

Appendix A
Part J
VOLUME 2

Statutory Context

Overview

There are various national, regional and district planning documents that need to be taken into consideration during the determination of the NoRs and resource consent applications. In addition, there are 'other matters' that may be considered. The RMA does not define what 'other matters' are to be considered: however it is accepted that these can include matters outside the RMA, including matters arising from non-statutory documents and processes, so long as they are related to RMA matters and effects.

This Report provides a brief description of the main statutory considerations of relevance to the Project and therefore establishes the 'context' for the statutory assessment provided in Chapter 33 of the AEE (Volume 2).

1 Statutory Context

1.1 Introduction

When considering NoRs (under section 171) and applications for resource consent (under section 104), regard must be had to various matters, including national, regional and district level planning documents. There are also 'other matters' that may need to be considered.

Section 171 requires the consideration of any relevant provisions of:

- a national policy statement;
- a New Zealand coastal policy statement;
- a regional policy statement or proposed regional policy statement;
- a plan or proposed plan; and
- any other relevant matters.

Section 104 requires the consideration of all of the same matters, as well as any relevant provisions of:

- national environmental standards; and
- other regulations.

1.2 National Policy Statements

The purpose of a national policy statement (NPS) (other than the New Zealand Coastal Policy Statement) is to state objectives and policies for matters of national significance that are relevant to achieving the purpose of the RMA (section 45(1)). There are three NPSs that are potentially relevant to this Project:

- the National Policy Statement for Freshwater Management 2011 (NPS FM);
- the National Policy Statement on Electricity Transmission 2008 (NPS ET); and
- the New Zealand Coastal Policy Statement 2010 (NZCPS).

1.2.1 National Policy Statement for Freshwater Management 2011

The NPS for Freshwater Management came into effect on 1 July 2011. The NPSFM is divided into five groups of objectives and policies:

- (A) Water quality;
- (B) Water quantity;
- (C) Integrated management;

- (D) Tangata whenua roles and interests; and
- (E) Progressive implementation programme.

As the Project includes works which may affect several waterways, the NPSFM is relevant. An assessment of the Project in relation to the NPS FM is provided in section 33.2.1, Chapter 33 of the AEE (Volume 2).

1.2.2 National Policy Statement on Electricity Transmission 2008

The NPS on Electricity Transmission came into effect on 10 April 2008. The objective of the NPSET is:

“to recognise the national significance of the electricity transmission network by facilitating the operation, maintenance and upgrade of the existing transmission network and the establishment of new transmission resources to meet the needs of present and future generations, while:

- *managing the adverse environmental effects of the network; and*
- *managing the adverse effects of other activities on the network.”*

Any effects that the Project may have on the electricity transmission network will need to be considered and managed. The Project does not, however, pass under any high voltage transmission lines. Various transmission lines may need to be moved to allow for the Expressway, but these are local distribution lines which fall outside of the scope of the NPSET. The NPSET is therefore not relevant to an assessment of the Project.

1.2.3 New Zealand Coastal Policy Statement 2010

The NZCPS came into effect on 3 December 2010 and contains objectives and policies relating to New Zealand’s coastal environment and the management of that area by local authorities. Although the Project does not involve any activities directly in the coastal marine area (CMA), some of the activities involved in the Project do have the potential to cause effects on the coastal environment. Both coastal and land-based activities are required to have regard to the NZCPS.

The relevant objectives of the NZCPS are those that relate to safeguarding and preserving the natural character of the coastal environment, whilst taking into account the principles of the Treaty of Waitangi and maintaining public open space opportunities in the coastal environment.

Policies in relation to the following matters are considered to be relevant:

- the extent and characteristics of the coastal environment (Policy 1);
- the Treaty of Waitangi, tangata whenua and Māori heritage (Policy 2);
- integration (Policy 4);
- the activities in the coastal environment (Policy 6);
- indigenous biological diversity (Policy 11);
- preservation of natural character (Policy 13);
- the restoration of natural character (Policy 14);
- walking access (Policy 19);
- vehicle access (Policy 20);
- enhancement of water quality (Policy 21);
- sedimentation (Policy 22); and
- discharge of contaminants (Policy 23).

The seaward extent of the CMA is clearly defined whereas there is not such exactness on the landward side due to various geographical and local influences resulting in uncertainty

in the scope of the 'coastal environment'. Therefore to avoid any doubt, an assessment of the Project in relation to the NZCPS is provided in section 33.2.3, Chapter 33 of the AEE (Volume 2).

1.2.4 Proposed National Policy Statement on Indigenous Biodiversity

There is also a further proposed national policy statement, the Proposed National Policy Statement on Indigenous Biodiversity (NPSIB).

The proposed NPSIB is intended to provide clearer direction to local authorities on their responsibilities for managing indigenous biodiversity under the Resource Management Act 1991. The NPSIB outlines policies and decision-making frameworks for the identification and management of indigenous biodiversity found outside the public conservation estate. The proposed NPSIB also contains a list of criteria for identifying areas of indigenous vegetation and habitats of indigenous animals that have been recognised as being rare and/or threatened at a national level. The proposed NPSIB requires district and relevant regional plans to identify these areas of significant biodiversity within five years of the NPS taking effect.

Local authorities would be required to manage the effects of activities through district and regional plans and resource consent decisions (or be satisfied that effects are managed by other methods) to ensure there is no net loss of significant indigenous biodiversity.

The proposed NPSIB seeks to promote the maintenance of indigenous biodiversity while recognising the rights and responsibilities of landowners and the interests of Māori.

The NPSIB is not operative, and therefore has no statutory weight. For completeness, however, it has been referred to here and will be discussed in section 33.2.4, Chapter 33 of the AEE (Volume 2).

1.3 National Environmental Standards

A national environmental standard (NES) is a regulation made under section 43 of the RMA. The standards are mandatory, have the force of regulations and are applied nationally. If there are any disparities between regional/district plans and a NES, then the local authority is obliged to amend the plan to remove such a disparity.

There are four NESs which are considered relevant, or potentially relevant, to the Project. These are:

- The Resource Management (National Environmental Standards for Air Quality) Regulations 2004;
- The Resource Management (National Environmental Standards for Sources of Human Drinking Water) Regulations 2007;
- The Resource Management (National Environmental Standards for Electricity Transmission Activities) Regulations 2009; and
- The Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011.

1.3.1 National Environmental Standards for Air Quality 2004

The National Environmental Standards for Air Quality (NESAQ) are intended to protect public health and the environment of New Zealand by, among other things, setting concentration limits for air pollutants. Different parts of the NESAQ came into effect between 2004 and 2006.

