

## Statutory Assessment

Theme	Key Objectives and Policies	Analysis
<p><b>Enabling Infrastructure</b></p> <p><i>Infrastructure is enabled and where appropriate protected.</i></p> <p><i>Benefits of infrastructure are recognised while adverse effects are avoided, remedied or mitigated.</i></p>	<p>National Policy Statement on Electricity Transmission O(5), P(10).</p> <p>AUP:OIP RPS B2.2.1(1)(c), B2.2.1(1)(d), B2.2.1(5), B2.3.1(1)(d), B2.3.1(2).</p> <p>AUP:OIP RPS B3.2.1(1), B3.2.1(2), B3.2.1(3), B3.2.1(4), B3.2.1(5), B3.2.1(7), B3.2.1(8), B3.2.2(1), B3.2.2(2), B3.2.2(3), B3.2.2(6), B3.2.2(7), B3.2.2(8), B3.2.2(9), B3.3.1(1), B3.3.2(1), B3.3.2(2), B3.3.2(3), B3.3.2(4), B3.3.2(5), B3.3.2(7).</p> <p>AUP:OIP E17.2(1), E17.2(3), E17.3(1).</p> <p>AUP:OIP E26.2.1(1), E26.2.1(2), E26.2.1(4), E26.2.1(5), E26.2.1(9), E26.2.2(1), E26.2.2(2), E26.2.2(4), E26.2.2(5), E26.2.2(14), E26.2.2(15).</p> <p>AUP:OIP E27.2(1), E27.2(2), E27.2(5).</p>	<p><b>Summary of Objectives and Polices</b></p> <p>Objectives and policies in Chapters B2 and B3 of the AUP:OIP recognise the importance infrastructure plays in realising Auckland’s full economic potential. This includes integrating the provision of infrastructure with urban growth, avoiding incompatible land uses and increasing resilience. The provisions recognise the importance of the transport network in the movement of people, goods and services, urban form, enabling growth, and providing choices.</p> <p>Objectives and policies in Chapter E26 of the AUP:OIP identify that infrastructure is critical to the social, economic, and cultural well-being of people and communities and the quality of the environment. The development, operation, use, repair, maintenance, upgrading and removal of infrastructure is anticipated, and the benefits infrastructure can have, as well as a range of adverse effects, are acknowledged within the objectives and policies.</p> <p><b>Assessment</b></p> <p><i>Land Use Integration</i></p> <p>The RATN will have significant benefits for Redhills as it will help provide a resilient, efficient, reliable and safe transport network, where no transport network currently exists. The RATN will result in substantial improvements to the road network which will provide benefits to local communities and other road users. By providing access to future urban land use in Redhills the RATN will facilitate urban development and enable the general social and economic growth of the future suburb and wider North West area.</p> <p>While the majority of the RATN area is currently rural in character, the RATN area is located inside the Rural Urban Boundary and is zoned under the AUP:OIP for a range of residential and business land uses. The RATN will achieve appropriate transport-land use integration by providing new arterial corridors to service the anticipated urban growth of the Redhills area prior to or when development occurs.</p> <p>The RATN is integrated with existing land use zoning and precinct plan provisions. Key outcomes which the RATN has sought to achieve include:</p> <ul style="list-style-type: none"> <li>• Aligning corridors to avoid severance of local centres while still providing a high level of connectivity.</li> <li>• Maximising opportunities for public transport patronage by establishing corridors within high density catchments.</li> <li>• Providing alignments which conform to the natural topography to minimise cut and fill where possible.</li> </ul> <p><i>Infrastructure Integration</i></p> <p>The RPS, the regional plan and district plan provide objectives and policies that seek to ensure infrastructure is provided in an integrated manner, with both land use and existing infrastructure. In particular, the RPS recognises</p>

