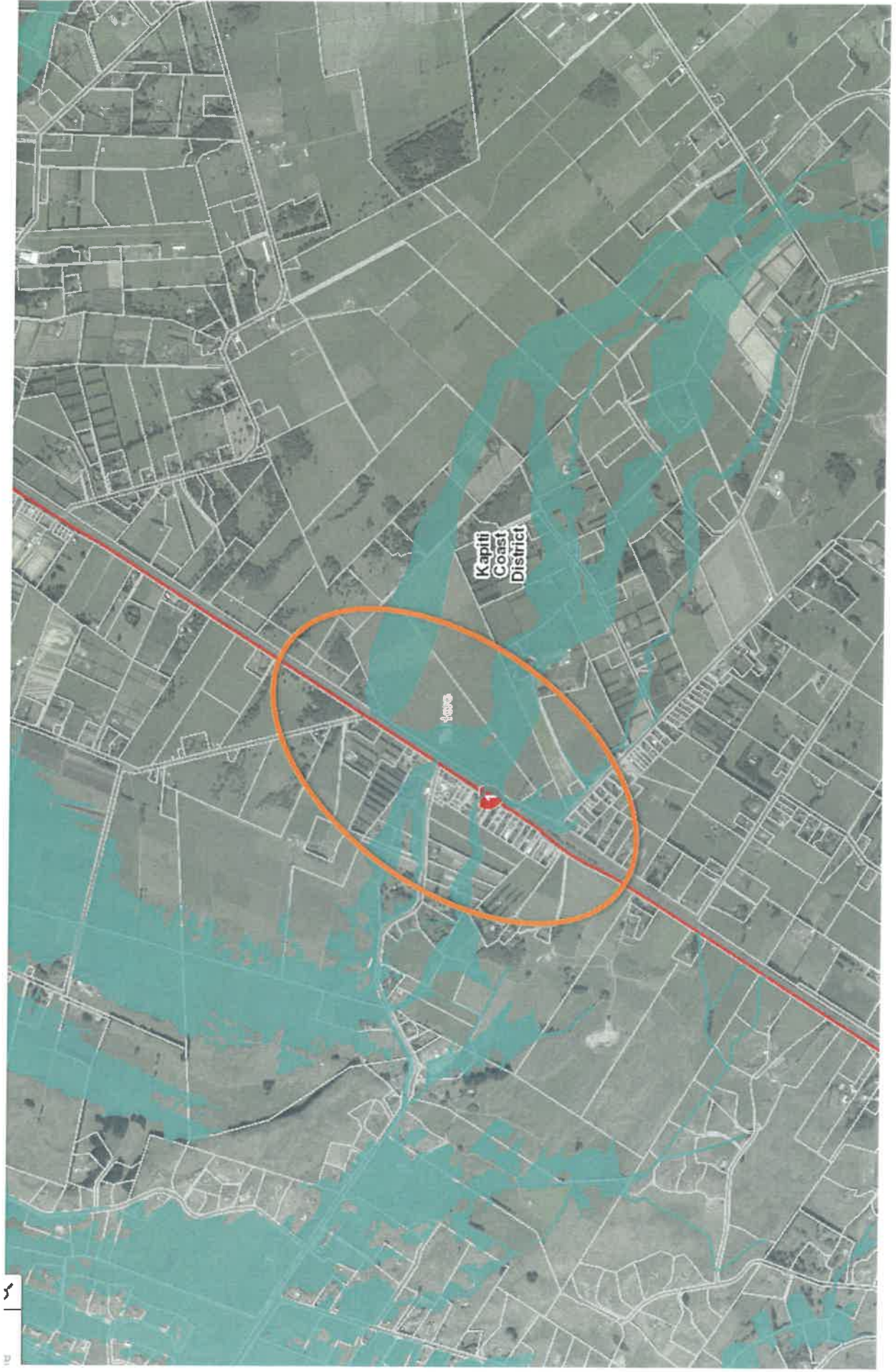




# Attachment 5: Watercourses-Greater Wellington Regional Council Mapping system



Attachment 6: Wellington Region Flood Hazards Map

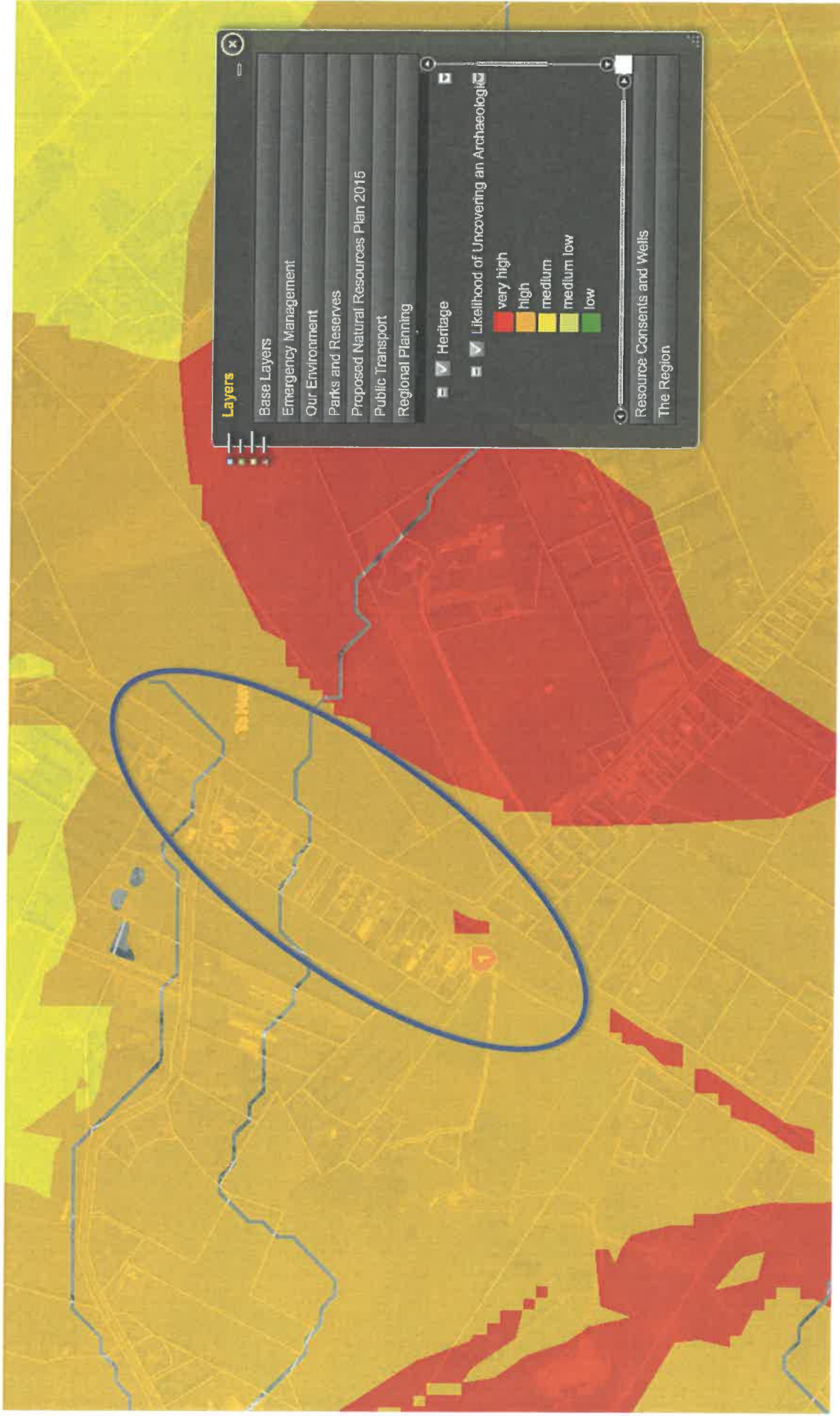




Attachment 7: Threatened Indigenous Environments



Attachment 8: Greater Wellington Regional Council Maps-Archaeological Discovery Likelihood