There are five ambient air quality standards relevant to the Project. These standards came into effect on 1 September 2005. Schedule 1 of the NESAQ sets out ambient air quality concentration limits for the following:

- carbon monoxide;

- nitrogen dioxide;
- sulphur dioxide;
- ozone; and
- fine particulate matter (PM10).

An assessment of the Project in relation to the NESAQ is provided in section 33.3.1, Chapter 33 of the AEE (Volume 2).

1.3.2 National Environmental Standards for Sources of Human Drinking Water 2008

The National Environmental Standards for Sources of Human Drinking Water (NESSHDW) came into effect on 20 June 2008. The NES SHDW aims to reduce the risk of contamination of drinking water sources by requiring regional councils to consider the effects of certain activities on drinking water sources when granting water permits or discharge permits. Sources of drinking water have been identified in the vicinity of the Project.

An assessment of the Project in relation to the NESSHDW is provided in section 33.3.2, Chapter 33 of the AEE (Volume 2).

1.3.3 National Environmental Standards for Electricity Transmission 2009

The National Environmental Standards for Electricity Transmission (NESET) came into effect on 14 January 2010. The NESET sets out a national framework of permitted activities and consent requirements for most activities that relate to the operation, maintenance, upgrading, relocation or removal of existing electricity transmission lines. Activities regulated by the NESET include the operation, maintenance and upgrading of existing lines.

As none of the activities to which the NESET relates are required to be undertaken as part of the Project, this NES is not relevant to an assessment of this Project. Rather, it has been listed for completeness.

1.3.4 National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health 2011

The National Environmental Standard for Assessment and Managing Contaminants in Soil to Protect Human Health (NES CSHH) came into effect on 1 January 2012 and contains a set of nationwide regulations for undertaking certain land use activities and subdivisions in relation to contaminated or potentially contaminated land. The NES CSHH is intended to increase protection for human health. The provisions of the NES CSHH have particular emphasis on methods of sampling contaminated soil and providing the findings of investigations to the relevant territorial authorities. The NES CSHH identifies five activity categories that are subject to the regulations:

- Removing or replacing fuel storage systems;
- Sampling of soil to determine whether or not it is contaminated;
- Disturbing soil;
- Subdividing land; and
- Changing the use of land to a use that because the land is contaminated or potentially contaminated, is likely to harm human health.

The Project involves disturbance of soil, particularly during the construction phase of the Expressway. An assessment of the Project against the NES CSHH is therefore provided in section 33.3.4, Chapter 33 of the AEE (Volume 2).

1.4 Regional Policy Statements

Relevant to the Project are:

- the operative Regional Policy Statement for the Wellington Region 1995; and
- the proposed Regional Policy Statement for the Wellington Region 2009.

1.4.1 Operative Wellington Regional Policy Statement 1995

The operative Regional Policy Statement for the Wellington Region (RPS) became operative on 15 May 1995. The RPS provides a framework for managing the region's natural and physical resources through identifying regionally significant issues, and by setting out what needs to be achieved through defining objectives and the way in which these are to be achieved through identified policies and methods to be applied to implement the policies.

Relevant chapters of the RPS in relation to the Project are:

- the iwi environmental management system (Chapter 4);
- freshwater (Chapter 5);
- soils and minerals (Chapter 6);
- the coastal environment (Chapter 7);
- air (Chapter 8);
- ecosystems (Chapter 9);
- landscape and heritage (Chapter 10);
- natural hazards (Chapter 11);
- energy (Chapter 12);
- waste management and hazardous substances (Chapter 13); and
- the built environment and transportation (Chapter 14).

1.4.2 Proposed Wellington Regional Policy Statement 2009

Although the operative RPS still has effect, there is also a Proposed Regional Policy Statement for the Wellington Region (PRPS) as the RMA requires Councils to review the RPS every 10 years and ensure that it continues to be in line with and promotes the purposes of the RMA. The PRPS was publicly notified on 21 March 2009. Hearings were held in November 2009 and GWRC's decisions were released in May 2010. The PRPS is currently subject to appeals to the Environment Court, although none of the points of appeal are directly relevant to the Project. Neither the NZTA nor KiwiRail have lodged an appeal on the PRPS.

Accordingly, in the statutory assessment (Chapter 33 of the AEE, Volume 2), the PRPS has been given greater weight as the 'dominant' statement of regional policy.

Relevant resource management issues addressed in the PRPS are:

- air quality (Section 3.1);
- coastal environment (including public access) (Section 3.2);
- energy, infrastructure and waste (Section 3.3);
- fresh water (including public access) (Section 3.4);
- historic heritage (Section 3.5);
- indigenous ecosystems (Section 3.6);
- landscape (Section 3.7);
- natural hazards (Section 3.8);
- regional form, design and function (Section 3.9);

- resource management with tangata whenua (Section 3.10); and
- soils and minerals (Section 3.11).

The PRPS also defines ‘regionally significant infrastructure’, addressing and emphasising the importance of this through specific objectives. The strategic transport network, as defined in the Wellington Regional Land Transport Strategy 2007-2016, is included in the definition of ‘regionally significant infrastructure’. This includes State highway networks.

An assessment of the Project in relation to the PRPS is provided in section 33.4.1 of Chapter 33 of the AEE (Volume 2).

1.5 Regional Plans

Regional Plans provide guidance for the carrying out of GWRC’s functions under the RMA. There are five regional plans that are relevant to the Project. These are:

- The Regional Freshwater Plan for the Wellington Region 1999;
- The Regional Air Quality Management Plan for the Wellington Region 2000;
- The Regional Coastal Plan for the Wellington Region 2000;
- The Regional Plan for Discharges to Land for the Wellington Region 1999; and
- The Regional Soil Plan for the Wellington Region 2000.

1.5.1 Regional Freshwater Plan for the Wellington Region 1999

The Regional Freshwater Plan for the Wellington Region (RFP) became operative on 17 December 1999. There have been five plan changes made since the Plan became operative.

The RFP applies to all fresh water in the region, including water in rivers, lakes, streams, ponds, aquifers and artificial watercourses, but excluding fresh water in the CMA. It also applies to all land in rivers and lake beds. The RFP applies to all types of activities that use fresh water or that occur in the beds of rivers and lakes. Activities covered by the RFP which are relevant to the Project include:

- the relationship of tangata whenua with fresh water;
- natural and amenity values and access;
- water quality and discharges to fresh water;
- the taking, using, damming or diverting of fresh water;
- building and modifying structures in river and lake beds;
- disturbing river and lake beds;
- reclaiming or draining river and lake beds;
- development on the flood plain; and
- flood mitigation.

An assessment of the Project in relation to the RFP is provided in section 33.5.1, Chapter 33 of the AEE (Volume 2).