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		<p>that some core infrastructure is of national importance such as the National Grid, State Highways and the rail network.</p> <p>AT has been working closely with Auckland Council, Watercare, Transpower and other providers to ensure the future transport network, which the RATN will be an important part of, is delivered in an integrated way with existing and additional infrastructure.</p> <p>AT has engaged and consulted with Transpower to ensure the national significance of the National Grid has been recognised through the RATN. AT has sought to maximise land use efficiency through the RATN by situating the RATN N-S Project alignment between the two National Grid transmission corridors which bisect Redhills. The resulting co-location of infrastructure provides efficiency of land use by concentrating the area required for infrastructure within a single corridor. This also helps to reduce the potential for reverse sensitivity effects on the National Grid as the arterial corridor provides a buffer land use between more sensitive activities which could otherwise locate in this corridor.</p> <p><i>Mode Choice</i></p> <p>The RATN will provide for a range of mode choices including private vehicles, public transport, walking and cycling. This will contribute to a transport network that is safe and efficient for users of all transport modes, not just private vehicle users. It will ensure future communities are better connected to places of employment therefore enabling economic growth in these areas, and will help to encourage multi-modal transport outcomes in a transport environment which currently prioritises private vehicles and freight.</p> <p>Improved public transport operations in Redhills will be enabled by the RATN through the provision of high quality urban standard arterial corridors. The RATN will also provide bus priority at key intersections to enable the operation of a more effective local bus network. Additionally, the RATN corridors have the capacity for bus stops along the alignments. This enables the RATN to be flexible and adapt to the future land use of the surrounding area when it is developed, providing bus stops where they are most appropriate and necessary along the corridors.</p> <p>The RATN will provide high quality, separated walking and cycling facilities which will be accessible for all sectors of the community. This will help to enable larger public transport catchments to further support the public transport network.</p> <p>Pedestrian safety and amenity will be prioritised through the design of public footpaths and cycle ways. All footpaths or cycleways within the RATN will be separated and protected from the transport corridor and will be of sufficient width and capacity to ensure there will not be any adverse effects of providing walking and cycling modes alongside the transport corridors. All intersections within the RATN will be provided with pedestrian and cycle crossing facilities. This will ensure that the benefits of an integrated transport network are realised.</p> <p><i>Design Philosophy</i></p> <p>The objectives and policies of the AUP:OIP recognise the benefits and the value of investment in infrastructure. They seek to enable the safe, efficient and secure provision of infrastructure where appropriate, while also acknowledging that there may be some adverse effects as a result of the provision of such infrastructure that cannot be completely</p>

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		<p>avoided. Infrastructure has operational and functional needs that must be recognised to ensure that the infrastructure is effective.</p> <p>The RATN has a functional and operational need to locate in Redhills. The options assessment has demonstrated the need for a new transport network in Redhills to support urban development of the area as directed by the AUP:OIP. Without the infrastructure the needs of the future community could not be met.</p> <p>As there is no existing transport network in Redhills, the RATN will provide new transport corridors (with the exception of the connection points into the existing transport network surrounding Redhills). The optioneering process for these new corridors has balanced direct connectivity with environmental impacts to provide efficient alignments for these corridors, seeking to avoid adverse effects of the RATN through design where practicable.</p> <p>Effects on any scheduled landscape features or overlays under the AUP:OIP have been avoided through the location of the RATN alignment. Of note, there are SEAs in part of the wider RATN area, however these areas have been avoided, limiting the potential adverse effects of the RATN.</p> <p>Redhills forms the upper catchment of the Ngongetepara Stream, with tributaries and wetlands criss-crossing the area. The spread of these watercourses and wetlands across Redhills means that it is impractical to avoid all effects on these features. However, key factors in the options development process have included minimising the number of stream crossings, locating the road network in less-sensitive locations and aligning the road corridor to minimise the width of impact. Applying these principles has avoided unnecessary effects on watercourses and wetlands while still enabling an efficient and logical transport network.</p> <p>Any adverse effects that could not be avoided through design have been mitigated or remedied where appropriate by the design and management framework which has been adopted for the RATN. Innovative design has been encouraged from the outset of the RATN and will continue to be encouraged during further detailed design to address any environmental effects.</p> <p>The width of the proposed corridors provides flexibility, enables the design to respond to the surrounding land use as needed. Likewise, where stream crossings are required, the width of the corridor is sufficient to enable the appropriate crossing option to be confirmed, as directed by further investigation and assessment at subsequent stages of the RATN. This will be supported by the management framework which identifies key environmental outcomes and directs further design and assessment to provide for adaptability and innovation.</p> <p><i>Construction Effects</i></p> <p>Most of the RATN's potential environmental effects arise from construction activities, such as earthworks and noise and vibration associated with earthworks, vegetation clearance etc. Construction effects on the environment, the health and safety of the community and amenity values will be managed by AT through a full range of mitigation and management measures. Mitigation measures will include a suite of management plans, including a construction noise and vibration management plan, construction traffic management plan, ecological management plan and tree management plan. These management plans will ensure that the any adverse effects associated with the construction of the RATN are appropriately managed.</p>