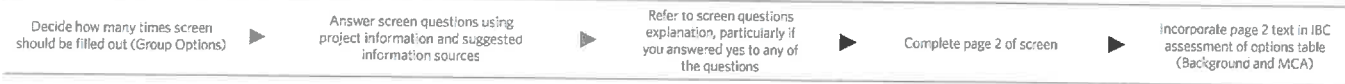
# ENVIRONMENTAL AND SOCIAL RESPONSIBILITY SCREEN V2.FEBRUARY 2016



Use to assess options in the [Indicative Business Case](#)

Use this screen to identify opportunities and risks and assess options for state highway projects. Complete the screen for each option to distinguish them from one another or bundle options where appropriate. Screen results will signal where technical assessments are required and provide a written record to support the alternatives assessment required for statutory applications. For further assistance contact the [EUD Team](#).

Additional instructions and content, including information sources, to help complete the screen can be found on the [Highways Information Portal Screen pages here](#).



PROJECT LOCATION: **Pekapeka** PROJECT PURPOSE: **Connectivity Improvement** DATE: **October 2017** OPTION DESCRIPTION: **P1**

CATEGORY	QUESTION	ANSWER		USEFUL INFORMATION SOURCES
GENERAL	G1: What is the zoning of adjacent land? Are there any encumbrances on the land? e.g. Maori Reserve or other reserve/covenants	Rural <input checked="" type="checkbox"/>	Commercial <input type="checkbox"/>	District/Unitary Plan Zoning Maps
		Industrial <input type="checkbox"/>	Residential <input type="checkbox"/>	
		High density residential <input type="checkbox"/>	Parks/open space <input type="checkbox"/>	
	G2: Does the option disturb previously undisturbed land?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>	
	G3: What is the construction timeframe?	>18 months <input type="checkbox"/>	<18 months <input checked="" type="checkbox"/>	
NATURAL ENVIRONMENT	NE1: Are there any outstanding/significant natural features (e.g. geological or geothermal)/landscapes?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>	NZTA MapHub Environmental and Social Risk Map- Natural Environment Regional Plan Maps and Schedules District Plan Maps and Schedules Department of Conservation
	NE2: Will the option affect the coastal marine area, wetlands, lakes, rivers, streams or their margins?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	
	NE3: Will the option affect areas of the conservation estate, or areas of known significance for biodiversity or known habitats of uncommon or threatened species?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>	
	NE4: Is the option in an area of potential hazard risk e.g. fault lines, significant erosion, flooding, sea level rise etc?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	
	NE5: Will more than 0.5 hectares of vegetation be removed?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	
	<b>Winery? Planting associated with McKays to Pekapeka Project would be impacted</b>			
CULTURAL AND HISTORIC HERITAGE	CH1: Are there sites/areas of significance to Maori within 200m of the area of interest?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	Iwi NZTA MapHub Environmental and Social Risk Map- Culture and Heritage Heritage New Zealand List NZ Archaeological Association District Plan Maps and Schedules Regional Plan Maps and Schedules IPENZ Heritage List NZTA GIS predictive models
	CH2: Are any recorded, scheduled or listed archaeological sites within 200m of the area of interest?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>	
	CH3: Are any scheduled, listed or other important heritage buildings/structures within 200m of the area of interest?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	
	CH4: Will the option affect the setting of any historic building/structure or archaeological site?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>	
	CH5: Is a group of archaeological sites or an area of historic built environment (even partially) within 200m of the area of interest?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>	
HUMAN HEALTH	HH1: What is the One Network Road Classification?	National <input checked="" type="checkbox"/>	Regional <input checked="" type="checkbox"/>	NZTA MapHub Environmental and Social Risk Maps- Human Health and Community which includes: - Designated airsheds (including one network classification) - Highly sensitive receivers Regional Council Contaminated sites Team
	HH2: Is the area of interest designated as a non-compliant airshed?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>	
	HH3: Are there medical sites, rest homes, schools, child care sites, residential properties, marae or other sensitive receivers located within 200m of the area of interest?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	
	HH4: Does land use within 200m of the area of interest include industrial sites, chemical manufacturing or storage, petrol stations, vehicle maintenance, timber processing/treatment, substations, rail yards, landfills or involve other activities that may result in ground contamination? OR Are there HAIL or SLUR (contaminated) sites within 200m of the area of interest?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>	
SOCIAL	S1: Does the option affect access to community facilities i.e. libraries, open space etc (either temporarily or permanently)?	Y <input type="checkbox"/>	N <input type="checkbox"/>	NZTA MapHub Project Team District Plan Maps Council and Community Strategy Documents
	S2: Does the option affect community cohesion and accessibility including vehicular connectivity on the local road network?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	
URBAN AND LANDSCAPE DESIGN	ULD1: Are there opportunities to enhance infrastructure for, and/or improve access to, public transport and/or active modes of travel such as as walking and cycling?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>	NZTA MapHub Environmental and Social Risk Map- Natural Environment (Scenic Routes) Regional Land Transport Plan Project Team Strategies and District Plan
	ULD2: Does the option enhance the development potential of adjacent land where appropriate?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	
	ULD3: Is the option located on a themed highway? Is the option part of or near a national cycle or walking route?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	
	ULD4: Are there opportunities to enhance the urban character, landscape character and visual amenity?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	

Answers and Comments Refer to green questions and answers to help complete this part.

**1. Summarize the potential environmental and social risks/impacts associated with this option. Consider short and long term risks and impacts.**

**NATURAL ENVIRONMENT:**

Two watercourses are identified as travelling west to east across the extent of the potential project location (See Attachment 1: Watercourses). The watercourses have been modified and associated wetland works and plantings have been undertaken as part of the McKays to Pekapeka Project (M2P). Conditions associated with the M2P Project would require review, and there removal or relocation of M2P Project planting would likely be unavoidable. The location is identified as being subject to a 1%AEP flood hazard (See Attachment 2: Wellington Region Flood Hazards Map). There are understood to be offset mitigation conditions offered as part of the M2P Project that will require review in this regard. Attachment 4 indicates identified ecological areas which are located beyond the extent of all options

**CULTURAL AND HISTORIC HERITAGE:**

The location is identified as having a very high likelihood of uncovering archaeological matters (see Attachment 3: Greater Wellington Regional Council Maps- Archaeological Discovery likelihood). It is not apparent that this risk identification has accounted for the significant and extensive land disturbance and modification works undertaken pursuant to M2P. All Pekapeka options are generally located on areas disturbed by M2P earthworks and drainage/wetland works or are located on modified pasture lands. Lovat House (Historic Place Category 2) is located approximately 1km to the north east of the location (29 Hadfield Road).