1.5.2 Regional Air Quality Management Plan for the Wellington Region 2000

The Regional Air Quality Management Plan for the Wellington Region (RAQMP) became operative on 8 May 2000. There has been one Plan Change, which became operative in 2003. The RAQMP applies to discharges to air in the whole of the region, except for the CMA. The RAQMP contains objectives, policies, methods and rules related to managing the air quality impacts of the discharge of contaminants to air.

An assessment of the Project in relation to the RAQMP is provided in section 33.5.2, Chapter 33 of the AEE (Volume 2).

1.5.3 The Regional Coastal Plan for the Wellington Region 2000

The Regional Coastal Plan for the Wellington Region (RCP) became operative on 19 June 2000. There are no proposed Plan Changes to the RCP. The RCP applies to the CMA of the region. The CMA is the foreshore, seabed and coastal water, and the air space above the water, between the outer limits of the territorial sea and the line of mean high water springs. The RCP identifies areas of significant value within the CMA.

The Project does not involve any activities in the CMA. However, some of the activities involved in the Project do have the potential to cause effects on the coastal environment. This relates to potential effects of the Project on the Ōtaki River and other streams along the route, all of which ultimately discharge to the coastal environment. Accordingly, the general objectives and policies of the RCP (Chapter 4) are considered to be of relevance to the Project.

An assessment of the Project in relation to the RCP is therefore provided in section 33.5.3, Chapter 33 of the AEE (Volume 2).

1.5.4 The Regional Plan for Discharges to Land for the Wellington Region 1999

The Regional Plan for Discharges to Land for the Wellington Region (RPDL) became operative on 17 December 1999. There has been one plan change to the RPDL, which was made operative in 2003.

The RPDL applies to the whole of the Region, except the CMA. The RPDL aims to manage the discharge of contaminants to land, regardless of whether or not the discharge enters water, in order for the receiving environment to be managed sustainably. Provisions of relevance to the Project are:

- the discharge of chemically-treated sediment-laden water to land; and
- the discharge of contaminated fill to land.

An assessment of the Project in relation to the RDLP is provided in section 33.5.4, Chapter 33 of the AEE (Volume 2).

1.5.5 Regional Soil Plan for the Wellington Region 2000

The Regional Soil Plan for the Wellington Region (RSP) became operative on 9 October 2000. Plan Change 1 (made operative on 1 September 2003) changed the definition of 'soil' in the RSP but there were no changes to the rules.

The RSP applies to the whole of the region, except the CMA. It identifies issues to be addressed so that the effects of soil disturbance and vegetation clearance can be managed sustainably. Objectives, policies, and methods (including rules) that aim to address these issues are set out in the RSP.

The Project is located approximately on the border between Area 1 and Area 2 – SH1 forms the border between the two areas north of Pukerua Bay. Where the Project is located on the west of the existing SH1 it is within Area 1, where it is east of the existing SH1 it is in Area 2. Erosion prone land is identified as land within Area 1 with a slope greater than 23 degrees, and within Area 2 land with a slope greater than 28 degrees.

Activities addressed by the RSP which are relevant to the Project include:

- roading and tracking activities; and
- vegetation disturbance on erosion prone land.

An assessment of the Project in relation to the RSP is provided in section 33.5.5, Chapter 33 of the AEE (Volume 2).

1.6 Kāpiti Coast District Plan 1999

The Kāpiti Coast District Plan (KCDP) became operative on 30 July 1999. ¹

The vision for the KCDP (as set out in Section A.7 of the Plan) includes provision for a variety of lifestyles, recreational and cultural experiences, and basic infrastructure, whilst protecting the natural environment and cultural heritage of the District. The KCDP also seeks to provide and maintain public utility services, and a transport network which meets high standards of environmental protection, and provides for safe and efficient movement of people and freight through the District, including within and between communities, as well as offering residents a selection of transport mode alternatives. The KCDP also recognises the District as a major growth centre in the region, and sets an objective to continue to provide water, essential public utility systems, efficient arterial traffic links and employment opportunities for the community, whilst conserving and enhancing natural resources, valuable agricultural land, visual values and taonga (treasures, spiritual, physical) and protecting land, air and water from pollution.

The Project is proposing to designate land in the following KCDP zones:

- Residential zone;
- Rural zone; and
- River Corridor zone.

The relevant objectives, policies and rules of the KCDP will be applicable in the consideration of the resource consent and NoR applications for the Project.

An assessment of the Project in relation to the KCDP is provided in section 33.6, Chapter 33 of the AEE (Volume 2).

1.7 Other Relevant Regulations

Regulations may be made for various purposes as listed under section 360(1) of the RMA.

Regulations relating to the Measurement and Reporting of Water Takes (MRWT Regulations) came into effect on 10 November 2010. These regulations were made under section 360(1)(d) of the RMA. This regulation is relevant to the Project as the NZTA is seeking resource consent for water takes.

The regulations require consent holders to keep records and provide reports to regional councils on their consented water takes. Water takes for the Project will need to comply with these regulations.

1.8 Other Relevant Matters

Regard must be had to “*any other matter the consent authority considers is relevant and reasonably necessary to determine the application*” (section 104 (1)(c)) when considering resource consent applications. For NoRs, regard must be had to “*any other matter it considers reasonably necessary in order to make the decision on the requirement*” (section 171(1)(d)).

¹ The Council has commenced a review of the KCDP. The provisions which the review aims to address have been made public through a series of discussion documents. Along with the discussion documents, background work to produce a set of draft District Plan provisions has occurred. The draft District Plan has been made available for public consultation. The point has now been reached where the KCDP is planning to publicly notify the proposed District Plan by 30 November 2012 for formal submissions. The submission period is expected to take place from early December 2012 to early March 2013, with hearings on submissions beginning around July 2013.

The RMA does not define what matters are to be considered under these sections; however, it is accepted that these can include matters outside the RMA, including matters arising from non-statutory documents and processes.

It is considered that there are a number of other non-RMA matters relevant to the assessment of this Project. Factors used to determine other potentially relevant other matters were:

- the subject of the matter;
- whether it applied to the appropriate areas - i.e. the Project area;
- whether the matter had been through a public process; and
- whether the outcome of the matter (for example, a plan or strategy document) was widely publicly available.