## Redhills Arterial Transport Network Assessment of Environmental Effects - Appendix B: Statutory Assessment

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		<p><i>Operational Effects</i></p> <p>Redhills is zoned for a range of residential and business land uses under the AUP:OIP, providing for the development of a new residential area. While the majority of the RATN area is currently rural in character, the urbanisation of Redhills has started and is expected to continue over the following decade. The AUP:OIP zoning anticipates that the urbanisation of Redhills will provide for a mix of residential forms and densities, with a new local centre in the middle of the new suburb.</p> <p>Part of the urbanisation of Redhills will include the development of a new transport network connecting the new community both internally and into the surrounding transport network. As such, the new arterial transport corridors provided by the RATN are anticipated elements of a future urban environment.</p> <p>The operational effects of the RATN therefore need to be considered within the context of the anticipated urbanisation of Redhills, rather than the current rural context which is observed. The assessment of operational effects relies on a framework of adaptive management plans which provide the guidance and principles to direct the future development and implementation of the RATN, while providing flexibility for the RATN to respond to the specific requirements of the future urban context.</p> <p>The designation of the RATN enables the management of operational effects to be achieved in two ways; first through further design development which responds to the detail of the urbanising environment, and secondly by enabling developers to respond to the future arterial corridor by orientating and designing developments to maximise the benefits of the new corridor while minimising the potential adverse effects.</p>
<p><b>Enabling infrastructure within an overlay and in addition to the above</b></p> <p><i>Protect scheduled values but provide for infrastructure where:</i></p> <ul style="list-style-type: none"> <li>• <i>There is functional or operational need; and</i></li> <li>• <i>No practicable alternative.</i></li> </ul>	<p>AUP:OIP RPS B3.2.1(4), B3.2.1(8), B3.2.2(3), B3.2.2(6), B3.2.2(7), B3.2.2(8), B3.2.2(9).</p> <p>AUP:OIP E26.2.1(9), E26.2.2(4).</p>	<p><b>Summary of Objectives and Policies</b></p> <p>The policies of Chapter B3 seek to enable the development and operation of infrastructure, even in sensitive areas that are scheduled in the AUP:OIP in relation to natural heritage, the coastal environment and historic heritage, provided adverse effects are avoided where practicable and an operational and functional need to locate in sensitive areas is demonstrated. While the objectives and policies of the AUP:OIP generally seek to recognise the benefits, functional and operational needs and value of investment in infrastructure and enable the safe, efficient and secure provision of infrastructure where appropriate, the objectives and policies also anticipate that there may be some adverse effects as a result of the provision of such infrastructure. However, the objectives and policies recognise that in some instances such adverse effects may be appropriate given the necessity of, and essential services provided by, infrastructure.</p> <p><b>Assessment</b></p> <p>The RATN alignments do not include any overlays that protect scheduled values and require specific assessment in relation to land use and infrastructure integration in addition to the above assessment but the wider RATN area does include the following overlays, controls and designations:</p> <ul style="list-style-type: none"> <li>• High Use Aquifer Management Area Overlay</li> <li>• SEA – Terrestrial</li> </ul>