**HUMAN HEALTH:**

State Highway 1 (Kapiti Expressway) is a High Volume National Route pursuant to the One Network Road Classification. The proposal is for improved local connectivity improvement (direct southward connectivity to the expressway). It is not considered that connectivity will have a significant effect in terms of air quality relative to the expressway itself.

**SOCIAL:**

Post completion of the M2P Project, operational challenges for customers were identified at the northern end of the project. The provision of north facing ramps only with the associated limitation on overall accessibility has resulted in unforeseen manoeuvres (U-turns at Te Hapua). The proposal will improve overall accessibility for the community in the vicinity of Pekapeka. In particular, the proposal will provide full movement accessibility from the Kapiti Expressway to the local road network. The options are located adjacent the existing expressway alignment and will have no cumulative effects on community severance.

The responses above will be used in the IBC assessment of options summary table: MCA of the Option.

**URBAN AND LANDSCAPE DESIGN:**

Walking and cycling improvements have been a major and successful component of the M2P Project and any connectivity improvements will not impact on this enhanced infrastructure. The M2P Project included significant ecological/landscape planting. Any removal and/or relocation of such planting should be undertaken in accord with the strategies and formal plans developed as part of M2P. If such measures are undertaken it is considered that the proposal will have no effect in terms of landscape that noticeably differs from that approved and implemented as part of the M2P Project. It is further considered that undertaking such measures will ensure the retention and enhancement of landscaping improvement as provided as part of M2P

Incorporate the relevant comments from above into the economy, social and geography sections of the IBC assessment of options summary table.

**2. What are the environmental, social integration, landscape design or urban design benefits or opportunities presented by this option? Particularly record opportunities that could be lost if not considered early in the design process.**

Option P1 is located wholly within the existing State highway designation. Any works would require the removal/relocation of ecological/landscaped planting. However, such planting is only recently established and so any works could likely be re-mediated and integrated into the overall concept provided for pursuant to M2P strategies on an intermediate/longer term basis with no discernible affect on the overall landscaping and urban design benefits contemplated

**3. Are there any impacts, risks or opportunities which require preliminary technical assessments to help understand risks or opportunities? Is further information required to support the development of the detailed business case or can it be left until the detailed business case/pre-implementation?**

A review of the M2P Environmental and Social Management Plan (or equivalent) final version as completed at or post construction to confirm the presence of any archaeological discoveries in the vicinity of Pekapeka Interchange (given the identified risk on GWRC Maps). Stormwater/flooding/ecological reporting being undertaken by Awa Consultants.

Completed by Steven Lloyd, Consultant Planner, Green Group Ltd



Reviewed by NZTA Project Manager

Incorporated results into IBC assessment of options summary table?

Yes

No



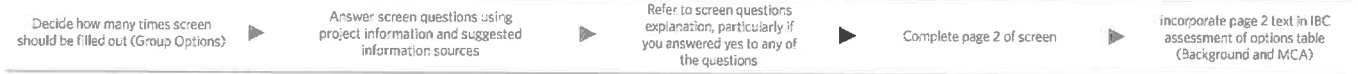
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PROJECT LOCATION: <b>Pekapeka</b>	PROJECT PURPOSE: <b>Connectivity Improvement</b>	DATE: <b>October 2017</b>	OPTION DESCRIPTION: <b>P2A/P5</b>
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CATEGORY	QUESTION	ANSWER		USEFUL INFORMATION SOURCES
GENERAL	G1 What is the zoning of adjacent land? Are there any encumbrances on the land? e.g. Maori Reserve or other reserve/covenants	Rural <input checked="" type="checkbox"/>	Commercial <input type="checkbox"/>	District/Unitary Plan Zoning Maps
		Industrial <input type="checkbox"/>	Residential <input type="checkbox"/>	
		High density residential <input type="checkbox"/>	Parks/open space <input type="checkbox"/>	
	G2 Does the option disturb previously undisturbed land?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	
	G3 What is the construction timeframe?	>18 months <input type="checkbox"/>	<18 months <input checked="" type="checkbox"/>	
NATURAL ENVIRONMENT	NE1 Are there any outstanding/significant natural features (e.g. geological or geothermal)/landscapes?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>	NZTA MapHub Environmental and Social Risk Map- Natural Environment
	NE2 Will the option affect the coastal marine area, wetlands, lakes, rivers, streams or their margins?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	Regional Plan Maps and Schedules
	NE3 Will the option affect areas of the conservation estate, or areas of known significance for biodiversity or known habitats of uncommon or threatened species?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>	District Plan Maps and Schedules
	NE4 Is the option in an area of potential hazard risk e.g. fault lines, significant erosion, flooding, sea level rise etc?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	Department of Conservation
	NE5 Will more than 0.5 hectares of vegetation be removed? What type? <b>Planting associated with McKays to Pekapeka Project would be impacted</b>	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	
CULTURAL AND HISTORIC HERITAGE	CH1 Are there sites/areas of significance to Maori within 200m of the area of interest?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	Iwi NZTA MapHub Environmental and Social Risk Map- Culture and Heritage
	CH2 Are any recorded, scheduled or listed archaeological sites within 200m of the area of interest?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>	Heritage New Zealand List
	CH3 Are any scheduled, listed or other important heritage buildings/structures within 200m of the area of interest?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	NZ Archaeological Association District Plan Maps and Schedules
	CH4 Will the option affect the setting of any historic building/structure or archaeological site?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>	Regional Plan Maps and Schedules IPENZ Heritage List
	CH5 Is a group of archaeological sites or an area of historic built environment (even partially) within 200m of the area of interest?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>	NZTA GIS predictive models
HUMAN HEALTH	HH1 What is the One Network Road Classification?	National <input checked="" type="checkbox"/>	Regional <input checked="" type="checkbox"/>	NZTA MapHub Environmental and Social Risk Maps- Human Health and Community which includes: - Designated airsheds (including one network classification) - Highly sensitive receivers Regional Council Contaminated sites Team
	HH2 Is the area of interest designated as a non-compliant airshed?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>	
	HH3 Are there medical sites, rest homes, schools, child care sites, residential properties, marae or other sensitive receivers located within 200m of the area of interest?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	
	HH4 Does land use within 200m of the area of interest include industrial sites, chemical manufacturing or storage, petrol stations, vehicle maintenance, timber processing/treatment, substations, rail yards, landfills or involve other activities that may result in ground contamination? OR Are there HAIL or SLUR (contaminated) sites within 200m of the area of interest?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>	
SOCIAL	S1 Does the option affect access to community facilities i.e. libraries, open space etc (either temporarily or permanently)?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	NZTA MapHub Project Team District Plan Maps Council and Community Strategy Documents
	S2 Does the option affect community cohesion and accessibility including vehicular connectivity on the local road network?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	
URBAN AND LANDSCAPE DESIGN	ULD1 Are there opportunities to enhance infrastructure for, and/or improve access to, public transport and/or active modes of travel such as walking and cycling?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>	NZTA MapHub Environmental and Social Risk Map- Natural Environment (Scenic Routes)
	ULD2 Does the option enhance the development potential of adjacent land where appropriate?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	Regional Land Transport Plan Project Team
	ULD3 Is the option located on a themed highway? Is the option part of or near a national cycle or walking route?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	Strategies and District Plan
	ULD4 Are there opportunities to enhance the urban character, landscape character and visual amenity?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	

Answers and Comments Refer to [Appendix 10](#) to help complete this part.