The “other matters” that are deemed to be of relevance to the Project are:

- National State Highway Strategy
- Government Policy Statement on Land Transport Funding prepared under the LTMA;
- New Zealand Transport Strategy 2008;
- National Infrastructure Plan 2011;
- National Land Transport Programme (2009-2012) prepared under the LTMA;
- State Highway Asset Management Plan (2012-2015);
- The 2012/13 State Highway Plan;
- NZTA Environmental Plan (2008);
- Getting There – On Foot, By Cycle Strategic Implementation Plan 2006-2009 – Ministry of Transport
- New Zealand Urban Design Protocol (2005);
- Wellington Regional Strategy (2007);
- Wellington Regional Land Transport Strategy 2010-2040 – prepared under the LTMA;
- Western Corridor Plan 2006 (updated 2012);
- Wellington Regional Land Transport Programme 2009-2012;
- Regional Freight Plan – Greater Wellington Regional Council (2011);
- Kāpiti Coast: Choosing Futures - Community Outcomes (2009);
- KCDC Development Management Strategy (2007);
- KCDC Sustainable Transport Strategy (2008);
- KCDC Cycleways, Walkways and Bridleways Strategy (2009);
- KCDC Subdivisions and Development Principles and Requirements (2005); and
- Kāpiti Coast Streetscape Strategy and Guideline (2008).
- Local Outcomes Statements
 - Draft Te Horo (2012)
 - Peka Peka (2011)
- Kāpiti Coast: Choosing Futures. Community Outcomes, Ōtaki Local Outcomes, Greater Ōtaki Vision (2007)
- Open Space Strategy (2012)
- Positive Aging on the Kāpiti Coast (2011)
- Youth2U Action Plan (2011)
- Kāpiti Coast: Choosing Futures, Stormwater Management Strategy 2008
- Kāpiti Coast: Choosing Futures, Coastal Strategy (2006)
- Kāpiti Coast District Council Monitoring Strategy, “Capturing Our Environment” (2002)

- Water Matters – Kāpiti Coast District Sustainable Water Management Strategy (2002).

An assessment of the Project in relation to these potentially relevant ‘other matters’ is provided in section 33.8, Chapter 33 of the AEE (Volume 2).

1.8.1 National State Highway Strategy

The National State Highway Strategy (NSHS), published in June 2007, takes a 30-year view and provides a link between the New Zealand Transport Strategy, the Land Transport Management Act (and other legislation) and NZTA's (formerly Transit) plans and policies and the State Highway Forecast. It also addresses the need for integration between State highway planning and local land use and multi-modal transport planning. The NSHS recognises that highways must respond to differing and sometimes conflicting expectations. The NSHS sets out NZTA's eight principles for planning, building, operating, and managing the State highway network and re-introduces the idea of categorising State highways for route planning purposes and also sets out how the State highway network will support economic transformation and the objectives of the New Zealand Transport Strategy 2008.

An assessment of the Project in relation to the NSHS is provided in section 33.8.5 of Chapter 33 of the AEE (Volume 2).

1.8.2 Government Policy Statement of Land Transport Funding

A Government Policy Statement on Land Transport Funding (GPS) is developed and issued under the Land Transport Management Act 2003.

The current GPS builds on the projects in the 2009/10 GPS to support economic growth through infrastructure development, particularly the RoNS projects. The GPS 2012 covers the financial period 2012/13 to 2017/18 and provides indicative figures from 2018/19 to 2021/22. It will be in effect from 1 July 2012 to 30 June 2015.

The NZTA must ensure that the National Land Transport Programme gives effect to the GPS and must take into account the GPS when deciding whether or not to approve activities for funding from the national land transport fund. Regional transport committees preparing a regional Land Transport Strategy must take into account the GPS and Regional Land Transport Programmes must be consistent with the GPS.

An assessment of the Project in relation to the GPS is provided in section 33.8.6, Chapter 33 of the AEE (Volume 2).

1.8.3 New Zealand Transport Strategy 2008

The NZ Transport Strategy (NZTS) seeks to provide direction for the transport sector through to 2040. The strategy relates to all parts of the transport sector, and includes the following relevant items:

- environmental sustainability including: reducing vehicle emissions, renewable fuels, fuel efficient technology and electric vehicles, increasing the area of Crown transport land covered with indigenous vegetation;
- assisting economic development through improving journey times and journey time reliability;
- assisting safety and personal security through reducing deaths and serious injuries;
- improving access and mobility through increasing public transport, walking and cycling; and
- protecting and promoting public health through reducing people exposed to transport noise and reducing people exposed to dangerous concentrations of air pollution.

An assessment of the Project in relation to the NZTS is provided in section 33.8.4, Chapter 33 of the AEE (Volume 2).

1.8.4 National Infrastructure Plan

The National Infrastructure Plan (NIP) outlines the Government's 20 year vision for New Zealand's infrastructure to 2030, and provides a three year programme of work to progress this vision.

The vision for transport is outlined as "a transport sector that supports economic growth by achieving efficient and safe movement of freight and people".

An assessment of the Project in relation to the NIP is provided in section 33.8.12, Chapter 33 of the AEE (Volume 2).

1.8.5 National Land Transport Programme (2009-2012)

The National Land Transport Programme (NLTP) is developed every three years to give effect to the Government Policy Statement on Land Transport Funding. The NLTP sets out activities that address the transport priorities of the GPS. It lists the land transport activities which have either been approved for funding or are proposed for funding from the National Land Transport Fund over the following three financial years. The National Land Transport Fund only provides resources for core transport activities, which includes things such as public transport services and new and improved infrastructure. To be included in the NLTP activities have to be:

- included in a regional land transport programme (including those concerning State highways) and proposed for funding from the National Land Transport Fund; or
- an activity that will be delivered nationally.

An assessment of the Project in relation to the NLTP is provided in section 33.8.3, Chapter 33 of the AEE (Volume 2).

1.8.6 State Highway Asset Management Plan 2012-2015

The State Highway Asset Management Plan (SHAMP) describes the services that the State highway network provides now and in the future; how it is intended to maintain, renew, operate and improve the network; and how it is proposed to fund the work that is needed. The SHAMP recognises that State highways are an integral aspect of the New Zealand Transportation network, and that there is a need for journeys utilising these to be as reliable and as safe as possible. The SHAMP is used to inform different audiences, such as NZTA staff and the NZTA Board, the Ministry of Transport, road user groups and stakeholders, and the Government, about the objectives of NZTA and how it wishes achieve them.

The SHAMP covers the infrastructure assets that form the State highway network, including carriageways, structures, drainage features, traffic facilities and lighting, traffic management and other services. It covers all forms of expenditure, beginning with capital investment and including the operation, maintenance, renewal and disposal of assets.

An assessment of the Project in relation to the SHAMP is provided in section 33.8.7, Chapter 33 of the AEE (Volume 2).