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		<ul style="list-style-type: none"> <li>• Ridgeline Protection Overlay</li> <li>• Macroinvertebrate Community Index</li> <li>• National Grid Corridor Designation</li> <li>• Airspace Restriction Designation</li> </ul> <p>The RATN has avoided the Terrestrial SEA and Ridgeline Protection Overlay through options assessment and design of the alignments.</p> <p>As discussed above, AT has worked with Transpower to ensure the national significance of the National Grid corridors that bisect Redhills are maintained. AT has sought to maximise land use efficiency through the RATN by situating the North-South Redhills alignment between the two National Grid transmission corridors which bisect Redhills. The resulting co-location of infrastructure provides efficiency of land use by concentrating the area required for infrastructure within a single corridor. This also helps to reduce the potential for reverse sensitivity effects on the National Grid as the arterial corridor provides a buffer land use between more sensitive activities which could otherwise locate in this corridor.</p> <p>The High Use Aquifer Management Area Overlay covers all of Redhills, as well as most of the wider North West area. This overlay seeks to manage the take and use of water from aquifers which is not relevant to the RATN. The Macroinvertebrate Community Index also covers all of Redhills, as well as much of the wider North West area. This control is covered in the relevant Auckland wide provisions.</p> <p>The Minister for Defence Airspace Restriction Designation covers all of Redhills, as well as much of the wider North West area. This designation protects the approach and departure paths of the Whenuapai airbase through height limit planes which require that “no obstacle shall penetrate the approach and departure path”.</p>
<p><b>Urban growth and development capacity</b></p> <p><i>Development capacity is planned and sequenced with infrastructure to meet the future needs of communities.</i></p> <p><i>Urban growth and its associated infrastructure is provided for in appropriate locations, whilst recognising the</i></p>	<p>National Policy Statement on Urban Development, O(1),(6), P(1)(c)(e)(f), (6).</p> <p>AUP:OIP RPS B2.2.1(1), B2.4.1(5), B2.4.1(6), B2.4.2(6), B2.4.2(9), B2.4.2(10).</p> <p>AUP:OIP RPS B3.3.1(1)(b), B3.3.1(1)(c), B3.3.2(5)(a).</p> <p>AUP:OIP RPS B9.2.1(2), B9.2.1(5).</p>	<p><b>Summary of Objectives and Policies</b></p> <p>The National Policy Statement on Urban Development (NPS-UD) seeks to ensure urban environments are well-functioning and enable all people and communities to provide for their social, economic, and cultural wellbeing and for their health and safety. Within the NPS-UD Auckland is recognised as a Tier 1 urban environment and therefore is subject to a greater policy direction in terms of intensification and density of urban form. The NPS-UD directs that urban development is integrated with infrastructure planning and funding decisions and is strategic over the medium to long term.</p> <p>The objectives and policies of the AUP:OIP seeks to provide sufficient feasible development capacity for housing with set dwelling targets over the next 30 years. In order to reach these targets adequate infrastructure must be existing or provided prior to or with development.</p> <p>Provisions in Chapter E27 Transport seek to ensure that land use and all modes of transport are integrated in a manner that realises the benefits of an integrated network and manages the adverse effects of traffic generation.</p>

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<p><i>values of highly productive rural land.</i></p>	<p>AUP:OIP E27.2(1), E27.2(2), E27.2(5), E27.2(6).</p>	<p><b>Assessment</b></p> <p>The objectives and policies emphasise the importance of providing short, medium and long term residential and business capacity. This includes medium and long-term strategic planning for urban development.</p> <p>The RATN area is identified under the AUP:OIP for urbanisation through 'live' urban zoning. The RATN directly responds to the need for efficient and effective transport infrastructure to support urbanisation. The RATN achieves the objectives and policies relating to appropriate transport-land use integration by planning and protecting the transport routes which are required to service growth in the Redhills area. This ensures that the necessary transport infrastructure can be delivered in an integrated manner with the urban development of the Redhills area at the time that development occurs. AT has collaborated and integrated with other infrastructure providers and Auckland Council to ensure that a cohesive network is planned and staged to align with development ready land.</p> <p>The National Policy Statement on Urban Development and RPS recognise the contribution urban growth makes to peoples social, economic, cultural and environmental wellbeing. The RATN will provide high quality, effective, efficient and safe transport routes that support the movement of people, goods and services. Throughout the design of the RATN, consideration has been had to the potential intensity, scale, and resulting character and amenity of the future urban land uses of the surrounding land. The final design will therefore be integrated with and support the development of the surrounding area. This will enable people, communities and future generations in the wider RATN area to provide for their social, economic, cultural and environmental wellbeing.</p> <p>Providing the infrastructure to enable development to occur will provide housing benefits and will give the community access to high amenity public transport and active modes. This gives effect to the relevant objectives and policies under the National Policy Statement on Urban Development.</p>
<p><b>Manawhenua</b></p> <p><i>Manawhenua values are to be recognised and protected.</i></p> <p><i>Manawhenua are to be included in resource management processes, particularly in decision making in their role as kaitiaki.</i></p>	<p>AUP:OIP RPS B4.2.1(2).</p> <p>AUP:OIP RPS B6.2.1(1), B6.2.1(2), B6.2.2(1), B6.3.1(1), B6.3.1(2), B6.3.1(3), B6.3.2(1), B6.3.2(2), B6.3.2(3), B6.3.2(4), B6.3.2(6), B6.5.1(1), B6.5.1(2), B6.5.1(3), B6.5.1(5), B6.5.2(1), B6.5.2(4), B6.5.2(5), B6.5.2(6), B6.5.2(8), B6.5.2(9).</p>	<p><b>Summary of Objectives and Policies: Kaitiakitanga</b></p> <p>The RPS requires recognition of and provision for the principles of Te Tiriti o Waitangi, in particular through Manawhenua participation in resource management processes.</p> <p><b>Assessment: Kaitiakitanga</b></p> <p>Recognition of Te Tiriti o, Waitangi partnerships is a key objective for the Programme and Manawhenua have been involved in the Programme from the start of the early IBC works. Manawhenua have since been actively involved throughout development of the early concepts, through alternatives assessment and identification of the preferred options. This partnership approach has allowed the incorporation of Manawhenua values and expression of kaitiakitanga throughout the Programme. This has included participation in identifying any opportunities for mitigation, and any opportunities for representing cultural features in the landscape.</p> <p>In relation to the RATN, manawhenua provided input through MCA's, and CIAs were prepared by Te Kawerau ā Maki and Ngāti Whātua o Kaipara. Manawhenua consultation on the appropriate management of natural and physical resources has formed a significant part of the overall design of the RATN. This approach has ensured that the mauri of, and the relationship of Manawhenua with, natural and physical resources has been provided for and enhanced</p>