**1. Summarize the potential environmental and social risks/impacts associated with this option. Consider short and long term risks and impacts.**

NATURAL ENVIRONMENT:	Two watercourses are identified as travelling west to east across the extent of the potential project location (See Attachment 1: Watercourses). The watercourses have been modified and associated wetland works and plantings have been undertaken as part of the McKays to Pekapeka Project (M2P). Conditions associated with the M2P Project would require review, and there removal or relocation of M2P Project planting would likely be unavoidable. The location is identified as being subject to a 1%AEP flood hazard (See Attachment 2: Wellington Region Flood Hazards Map). There are understood to be offset mitigation conditions offered as part of the M2P Project that will require review in this regard. Option P2A/P5 involves works outside the existing designation and into an area south of the existing overpass identified as being subject to flooding hazard
CULTURAL AND HISTORIC HERITAGE:	The location is identified as having a very high likelihood of uncovering archaeological matters (see Attachment 3: Greater Wellington Regional Council Maps-Archaeological Discovery likelihood). It is not apparent that this risk identification has accounted for the significant and extensive land disturbance and modification works undertaken pursuant to M2P. All Pekapeka options are generally located on areas disturbed by M2P earthworks and drainage/wetland works or are located on modified pasture lands. Lovat House (Historic Place Category 2) is located approximately 1km to the north east of the location (29 Hadfield Road).
HUMAN HEALTH:	State Highway 1 (Kapiti Expressway) is a High Volume National Route pursuant to the One Network Road Classification. The proposal is for improved local connectivity improvement (direct southward connectivity to the expressway). It is not considered that connectivity will have a significant effect in terms of air quality relative to the expressway itself. The location is
SOCIAL:	Post completion of the M2P Project, operational challenges for customers were identified at the northern end of the project. The provision of north facing ramps only with the associated limitation on overall accessibility has resulted in unforeseen manoeuvres (U-turns at Te Hapua). The proposal will improve overall accessibility for the community in the vicinity of Pekapeka. In particular, the proposal will provide full movement accessibility from the Kapiti Expressway to the local road network. The options are located adjacent the existing expressway alignment and will have no cumulative effects on community severance.

The responses above will be used in the IBC assessment of options summary table: MCA of the Option.

URBAN AND LANDSCAPE DESIGN:	Walking and cycling improvements have been a major and successful component of the M2P Project and any connectivity improvements will not impact on this enhanced infrastructure. The M2P Project included significant ecological/landscape planting. Any removal and/or relocation of such planting should be undertaken in accord with the strategies and formal plans developed as part of M2P. If such measures are undertaken it is considered that the proposal will have no effect in terms of landscape that noticeably differs from that approved and implemented as part of the M2P Project. It is further considered that undertaking such measures will ensure the retention and enhancement of landscaping improvement as provided as part of M2P
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Incorporate the relevant comments from above into the economy, social and geography sections of the IBC assessment of options summary table.

**2. What are the environmental, social integration, landscape design or urban design benefits or opportunities presented by this option? Particularly record opportunities that could be lost if not considered early in the design process.**

Option P2A/P5 extends beyond the existing State highway designation and is located within an area of identified floodrisk and where works the subject of M2P consents have been undertaken. These potential technical constraints require examination as to whether they might impact on ability to be consented such that any benefits that this option otherwise might provide are not discounted on this basis.

**3. Are there any impacts, risks or opportunities which require preliminary technical assessments to help understand risks or opportunities? Is further information required to support the development of the detailed business case or can it be left until the detailed business case/pre-implementation?**

A review of the M2P Environmental and Social Management Plan (or equivalent) final version as completed at or post construction to confirm the presence of any archaeological discoveries in the vicinity of Pekapeka Interchange (given the identified risk on GWRC Maps). Stormwater/flooding/ecological reporting is being undertaken by Awa Consultants.

Completed by Steven Lloyd, Consultant Planner, Green Group Ltd 

Reviewed by NZTA Project Manager

Incorporated results into IBC assessment of options summary table? Yes  No



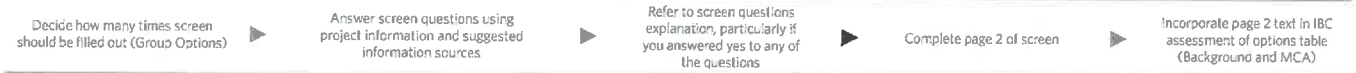
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PROJECT LOCATION: <b>Pekapeka</b>	PROJECT PURPOSE: <b>Connectivity Improvement</b>	DATE: <b>October 2017</b>	OPTION DESCRIPTION: <b>P3</b>
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CATEGORY	QUESTION	ANSWER				USEFUL INFORMATION SOURCES
GENERAL	G1 What is the zoning of adjacent land? Are there any encumbrances on the land? e.g. Maori Reserve or other reserve/covenants	Rural <input checked="" type="checkbox"/>	Commercial <input type="checkbox"/>	Industrial <input type="checkbox"/>	Residential <input type="checkbox"/>	District/Unitary Plan Zoning Maps
		High density residential <input type="checkbox"/>	Parks/open space <input type="checkbox"/>			
	G2 Does the option disturb previously undisturbed land?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>			
G3 What is the construction timeframe?		>18 months <input type="checkbox"/>	<18 months <input checked="" type="checkbox"/>			
NATURAL ENVIRONMENT	NE1 Are there any outstanding/significant natural features (e.g. geological or geothermal)/landscapes?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>			NZTA MapHub Environmental and Social Risk Map- Natural Environment  Regional Plan Maps and Schedules  District Plan Maps and Schedules  Department of Conservation
	NE2 Will the option affect the coastal marine area, wetlands, lakes, rivers, streams or their margins?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>			
	NE3 Will the option affect areas of the conservation estate, or areas of known significance for biodiversity or known habitats of uncommon or threatened species?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>			
	NE4 Is the option in an area of potential hazard risk e.g. fault lines, significant erosion, flooding, sea level rise etc?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>			
	NE5 Will more than 0.5 hectares of vegetation be removed? What type?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>			
CULTURAL AND HISTORIC HERITAGE	CH1 Are there sites/areas of significance to Maori within 200m of the area of interest?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>			Iwi NZTA MapHub Environmental and Social Risk Map- Culture and Heritage Heritage New Zealand List NZ Archaeological Association District Plan Maps and Schedules Regional Plan Maps and Schedules IPENZ Heritage List NZTA GIS predictive models
	CH2 Are any recorded, scheduled or listed archaeological sites within 200m of the area of interest?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>			
	CH3 Are any scheduled, listed or other important heritage buildings/ structures within 200m of the area of interest?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>			
	CH4 Will the option affect the setting of any historic building/structure or archaeological site?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>			
	CH5 Is a group of archaeological sites or an area of historic built environment (even partially) within 200m of the area of interest?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>			
HUMAN HEALTH	HH1 What is the One Network Road Classification?	National <input checked="" type="checkbox"/>	Regional <input checked="" type="checkbox"/>	Arterial <input type="checkbox"/>	Collector <input type="checkbox"/>	NZTA MapHub Environmental and Social Risk Map- Human Health and Community which includes: - Designated airsheds (including only network classification) - Highly sensitive receivers Regional Council Contaminated sites Team
	HH2 Is the area of interest designated as a non-compliant airshed?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>			
	HH3 Are there medical sites, rest homes, schools, child care sites, residential properties, marae or other sensitive receivers located within 200m of the area of interest?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>			
	HH4 Does land use within 200m of the area of interest include industrial sites, chemical manufacturing or storage, petrol stations, vehicle maintenance, timber processing/treatment, substations, rail yards, landfills or involve other activities that may result in ground contamination? OR Are there HAIL or SLUR (contaminated) sites within 200m of the area of interest?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>			
SOCIAL	S1 Does the option affect access to community facilities i.e. libraries, open space etc (either temporarily or permanently)?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>	Which? <b>Access improvement</b>		NZTA MapHub Project Team District Plan Maps Council and Community Strategy Documents
	S2 Does the option affect community cohesion and accessibility including vehicular connectivity on the local road network?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>			
URBAN AND LANDSCAPE DESIGN	ULD1 Are there opportunities to enhance infrastructure for, and/or improve access to, public transport and/or active modes of travel such as walking and cycling?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>			NZTA MapHub Environmental and Social Risk Map- Natural Environment (Scenic Routes)  Regional Land Transport Plan Project Team Strategies and District Plan
	ULD2 Does the option enhance the development potential of adjacent land where appropriate?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>			
	ULD3 Is the option located on a themed highway? Is the option part of or near a national cycle or walking route?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>			
	ULD4 Are there opportunities to enhance the urban character, landscape character and visual amenity?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>			