1.8.7 The 2012/13 State Highway Plan

The State Highway Plan (SHP) is developed within the context of the State Highway Asset Management Plan (SHAMP). The SHP sets out and communicates the NZTA's State highway annual work programme to its own staff, within the context of the wider NZTA strategic priorities. It is one in a suite of strategic documents that describe the service targets that the NZTA plans to deliver across the network, and the Agency's longer term programme and portfolio delivery strategy. The SHP provides internal guidance on how the State

highway network can be best developed to achieve the Government's objectives and meet customer needs, while balancing available funding over the period.

An assessment of the Project in relation to the SHP is provided in section 33.8.8, Chapter 33 of the AEE (Volume 2).

1.8.8 NZTA Environmental Plan (2008)

The Transit Environmental Plan's (TEP) purpose is to set a framework for managing the interface between the environment and the State highway network in a way that improves environmental sustainability and public health in New Zealand. The TEP guides staff, consultants, and contractors who plan, design, build, maintain and operate the State highway network, as well as making a commitment to local authorities, affected communities and interest groups. The NZTA's environmental policy is to be socially and environmentally responsible and improve the contribution of State highways to the environmental and social wellbeing of New Zealand by:

- Protecting and enhancing the environment where appropriate;
- Avoiding adverse effects to the extent reasonable in the circumstances;
- Using and managing resources efficiently;
- Considering environmental issues early;
- Contributing to sustainable outcomes by working with others; and
- Continually improving environmental performance.

The TEP outlines the key social and environmental impacts that typically result from the construction and operation of the State highway network (for example, noise, air quality, and heritage impacts), and discusses methods to address these impacts. This outlines impacts that works might have on:

- Noise;
- Air quality;
- Water resources;
- Erosion and sediment control;
- Social responsibility;
- Culture and heritage;
- Ecological resources;
- Spill response and contamination;
- Resource efficiency;
- Climate change;
- Visual quality; and
- Vibration

An assessment of the Project in relation to the TEP is provided in section 33.8.9, Chapter 33 of the AEE (Volume 2).

1.8.9 Getting There – On Foot, By Cycle – Strategic Implementation Plan 2006-2009

Getting There - On Foot, By Cycle is essentially a New Zealand cycling and walking strategy. The document was published in 2005 in response to the New Zealand Transport Strategy 2002 and sets out a strategy to advance walking and cycling in New Zealand transport. It is a high-level strategic document with a vision of:

“A New Zealand where people from all sectors of the community walk and cycle for transport and enjoyment”.

This vision is supported by three goals:

- Community environments and transport systems that support walking and cycling;
- More people choosing to walk and cycle, more often; and
- Improved safety for pedestrians and cyclists.

Getting There recognises that to achieve these goals, action is required across ten priorities, under four focus areas:

- Strengthening foundations for effective action;
- Providing supportive environments and systems;
- Influencing individual travel choices; and
- Improving safety and security.

The document recognises that not all New Zealanders have independent access to motor vehicles and therefore cycling and walking needs to be provided for. Much of the initiative undertaken through this plan is essentially ‘grass-roots’, but it also recognises that there is a need for a national layer of action to underpin and support implementation. The Project needs to take into account any impacts that it may have on walking and cycling as a mode of transportation throughout the area.

An assessment of the Project in relation to the “Getting There – On Foot, By Cycle – NZ Transport Strategy” is provided in section 33.8.10, Chapter 33 of the AEE (Volume 2).

1.8.10 New Zealand Urban Design Protocol (2005)

The New Zealand Urban Design Protocol (NZUDP) provides a platform for “*making New Zealand towns and cities more successful through quality Urban Design*”. The NZUDP identifies seven essential key design qualities that together create quality urban design. These qualities include the seven ‘Cs’:

- Context: seeing buildings, places and spaces as part of whole towns and cities;
- Character: reflecting and enhancing the distinctive character, heritage and identity of our urban environment;
- Choice: ensuring diversity and choice for people;
- Connections: enhancing how different networks link together for people;
- Creativity: encouraging innovative and imaginative solutions;
- Custodianship: ensuring design is environmentally sustainable, safe and healthy; and
- Collaboration: communicating and sharing knowledge across sectors, professions and with communities.

The NZTA is a signatory to the NZUDP. Urban and landscape design frameworks for the Project have been developed within the key urban design principles.

An assessment of the Project in relation to the NZUDP is provided in section 33.8.11, Chapter 33 of the AEE (Volume 2).

1.8.11 Wellington Regional Strategy (2007)

The Wellington Regional Strategy (WRS) was developed by the nine local authorities in the Region, working in tandem with central government and business, education, research and voluntary sector interests. The WRS is a sustainable economic growth strategy and contains a range of initiatives to realise economic potential. It aims to enhance the Wellington Region’s “regional form” by addressing such issues as transport, housing, urban design and open spaces, which are all the things that contribute to quality of life.

The WRS identifies three focus areas for sustainable growth. They are:

- Leadership and partnership – key players working together to deliver the region’s sustainable growth.
- Grow the region’s economy, especially its exports – export more and become less reliant on trade within New Zealand.
- Good regional form – building on the physical arrangement of our communities and how they link, and strengthening our city and town centres, matching transport decisions and land use, creating quality urban design, creating strong open spaces and recreation amenities, and providing good housing choice – essentially, making the Wellington Region a great place to live, with a good quality of life.

Relevant WRS initiatives to promote an efficient regional form include:

- integrating transport with urban and rural needs - the WRS identifies that more employment needs to be created close to where people live. The efficient operation and use of the transport system and consideration of the development ‘fit’ with the transport network are fundamental to creating a good regional form;
- more homes close to city centres and transport links - one of the Region’s strengths is its wide range of housing and lifestyle options. An identified need is to enable medium and higher density development close to centres and transport links, while protecting the character of the traditional low-density family-focused suburbs; and
- rural lifestyles - the WRS identifies that the Region offers excellent opportunities for rural residential living. It recognises the benefits in making lifestyle options available in certain areas including making better use of poor productivity areas, strengthening smaller communities, unlocking economic development opportunities, and enhanced management of special environmental features. However, it also recognises that in delivering on these opportunities caution needs to be exercised regarding removing high quality soils from primary production, threatening sensitive ecosystems or significant landscapes, and land fragmentation creating urban expansion difficulties.

The strategy also identifies Ōtaki as one of a ‘nodes’ on the Kāpiti Coast where new growth will be focused.

An assessment of the Project in relation to the WRS is provided in section 33.8.13, Chapter 33 of the AEE (Volume 2).

1.8.12 Wellington Regional Land Transport Strategy 2010-2040

The Wellington Regional Land Transport Strategy (RLTS) 2010-2040 is a statutory document prepared under the Land Transport Management Act 2003. It is the strategic transport document that guides the development of the Region’s transport system. It sets the framework and vision for the provision and management of movement and transport throughout the Region.

The vision of the Wellington RLTS 2010-40 is:

To deliver an integrated land transport network that supports the region’s people and prosperity in a way that is economically, environmentally and socially sustainable.

The objectives of the RLTS are to:

- Assist economic and regional development
- Assist safety and personal security
- Improve access, mobility and reliability
- Protect and promote public health
- Ensure environmental sustainability
- Ensure that the Regional Land Transport Programme is affordable for the regional community.

An assessment of the Project in relation to the WRLTS is provided in section 33.8.14, Chapter 33 of the AEE (Volume 2).

1.8.13 Western Corridor Plan

The latest Western Corridor Plan (WCP) was adopted by the Greater Wellington Regional Council (GWRC) in August 2012. The Plan notes that:

“This Corridor Plan has been developed to support and contribute to the Regional Land Transport Strategy (RLTS), which sets the objectives and desired outcomes for the region’s transport network

Along the Western Corridor from Ngauranga to Ōtaki, State Highway 1 and the North Island Main Trunk railway line will provide a high level of access and reliability for passengers and freight travelling within the region in a way which recognises the important strategic regional and national role of this corridor. These primary networks will be supported effectively by local and regional connector routes.”

An assessment of the Project in relation to the WCP is provided in section 33.8.15, Chapter 33 of the AEE (Volume 2).

1.8.14 Wellington Regional Land Transport Programme 2009-2012

The Regional Land Transport Programme (RLTP) sets out all the transport projects, what they will cost and how they will be funded. It also identifies other significant transport projects to start within the next ten years, along with a 10-year financial forecast. The RLTP provides the region’s funding bid for funding transport projects from the National Land Transport Fund.

An assessment of the Project in relation to the RLTP is provided in section 33.8.16 Chapter 33 of the AEE (Volume 2).

1.8.15 Regional Freight Plan - Greater Wellington Regional Council (2011)

The Wellington Regional Freight Plan is one of a number of implementation plans that have been developed to respond to and meet the objectives of the Regional Land Transport Strategy (RLTS) that are relevant to freight. The Freight Plan identifies issues and opportunities in relation to improving rail and road freight efficiency and reliability both within the Wellington region and between regions.

The Regional Freight Plan was published in 2007 and an updated document was published in draft for consultation in April 2011 and then adopted in June 2011. The Freight Plan is a supporting document to the RLTS, as it provides a pathway to implement the RLTS objectives and policies that are relevant to freight. The Freight Plan identifies a number of trends affecting the freight sector throughout the region:

- Growth in centralised distribution centres and how these impact just-in-time delivery services;
- Possible introduction of bigger ships making calls at select New Zealand ports;
- Introduction of the Emissions Trading Scheme, changes to Road User Charges and the rising cost of fuel; and
- Introduction of high productivity motor vehicles (HPMV) changing the composition of the New Zealand truck fleet.

The Regional Freight Plan 2011 responds to these changes by broadening the scope of the action programme from that contained in the 2007 plan. The 2011 plan now includes relevant work being done at a national level by the NZTA (including the projects to upgrade the RoNS) and the KiwiRail Turnaround Plan (which focuses on improving the reliability and economic performance of rail freight).

An assessment of the Project in relation to the Regional Freight Plan is provided in section 33.8.1715, Chapter 33 of the AEE (Volume 2).

1.8.16 Kāpiti Coast: Choosing Futures: Community Outcomes (2009)

Kāpiti Coast: Choosing Futures: Community Outcomes is the name of the KCDC's Long Term Plan (LTP) prepared under the Local Government Act 2002. The LTP was adopted by KCDC in June 2009. The Peka Peka to North Ōtaki section of the Kāpiti expressway was not incorporated as a RoNS at that time. Under the "Main Features of the Long Term Programme", the "continued advancement of solutions for improved access in the District" are referred to. As the Project section of the Kāpiti expressway provides improved access throughout the District, it is incorporated within this 'feature' of the LTP. The LTP also makes mention of the Western Link Road which has since been modified to the Mackays to Peka Peka section of the Kāpiti Expressway; a stretch of road which, like the Project, forms part of the Wellington Northern Corridor road of national significance (RoNS).

There are seven community outcomes identified in the Community Plan that indicate the direction and goals that the community and Council would like their District to develop in reflection of. These are:

1. There are healthy natural systems which people can enjoy;
2. Local character is retained within a cohesive District;
3. The nature and rate of population growth and development is appropriate to community goals;
4. The Community makes wise use of local resources and people have the ability to act in a sustainable way on a day to day basis;
5. There is increased ability to work locally;
6. The District is a place which works for young people; and
7. The District has a strong, healthy, safe and involved community.

The district-wide outcomes are applied to eight individual areas within the District and a set of locality-specific outcomes (Local Outcomes) identified for each area.²

These relate to such matters as the natural features, unique characteristics and urban environments of the Kāpiti Coast and their associated values.

An assessment of the Project in relation to the Kāpiti Coast Choosing Futures: Community Plan is provided in section 33.8.18, Chapter 33 of the AEE (Volume 2).

1.8.17 KCDC Development Management Strategy (2007)

The KCDC Development Management Strategy was published in September 2007. It was produced as part of the overall 2003/04 Choosing Futures: Community Plan. When the 2009 Choosing Futures Plan was adopted (superseding the 2003/04 version), the Development Management Strategy (2007) remained applicable. The Development Management Strategy fits within the requirements of both the Local Government Act 2002 and the RMA 1991. The Development Management Strategy outlines the framework that KCDC follows for development and settlement patterns, being:

- the management of location and intensity of growth pressures and change;
- improvement to the quality of the built environment; and

² These areas are Greater Ōtaki; Waikanae North; Paraparaumu Town Centre; Paraparaumu Beach; Raumati Beach, Raumati South; Paekakariki and Otaihanga. The 'local outcomes' document for Ōtaki is the "Greater Ōtaki Vision".

- the development management processes that Council will use over time.

An assessment of the Project in relation to the KCDC Development Strategy is provided in section 33.8.19, Chapter 33 of the AEE (Volume 2).

1.8.18 KCDC Sustainable Transport Strategy (2008)

'Towards a Sustainable Transport System' was published in 2008 as the Sustainable Transport Strategy for the District. The Strategy exists within a national and regional transport planning framework. The Strategy outlines several challenges that the Kāpiti Coast community is faced with. Two of these are:

- *"very constrained transportation corridors – in terms of locating and improving transport services"; and*
- *"like many other communities, a high dependence on car travel."*

The intent of this Strategy is to bring together a coherent vision and framework which maps out a clear path to achieving the vision and provides a clear basis for engagement with all 'transport players'.