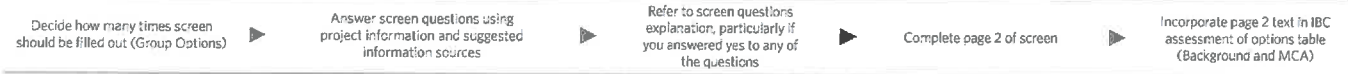
# ENVIRONMENTAL AND SOCIAL RESPONSIBILITY SCREEN V2.FEBRUARY 2016



Use to assess options in the [Indicative Business Case](#)

Use this screen to identify opportunities and risks and assess options for state highway projects. Complete the screen for each option to distinguish them from one another or bundle options where appropriate. Screen results will signal where technical assessments are required and provide a written record to support the alternatives assessment required for statutory applications. For further assistance contact the [EUD Team](#).

Additional instructions and content, including information sources, to help complete the screen can be found on the [Highways Information Portal Screen pages here](#)



PROJECT LOCATION: **Pekapeka** PROJECT PURPOSE: **Connectivity Improvement** DATE: **October 2017** OPTION DESCRIPTION: **P4**

CATEGORY	QUESTION	ANSWER		USEFUL INFORMATION SOURCES
GENERAL	G1 What is the zoning of adjacent land? Are there any encumbrances on the land? e.g. Maori Reserve or other reserve/covenants	Rural <input checked="" type="checkbox"/>	Commercial <input type="checkbox"/>	District/Unitary Plan Zoning Maps
		Industrial <input type="checkbox"/>	Residential <input type="checkbox"/>	
		High density residential <input type="checkbox"/>	Parks/open space <input type="checkbox"/>	
	G2 Does the option disturb previously undisturbed land?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	
	G3 What is the construction timeframe?	>18 months <input type="checkbox"/>	<18 months <input checked="" type="checkbox"/>	
NATURAL ENVIRONMENT	NE1 Are there any outstanding/significant natural features (e.g. geological or geothermal)/landscapes?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>	NZTA MapHub Environmental and Social Risk Map- Natural Environment
	NE2 Will the option affect the coastal marine area, wetlands, lakes, rivers, streams or their margins?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	Regional Plan Maps and Schedules
	NE3 Will the option affect areas of the conservation estate, or areas of known significance for biodiversity or known habitats of uncommon or threatened species?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>	District Plan Maps and Schedules
	NE4 Is the option in an area of potential hazard risk e.g. fault lines, significant erosion, flooding, sea level rise etc?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	Department of Conservation
	NE5 Will more than 0.5 hectares of vegetation be removed? What type?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>	
CULTURAL AND HISTORIC HERITAGE	CH1 Are there sites/areas of significance to Maori within 200m of the area of interest?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	Iwi
	CH2 Are any recorded, scheduled or listed archaeological sites within 200m of the area of interest?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>	NZTA MapHub Environmental and Social Risk Map- Culture and Heritage
	CH3 Are any scheduled, listed or other important heritage buildings/structures within 200m of the area of interest?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>	Heritage New Zealand List
	CH4 Will the option affect the setting of any historic building/structure or archaeological site?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>	NZ Archaeological Association
	CH5 Is a group of archaeological sites or an area of historic built environment (even partially) within 200m of the area of interest?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>	District Plan Maps and Schedules Regional Plan Maps and Schedules IPENZ Heritage List NZTA GIS predictive models
HUMAN HEALTH	HH1 What is the One Network Road Classification?	National <input checked="" type="checkbox"/>	Regional <input checked="" type="checkbox"/>	NZTA MapHub Environmental and Social Risk Maps- Human Health and Community which includes: - Designated airsheds (including one network classification) - Highly sensitive receivers Regional Council Contaminated sites Team
	HH2 Is the area of interest designated as a non-compliant airshed?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>	
	HH3 Are there medical sites, rest homes, schools, child care sites, residential properties, marae or other sensitive receivers located within 200m of the area of interest?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	
	HH4 Does land use within 200m of the area of interest include industrial sites, chemical manufacturing or storage, petrol stations, vehicle maintenance, timber processing/treatment, substations, rail yards, landfills or involve other activities that may result in ground contamination? OR Are there HAIL or SLUR (contaminated) sites within 200m of the area of interest?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>	
SOCIAL	S1 Does the option affect access to community facilities i.e. libraries, open space etc (either temporarily or permanently)?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	NZTA MapHub Project Team District Plan Maps Council and Community Strategy Documents
	S2 Does the option affect community cohesion and accessibility including vehicular connectivity on the local road network?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	
URBAN AND LANDSCAPE DESIGN	ULD1 Are there opportunities to enhance infrastructure for, and/or improve access to, public transport and/or active modes of travel such as walking and cycling?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>	NZTA MapHub Environmental and Social Risk Map- Natural Environment (Scenic Routes) Regional Land Transport Plan Project Team Strategies and District Plan
	ULD2 Does the option enhance the development potential of adjacent land where appropriate?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	
	ULD3 Is the option located on a themed highway? Is the option part of or near a national cycle or walking route?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	
	ULD4 Are there opportunities to enhance the urban character, landscape character and visual amenity?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	

Answers and Comments Refer to [Appendix C](#) for further information to help complete this part.