The document contains five focus areas, being:

- Overall Transport System;
- Shifting Travel Modes;
- Network Hierarchy;
- Vehicle Fleet Emissions; and
- Living with the State highway.

The Strategy recognises that a second arterial route through the Kāpiti Coast is required to provide for an alternative route for local traffic. Although the Strategy was adopted prior to the NZTA Board's decisions regarding the proposal for the Peka Peka to North Ōtaki section of the Kāpiti expressway being made, it supports the decision to make progress with implementation.

An assessment of the Project in relation to the KCDC Sustainable Transport Strategy is provided in section 33.8.20, Chapter 33 of the AEE (Volume 2).

1.8.19 KCDC Cycleways, Walkways and Bridleways Strategy (2009)

The Cycleways, Walkways and Bridleways Strategy was published by KCDC in December 2009 as part of the overall Kāpiti Coast Choosing Futures: Community Plan, superseding the original strategy document that was published in 2004. The Strategy outlines the focus as being improved travel connections for walking, cycling and horse riding between the major towns and key recreation routes on the Kāpiti Coast. The strategy gives direction for the future planning for such activities in Kāpiti, as well as providing a foundation for implementation of a network that will enhance the user's experience of walkways, cycleways and bridleways. The vision of the Strategy is that:

"The Kāpiti Coast is renowned for its walking, cycling and horse riding".

This vision is to be met through the following three objectives:

1. *To promote walking, cycling and horse riding as safe, everyday modes of transport and recreation.*
2. *To develop safe networks that improve walking, cycling and horse riding access and linkages throughout Kāpiti.*
3. *To encourage and improve local, regional and national co-ordination, co-operation and collaboration in the planning and provision of safe walking, cycling and horse riding opportunities.*

An assessment of the Project in relation to the Cycleways, Walkways and Bridleways Strategy is provided in section 33.8.21, Chapter 33 of the AEE (Volume 2).

1.8.20 KCDC Subdivisions and Development Principles and Requirements (2005)

The KCDC's Subdivisions and Development Principles and Requirements report was published in 2005, and sets out what KCDC requires from all developers in the District to meet the requirements of the RMA and the KCDC District Plan.

There is one transportation objective in the document, being:

“... to plan, provide and maintain an efficient roading network appropriate to the level of use that will ensure the safe and orderly passage of road users (including cyclists) and pedestrians throughout the Kāpiti Coast District. The Council wishes to encourage pleasant, walkable neighbourhoods, with a low speed environment, which provides increased amenity by, for example, enhancing connectivity, decreasing the area of “black top”, differentiating parking bays and providing associated landscaping. This will be achieved by:

- 4. Planning and implementing a balanced roading network with adequate opportunity for future growth.*
- 5. Planning and constructing cycleways and footpaths to provide safe access between home, work, shops and schools for cyclists, pedestrians and mobility scooter users.*
- 6. Planning and implementing a linked network of accessways using streams, riverbanks and pathways to link reserve areas and open spaces for recreational uses such as cycling, walking and horse riding, in accordance with the Council's Cycleways, Walkways and Bridleways strategy.*
- 7. Planning and developing low speed, attractive and connected neighbourhood areas.*

An assessment of the Project against the Subdivisions and Development Principles and Requirements report is provided in section 33.8.22, Chapter 33 of the AEE (Volume 2).

1.8.21 Streetscape Strategy and Guideline (2008)

The Kāpiti Coast Streetscape Strategy and Guideline was published in 2008. This Strategy, in conjunction with the Subdivisions and Development Principles and Requirements report, provides design guidance to enable a coordinated approach to streetscapes for both the subdivision process and the upgrading of existing streets. The streetscape of SH1 is identified as a distinctive street type, with unique issues based on its strategic role in the national transport / road network. Important issues and elements of the existing SH1 streetscape in the Kāpiti Coast District are recognised in the document as including:

- 8. The lack of access to highways means they are often treated as 'backs' to land use, with solid fencing and poor interfaces presented. The use of back-lane or slip-road approaches in particular can reduce connection issues;*
- 9. Reverse sensitivity issues (especially related to large freight vehicles in terms of noise, visual and air pollution) means users turn their backs to highways, which causes the loss of passive surveillance;*
- 10. State Highways are not designed for pedestrians or cyclists, as such there are inherent safety issues that limit crossing opportunities to selected signalled interchanges within certain town centres;*
- 11. Changes to the strategic network, including new or realigned sections of the highway and new on / off ramps can isolate communities and further limit crossing opportunities;*
- 12. Large-scale concrete barriers or acoustic fences can present monotonous mass for several continuous kilometres, reducing the quality of views of the District; and*

13. Interchanges act as critical entry / departure gateways to the District and towns within it. The opportunity to integrate these with land uses, specific art or architectural statements, and other treatments to maximise this ‘front door’ effect have traditionally been ignored in other places.

Key treatments to improve the streetscape of the different categories of road are provided within this document. The safety aspects of the current State highway network are identified as a key issue, especially as it passes through Ōtaki township. An assessment of the Project against the Streetscape Strategy and Guideline is provided in section 33.8.23, Chapter 33 of the AEE (Volume 2).

1.8.22 Kāpiti Coast: Choosing Futures: Community Outcomes (2009)

– Te Horo Local Outcomes (Draft) (2012)

Te Horo is a small rural community bisected by State Highway 1. Its estimated population is 700 with 1500 for Ōtaki Forks. Between 100-200 people are employed in the Te Horo area. The *Draft Te Horo Local Outcomes* report was developed under the umbrella report *Kāpiti Coast: Choosing Futures: Community Outcomes (2009)* and aims to represent community aspirations for the Te Horo locality and village. In the document, the particular character of the Te Horo community, as well as its vision, predominant themes and issues are acknowledged. Future guidance is provided for Te Horo in terms of what is important to those who live and work there.

• Peka Peka Local Outcomes (2011)

Like the *Draft Te Horo Local Outcomes* document, the *Peka Peka Local Outcomes Statement* focusses on the aspirations of the local community, and is also written to sit under the the umbrella report *Kāpiti Coast: Choosing Futures: Community Outcomes (2009)*. Peka Peka is a small and emerging community, with no central community point of focus and generally low density settlement. The Peka Peka coastline has a rich history of Māori occupation, with wide, accreting sandy beaches which are in close proximity to rural landscapes. It has been agreed by residents that the character of the beach hamlet with its semi-rural residential character should be retained.

An assessment of the Project in relation to the Te Horo Local Outcomes (Draft) (2012) and Peka Peka Local Outcomes (2011) is provided in section 33.8.24, Chapter 33 of the AEE (Volume 2).