**1. Summarize the potential environmental and social risks/impacts associated with this option. Consider short and long term risks and impacts.**

NATURAL ENVIRONMENT:	Two watercourses are identified as travelling west to east across the extent of the potential project location (See Attachment 1: Watercourses). The watercourses have been modified and associated wetland works and plantings have been undertaken as part of the McKays to Pekapeka Project (M2P). Conditions associated with the M2P Project would require review, and their removal or relocation of M2P Project planting would likely be unavoidable. The location is identified as being subject to a 1%AEP flood hazard (See Attachment 2: Wellington Region Flood Hazards Map). There are understood to be offset mitigation conditions offered as part of the M2P Project that will require review in this regard. Option P4 involves works outside the existing designation and into an area west of the existing overpass which is identified as being proximate to areas subject to flooding hazard
CULTURAL AND HISTORIC HERITAGE:	The location is identified as having a very high likelihood of uncovering archaeological matters (see Attachment 3: Greater Wellington Regional Council Maps-Archaeological Discovery likelihood). It is not apparent that this risk identification has accounted for the significant and extensive land disturbance and modification works undertaken pursuant to M2P. All Pekapeka options are generally located on areas disturbed by M2P earthworks and drainage/wetland works or are located on modified pasture lands.
HUMAN HEALTH:	State Highway 1 (Kapiti Expressway) is a High Volume National Route pursuant to the One Network Road Classification. The proposal is for improved local connectivity improvement (direct southward connectivity to the expressway). It is not considered that connectivity will have a significant effect in terms of air quality relative to the expressway itself.
SOCIAL:	Post completion of the M2P Project, operational challenges for customers were identified at the northern end of the project. The provision of north facing ramps only with the associated limitation on overall accessibility has resulted in unforeseen manoeuvres (U-turns at Te Hapua). The proposal will improve overall accessibility for the community in the vicinity of Pekapeka. In particular, the proposal will provide full movement accessibility from the Kapiti Expressway to the local road network. The options are located adjacent the existing expressway alignment and will have no cumulative effects on community severance.

The responses above will be used in the IBC assessment of options summary table: MCA of the Option.

URBAN AND LANDSCAPE DESIGN:	Walking and cycling improvements have been a major and successful component of the M2P Project. Option P3 will require a re-envisioning and reconfiguration of the Shared Path and its connectivity at Pekapeka. The M2P Project included significant ecological/landscape planting. Any removal and/or relocation of such planting should be undertaken in accord with the strategies and formal plans developed as part of M2P. If such measures are undertaken it is considered that the proposal will have no effect in terms of landscape that noticeably differs from that approved and implemented as part of the M2P Project. It is further considered that undertaking such measures will ensure the retention and enhancement of landscaping improvement as provided as part of M2P
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Incorporate the relevant comments from above into the economy, social and geography sections of the IBC assessment of options summary table.

**2. What are the environmental, social integration, landscape design or urban design benefits or opportunities presented by this option? Particularly record opportunities that could be lost if not considered early in the design process.**

Option P4 extends beyond the existing State highway designation and is located within an area of identified floodrisk. These potential technical constraints require examination as to whether they might impact on ability to be consented such that any benefits that this option otherwise might provide are not discounted on this basis.

**3. Are there any impacts, risks or opportunities which require preliminary technical assessments to help understand risks or opportunities? Is further information required to support the development of the detailed business case or can it be left until the detailed business case/pre-implementation?**

A review of the M2P Environmental and Social Management Plan (or equivalent) final version as completed at or post construction to confirm the presence of any archaeological discoveries in the vicinity of Pekapeka Interchange (given the identified risk on GWRC Maps). Stormwater/flooding/ecological reporting is being undertaken by Awa Consultants.

Completed by Steven Lloyd, Consultant Planner, Green Group Ltd 

Reviewed by NZTA Project Manager

Incorporated results into IBC assessment of options summary table? Yes  No



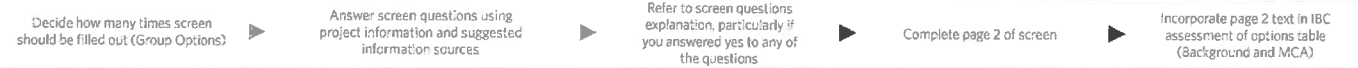
# ENVIRONMENTAL AND SOCIAL RESPONSIBILITY SCREEN V2.FEBRUARY 2016



Use to assess options in the [Indicative Business Case](#)

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PROJECT LOCATION: <b>Pekapeka</b>	PROJECT PURPOSE: <b>Connectivity Improvement</b>	DATE: <b>October 2017</b>	OPTION DESCRIPTION: <b>P6</b>
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CATEGORY	QUESTION	ANSWER		USEFUL INFORMATION SOURCES
GENERAL	G1 What is the zoning of adjacent land? Are there any encumbrances on the land? e.g. Maori Reserve or other reserve/covenants	Rural <input checked="" type="checkbox"/>	Commercial <input type="checkbox"/>	District/Unitary Plan Zoning Maps
		Industrial <input type="checkbox"/>	Residential <input type="checkbox"/>	
		High density residential <input type="checkbox"/>	Parks/open space <input type="checkbox"/>	
	G2 Does the option disturb previously undisturbed land?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>	
	G3 What is the construction timeframe?	>18 months <input type="checkbox"/>	<18 months <input checked="" type="checkbox"/>	
NATURAL ENVIRONMENT	NE1 Are there any outstanding/significant natural features (e.g. geological or geothermal)/landscapes?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>	NZTA MapHub Environmental and Social Risk Map- Natural Environment
	NE2 Will the option affect the coastal marine area, wetlands, lakes, rivers, streams or their margins?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	Regional Plan Maps and Schedules
	NE3 Will the option affect areas of the conservation estate, or areas of known significance for biodiversity or known habitats of uncommon or threatened species?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>	District Plan Maps and Schedules
	NE4 Is the option in an area of potential hazard risk e.g. fault lines, significant erosion, flooding, sea level rise etc?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	Department of Conservation
	NE5 Will more than 0.5 hectares of vegetation be removed? What type? <b>Planting associated with McKays to Pekapeka Project would be impacted</b>	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	
CULTURAL AND HISTORIC HERITAGE	CH1 Are there sites/areas of significance to Maori within 200m of the area of interest?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	Iwi
	CH2 Are any recorded, scheduled or listed archaeological sites within 200m of the area of interest?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>	NZTA MapHub Environmental and Social Risk Map- Culture and Heritage
	CH3 Are any scheduled, listed or other important heritage buildings/ structures within 200m of the area of interest?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	Heritage New Zealand List
	CH4 Will the option affect the setting of any historic building/structure or archaeological site?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>	NZ Archaeological Association
	CH5 Is a group of archaeological sites or an area of historic built environment (even partially) within 200m of the area of interest?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>	District Plan Maps and Schedules Regional Plan Maps and Schedules IPENZ Heritage List NZTA GIS predictive models
HUMAN HEALTH	HH1 What is the One Network Road Classification?	National <input checked="" type="checkbox"/>	Regional <input checked="" type="checkbox"/>	NZTA MapHub Environmental and Social Risk Map- Human Health and Community which includes: - Designated airsheds (including one network classification) - Highly sensitive receivers Regional Council Contaminated sites Team
	HH2 Is the area of interest designated as a non-compliant airshed?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>	
	HH3 Are there medical sites, rest homes, schools, child care sites, residential properties, marae or other sensitive receivers located within 200m of the area of interest?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	
	HH4 Does land use within 200m of the area of interest include industrial sites, chemical manufacturing or storage, petrol stations, vehicle maintenance, timber processing/treatment, substations, rail yards, landfills or involve other activities that may result in ground contamination? OR Are there HAIL or SJUR (contaminated) sites within 200m of the area of interest?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>	
SOCIAL	S1 Does the option affect access to community facilities i.e. libraries, open space etc (either temporarily or permanently)?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	NZTA MapHub Project Team District Plan Maps Council and Community Strategy Documents
	S2 Does the option affect community cohesion and accessibility including vehicular connectivity on the local road network?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>	
URBAN AND LANDSCAPE DESIGN	ULD1 Are there opportunities to enhance infrastructure for, and/or improve access to, public transport and/or active modes of travel such as walking and cycling?	Y <input type="checkbox"/>	N <input checked="" type="checkbox"/>	NZTA MapHub Environmental and Social Risk Map- Natural Environment (Scenic Routes) Regional Land Transport Plan Project Team Strategies and District Plan
	ULD2 Does the option enhance the development potential of adjacent land where appropriate?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	
	ULD3 Is the option located on a themed highway? Is the option part of or near a national cycle or walking route?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	
	ULD4 Are there opportunities to enhance the urban character, landscape character and visual amenity?	Y <input checked="" type="checkbox"/>	N <input type="checkbox"/>	

Answers and Comments Refer to GREEN GROUP'S COMMENTS to help complete this part.

**1 Summarize the potential environmental and social risks/impacts associated with this option. Consider short and long term risks and impacts.**

NATURAL ENVIRONMENT:	Two watercourses are identified as travelling west to east across the extent of the potential project location (See Attachment 1: Watercourses). The watercourses have been modified and associated wetland works and plantings have been undertaken as part of the McKays to Pekapeka Project (M2P). Conditions associated with the M2P Project would require review, and their removal or relocation of M2P Project planting would likely be unavoidable. The location is identified as being subject to a 1%AEP flood hazard (See Attachment 2: Wellington Region Flood Hazards Map). There are understood to be offset mitigation conditions offered as part of the M2P Project that will require review in this regard.
CULTURAL AND HISTORIC HERITAGE:	The location is identified as having a very high likelihood of uncovering archaeological matters (see Attachment 3: Greater Wellington Regional Council Maps-Archaeological Discovery likelihood). It is not apparent that this risk identification has accounted for the significant and extensive land disturbance and modification works undertaken pursuant to M2P. All Pekapeka options are generally located on areas disturbed by M2P earthworks and drainage/wetland works or are located on modified pasture lands. Lovat House (Historic Place Category 2) is located approximately 1km to the north east of the location (29 Hadfield Road).
HUMAN HEALTH:	State Highway 1 (Kapiti Expressway) is a High Volume National Route pursuant to the One Network Road Classification. The proposal is for improved local connectivity improvement (direct southward connectivity to the expressway). It is not considered that connectivity will have a significant effect in terms of air quality relative to the expressway itself. The location is
SOCIAL:	Post completion of the M2P Project, operational challenges for customers were identified at the northern end of the project. The provision of north facing ramps only with the associated limitation on overall accessibility has resulted in unforeseen manoeuvres (U-turns at Te Hapua). The proposal will improve overall accessibility for the community in the vicinity of Pekapeka. In particular, the proposal will provide full movement accessibility from the Kapiti Expressway to the local road network. The options are located adjacent the existing expressway alignment and will have no cumulative effects on community severance.

The responses above will be used in the IBC assessment of options summary table: MCA of the Option.

URBAN AND LANDSCAPE DESIGN:	Walking and cycling improvements have been a major and successful component of the M2P Project and any connectivity improvements will not impact on this enhanced infrastructure. The M2P Project included significant ecological/landscape planting. Any removal and/or relocation of such planting should be undertaken in accord with the strategies and formal plans developed as part of M2P. If such measures are undertaken it is considered that the proposal will have no effect in terms of landscape that noticeably differs from that approved and implemented as part of the M2P Project. It is further considered that undertaking such measures will ensure the retention and enhancement of landscaping improvement as provided as part of M2P
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Incorporate the relevant comments from above into the economy, social and geography sections of the IBC assessment of options summary table.

**2 What are the environmental, social integration, landscape design or urban design benefits or opportunities presented by this option? Particularly record opportunities that could be lost if not considered early in the design process.**

Option P6 is located wholly within the existing State highway designation. Any works would require the removal/relocation of ecological/landscaped planting. However, such planting is only recently established and so any works could likely be re-mediated and integrated into the overall concept provided for pursuant to M2P strategies on an intermediate/longer term basis with no discernible effect on the overall landscaping and urban design benefits contemplated

**3 Are there any impacts, risks or opportunities which require preliminary technical assessments to help understand risks or opportunities? Is further information required to support the development of the detailed business case or can it be left until the detailed business case/pre-implementation?**

A review of the M2P Environmental and Social Management Plan (or equivalent) final version as completed at or post construction to confirm the presence of any archaeological discoveries in the vicinity of Pekapeka Interchange (given the identified risk on GWRC Maps). Stormwater/flooding/ecological reporting being undertaken by Awa Consultants.

Completed by Steven Lloyd, Consultant Planner, Green Group Ltd



Reviewed by NZTA Project Manager

Incorporated results into IBC assessment of options summary table? Yes

No



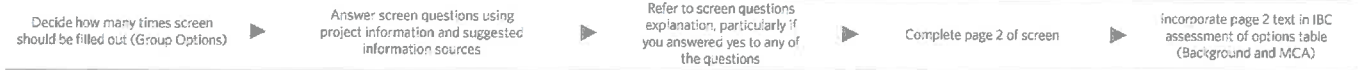
# ENVIRONMENTAL AND SOCIAL RESPONSIBILITY SCREEN V2.FEBRUARY 2016



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PROJECT LOCATION: **Pekapeka** PROJECT PURPOSE: **Connectivity Improvement** DATE: **October 2017** OPTION DESCRIPTION: **Te Horo**