1.8.23 Kāpiti Coast: Choosing Futures. Community Outcomes, Ōtaki Local Outcomes Greater Ōtaki Vision (2007)

This document builds on *Kāpiti Coast: Choosing Futures – Community Outcomes*. Under the umbrella of those broader community outcomes, this document sets out a further layer of information about the community’s vision for Greater Ōtaki. Much of the focus on this report is to provide more guidance on what this means for the community, and to signal a desired direction for Ōtaki.

An assessment of the Project in relation to the Kāpiti Coast: Choosing Futures. Community Outcomes, Ōtaki Local Outcomes, Greater Ōtaki Vision (2007) is provided in section 33.8.25, Chapter 33 of the AEE (Volume 2).

1.8.24 Open Space Strategy 2012

The terrain of the District is made up of hill country and a coastal plain, consisting of alluvial sediment and silt, overlain by dunes accumulated over the last 6000 years. Floodplains have been fashioned by rivers flowing from catchments in the mountains. In the southern portion of the district, many coastal and farming areas have been subdivided

for residential use. The Strategy aims to address issues in maintaining, acquiring and approving the accessibility, quantity, and quality of open space.

An assessment of the Project in relation to the Open Space Strategy is provided in section 33.8.26, Chapter 33 of the AEE (Volume 2).

1.8.25 Positive Aging on the Kāpiti Coast (2011)

This report considers many aspects which may improve the lives of older people, and people as they age, on the Kāpiti Coast. It is designed to provide a basis for future planning for the wellbeing of the ageing community. Implementation of positive actions which contribute to that wellbeing are discussed.

An assessment of the Project in relation to the Positive Aging on the Kāpiti Coast (2011) is provided in section 33.8.27, Chapter 33 of the AEE (Volume 2).

1.8.26 Youth2U Action Plan (2011)

The Youth2U Action Plan (2011) has been developed by young people for young people, and is grounded in youth participation in decision making. Youth2U is aimed at 12-24 year olds. This group represents New Zealand's national definition of 'youth', as provided by the Ministry of Youth Development. The five goals of Youth2U are a direct response to young people's experiences, ideas, issues and opinions which were captured in the Kāpiti Youth Survey 2010. This action plan addresses the key findings of the Kāpiti Coast Youth Survey which captured the views of over 10 percent of the youth population. One key finding was that young people struggle with transport options around the District, but no further detail was provided. The Youth Development Strategy Aotearoa (YDSA) was used as a basis for the values which underpin the Action Plan.

An assessment of the Project in relation to the Youth2U Action Plan (2011) is provided in section 33.8.28, Chapter 33 of the AEE (Volume 2).

1.8.27 Kāpiti Coast: Choosing Futures, Stormwater Management Strategy 2008

The KCDC is tasked with management of development impacts on stormwater systems, and regulation of location of development and design of structures in relation to specified stormwater risks. In addition, the GWRC is tasked with management of specified stream corridors under the KCDC/GWRC agreement. This is part of a KCDC integrated catchment concept. Three aspects of development need to be managed in relation to storm water, including where and when development should occur, and the effect of hard surfaces that will be created by development.

The four drainage areas which may require consideration with regard to the proposed expressway. The Peka Peka undrained and Te Horo Beach Management areas have no stormwater network, but require stormwater management in relation to settled areas. Both of these are a significant distance from the proposed expressway. The other two Management Areas which should be considered are the Mangaone Stream and the Kowhai area. In the Kowhai area, the management of the Mangaone affects the stormwater management of the stream in the north. In the Mangaone area, management of the Mangaone affects stormwater management at Te Horo Beach.

An assessment of the Project in relation to the Kāpiti Coast: Choosing Futures, Stormwater Management Strategy 2008 is provided in section 33.8.29, Chapter 33 of the AEE (Volume 2).

1.8.28 Kāpiti Coast: Choosing Futures, Coastal Strategy (2006)

The Strategy builds on the *Kāpiti Coast: Choosing Futures – Community Outcomes and Community Plan*. The Strategy has been developed to guide management of the coastal environment over the next 20 years, focussing on the immediate coastal margins. It

encompasses the entire Kāpiti Coast from Paekakariki to north of Ōtaki. It determines the management of coastal activities, access, recreation, harvesting, the natural and built environments and coastal hazards.

An assessment of the Project in relation to the Kāpiti Coast: Choosing Futures, Stormwater Management Strategy 2008 is provided in section 33.8.30, Chapter 33 of the AEE (Volume 2).

1.8.29 Kāpiti Coast District Council Monitoring Strategy, “Capturing Our Environment”, August 2002

A small number of indicators and objectives detailed in this report are of potential consideration in the context of the proposed expressway. Some data on indicators will be collected from Ōtaki and Te Horo area units by KCDC. In terms of high level landscape objectives, the relevant anticipated environmental outcomes for the outstanding landscapes of the district are that they are protected from inappropriate subdivision, use and development, and that the outstanding landscapes are managed to improve, retain or enhance their visual character as appropriate.

Monitoring objectives for landscape, noise and transportation are relevant for potential consideration: For landscape, the objective to monitor the extent to which outstanding landscapes are modified by subdivision and development is relevant. In terms of noise, the effect of noise from State Highway 1 and the Western Link Road on amenity values is also monitored. The specific indicator for this objective is the number of complaints regarding the adverse effects of traffic noise. Transportation is monitored in terms of whether KCDC roads and the State Highway function safely, and this is to be done by monitoring the number of existing and new access points (crossing places and road junctions) onto State Highway 1 per year. The trends in traffic movements and the efficiency of transport routes through the Kāpiti District are being monitored by scrutinizing modes of transport to work, the peak flow traffic counts at specific points on State Highway 1 and peak flows on main local arterials.

An assessment of the Project in relation to the Kāpiti Coast District Council Monitoring Strategy, “Capturing Our Environment”, August 2002 is provided in section 33.8.31, Chapter 33 of the AEE (Volume 2).

1.8.30 Water Matters - Kāpiti Coast District Sustainable Water Management Strategy (2002)

This strategy sets out the Kāpiti District Council’s vision for water management in the wider district over the next fifty years. It works towards a vision of balanced community development, and covers Ōtaki, Hautere, Te Horo, Waikanae, Paraparaumu, Raumati and Paekakariki. It covers all aspects of water supply for the district, but does not cover discharge issues relating to stormwater or road wash water.

An assessment of the Project in relation to the Water Matters - Kāpiti Coast District Sustainable Water Management Strategy (2002) is provided in section 33.8.32, Chapter 33 of the AEE (Volume 2).