CATEGORY	QUESTION	ANSWER	USEFUL INFORMATION SOURCES
GENERAL	G1 What is the zoning of adjacent land? Are there any encumbrances on the land? e.g. Maori Reserve or other reserve/covenants	Rural <input checked="" type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Residential <input type="checkbox"/> High density residential <input type="checkbox"/> Parks/open space <input type="checkbox"/>	District/Unitary Plan Zoning Maps
	G2 Does the option disturb previously undisturbed land?	Y <input type="checkbox"/> N <input checked="" type="checkbox"/>	
	G3 What is the construction timeframe?	>18 months <input checked="" type="checkbox"/> <18 months <input type="checkbox"/>	
NATURAL ENVIRONMENT	NE1 Are there any outstanding/significant natural features (e.g. geological or geothermal)/landscapes?	Y <input type="checkbox"/> N <input checked="" type="checkbox"/>	NZTA MapHub Environmental and Social Risk Map- Natural Environment
	NE2 Will the option affect the coastal marine area, wetlands, lakes, rivers, streams or their margins?	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	Regional Plan Maps and Schedules
	NE3 Will the option affect areas of the conservation estate, or areas of known significance for biodiversity or known habitats of uncommon or threatened species?	Y <input type="checkbox"/> N <input checked="" type="checkbox"/>	District Plan Maps and Schedules
	NE4 Is the option in an area of potential hazard risk e.g. fault lines, significant erosion, flooding, sea level rise etc?	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	Department of Conservation
	NE5 Will more than 0.5 hectares of vegetation be removed? What type?	Y <input type="checkbox"/> N <input checked="" type="checkbox"/>	
CULTURAL AND HISTORIC HERITAGE	CH1 Are there sites/areas of significance to Maori within 200m of the area of interest?	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	hwi NZTA MapHub Environmental and Social Risk Map- Culture and Heritage
	CH2 Are any recorded, scheduled or listed archaeological sites within 200m of the area of interest?	Y <input type="checkbox"/> N <input checked="" type="checkbox"/>	Heritage New Zealand List
	CH3 Are any scheduled, listed or other important heritage buildings/structures within 200m of the area of interest?	Y <input type="checkbox"/> N <input checked="" type="checkbox"/>	NZ Archaeological Association District Plan Maps and Schedules
	CH4 Will the option affect the setting of any historic building/structure or archaeological site?	Y <input type="checkbox"/> N <input checked="" type="checkbox"/>	Regional Plan Maps and Schedules IPENZ Heritage List
	CH5 Is a group of archaeological sites or an area of historic built environment (even partially) within 200m of the area of interest?	Y <input type="checkbox"/> N <input checked="" type="checkbox"/>	NZTA GIS predictive models
HUMAN HEALTH	HH1 What is the One Network Road Classification?	National <input checked="" type="checkbox"/> Regional <input type="checkbox"/> Arterial <input type="checkbox"/> Collector <input type="checkbox"/>	NZTA MapHub Environmental and Social Risk Maps - Human Health and Community which includes:
	HH2 Is the area of interest designated as a non-compliant airshed?	Y <input type="checkbox"/> N <input checked="" type="checkbox"/>	- Designated airsheds (including one network classification)
	HH3 Are there medical sites, rest homes, schools, child care sites, residential properties, marae or other sensitive receivers located within 200m of the area of interest?	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	- Highly sensitive receivers Regional Council Contaminated sites Team
	HH4 Does land use within 200m of the area of interest include industrial sites, chemical manufacturing or storage, petrol stations, vehicle maintenance, timber processing/treatment, substations, rail yards, landfills or involve other activities that may result in ground contamination? OR Are there HAIL or SLUR (contaminated) sites within 200m of the area of interest?	Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Y <input type="checkbox"/> N <input checked="" type="checkbox"/>	
SOCIAL	S1 Does the option affect access to community facilities i.e. libraries, open space etc (either temporarily or permanently)?	Y <input checked="" type="checkbox"/> N <input type="checkbox"/> Which? <b>Permanent and temporary</b>	NZTA MapHub Project Team District Plan Maps
	S2 Does the option affect community cohesion and accessibility including vehicular connectivity on the local road network?	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	Council and Community Strategy Documents
URBAN AND LANDSCAPE DESIGN	ULD1 Are there opportunities to enhance infrastructure for, and/or improve access to, public transport and/or active modes of travel such as walking and cycling?	Y <input type="checkbox"/> N <input checked="" type="checkbox"/>	NZTA MapHub Environmental and Social Risk Map- Natural Environment (Scenic Routes)
	ULD2 Does the option enhance the development potential of adjacent land where appropriate?	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	Regional Land Transport Plan Project Team
	ULD3 Is the option located on a themed highway? Is the option part of or near a national cycle or walking route?	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	Strategies and District Plan
	ULD4 Are there opportunities to enhance the urban character, landscape character and visual amenity?	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>	

Answers and Comments Refer to the questions elsewhere to help complete this part.

**1. Summarize the potential environmental and social risks/impacts associated with this option. Consider short and long term risks and impacts.**

NATURAL ENVIRONMENT	A River (quality requiring enhancement) passes through the Te Horo location between Te Horo Beach Road and School Road. (See Attachment 5: Watercourse). The location is identified as being subject to a 1%AEP flood hazard (See Attachment 6: Wellington Region Flood Hazards Map). There are also areas on native vegetation at the northern extent of Te Horo (See Attachment 7: Threatened Indigenous Environments)
CULTURAL AND HISTORIC HERITAGE	The location is identified as having a high likelihood of uncovering archaeological matters (see Attachment 8: Greater Wellington Regional Council Maps-Archaeological Discovery likelihood). The general area is however in modified pasture lands with a number of residential and commercial and urban uses located at the nexus of Te Horo Beach Road, School Road and SH1, suggestive of land having been disturbed in modern times.
HUMAN HEALTH	State Highway 1 is a High Volume National Route pursuant to the One Network Road Classification. This location will be subject to the Pekapeka to Otaki Project which is soon to commence construction. This Project will significantly change the roading and traffic environment environment at Te Horo. Additional access at this location in this context is likely to have negligible effects in terms of human health.
SOCIAL	Te Horo township will be subject to significant change to its pedestrian and traffic layout pursuant to the implementation of the Pekapeka to Otaki Project. A strip township along the current State highway alignment and the adjoining Te Horo Beach and School Road would likely be further adversely impacted by additional road infrastructure at this location. Local road network to Expressway access will be available in reasonable proximity to both the north and the south and infrastructure location would likely directly impact on the residential and township sites. A generally adverse effect in terms of community cohesion would be expected

The responses above will be used in the IBC assessment of options summary table: MCA of the Option.

URBAN AND LANDSCAPE DESIGN	Walking and cycling improvements have been a major and successful component of the M2P Project and further connectivity and extension is expected through the Pekapeka to Otaki Project. Greater access might provide for improved development potential more widely but would be balanced by potential direct adverse effects on the existing township (both residential and commercial). Consideration of landscaping and design would need to be integrated into that contemplated for the Pekapeka to Otaki Project
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Incorporate the relevant comments from above into the economy, social and geography sections of the IBC assessment of options summary table.

**2. What are the environmental, social integration, landscape design or urban design benefits or opportunities presented by this option? Particularly record opportunities that could be lost if not considered early in the design process.**

Comprehensive consideration of pedestrian and community cohesion would be required to provide additional connectivity at the Te Horo township location given the the form and proximity of the existing township along State highway 1 and Te Horo Beach Road and School Roads located on either side of the Pekapeka to Otaki alignment.

**3. Are there any impacts, risks or opportunities which require preliminary technical assessments to help understand risks or opportunities? Is further information required to support the development of the detailed business case or can it be left until the detailed business case/pre-implementation?**

Stormwater/flooding/ecological reporting being undertaken by Awa Consultants. Integration of accidental discovery and cultural and archaeological protocols developed as part of the Pekapeka to Otaki Project would be critical to informing and integrating the provision of ramps at this location.

Completed by Steven Lloyd, Consultant Planner, Green Group Ltd

Reviewed by NZTA Project Manager

Incorporated results into IBC assessment of options summary table? Yes

No