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	<p>AUP:OIP RPS B7.4.1(6), B7.4.2(7)(d).                      AUP:OIP E1.2(2).                      AUP:OIP E3.3(5), E3.3(6), E3.3(7)(e), E3.3(9)(c), E3.3(13)(c).                      AUP:OIP E11.2(1), E11.3(2)(c), E11.3(2)(d), E11.3(3).                      AUP:OIP E12.3(1), E12.3(2)(c), E12.3(4).                      AUP:OIP E20.2(4), E20.3(3), E20.3(9).                      AUP:OIP E21.2(5), E21.3(3), E21.3(10).</p>	<p>overall. Consultation has ensured that Manawhenua values, mātauranga and tikanga have been properly considered and accorded sufficient weight when decisions have been made on the RATN. This approach has allowed the incorporation of Manawhenua values and expression of kaitiakitanga throughout the RATN.</p> <p>Manawhenua have provided input into the effects assessment of the RATN on freshwater and particularly around earthworks including robust sediment control and management. Where possible the RATN will limit the disturbance of land to the extent necessary for the delivery of the RATN. This will help maintain the cultural and spiritual values of Manawhenua in terms of land and water quality, preservation of wāhi tapu, and kaimoana gathering. Combined with appropriate and robust sediment control measures, any adverse effects on waterways will be mitigated. Road runoff and stormwater treatment is included in the design along with long-term maintenance, to maintain water quality over time.</p> <p>AT is committed to ongoing engagement with Manawhenua which aligns closely with the RPS' long term view. Manawhenua will continue to be involved in the RATN to help maintain consistency with these objectives and policies.</p> <p><b>Summary of Objectives and Policies: Māori Values</b></p> <p>The principles of the Te Tiriti o Waitangi are recognised and provided for in the sustainable management of natural and physical resources, wāhi tapu and other taonga. Sites and places of significance to Manawhenua are recognised and provided for in the objectives and policies of the AUP:OIP.</p> <p><b>Assessment: Māori Values</b></p> <p>The partnership approach adopted with Manawhenua means that Manawhenua values are embedded in the RATN which gives effect to the provisions of the AUP:OIP. The partnership approach has meant manawhenua have been involved in corridor development and decision-making on the RATN alignment and design.</p> <p>In particular, the Programme has sought to avoid wāhi tapu and other taonga where possible in order to avoid destruction of sites of significance. The Programme has also recognised Manawhenua cultural values, particularly with regards to the mauri of, and the relationships of Manawhenua with natural and physical resources including freshwater, land, air and coastal resources. Significant adverse effects on these values will be avoided, with lesser adverse effects avoided, remedied or mitigated as appropriate.</p> <p>The RATN does not affect any areas scheduled in the AUP:OIP in relation to natural heritage, natural resources or historic heritage values that require particular consideration. The RATN area also does not include any Maori Land or Treaty Settlement Land.</p> <p>Designation conditions are proposed to provide for ongoing consultation with manawhenua, opportunities for cultural monitoring, and accidental discovery protocols which require manawhenua involvement. Appropriate actions will be taken ensuring tikanga Māori is adhered to particularly where any kōiwi are accidentally discovered.</p>

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<p><b>Indigenous Biodiversity and Ecological Values</b></p> <p><i>The protection and enhancement of indigenous biodiversity and ecological values (including in degraded areas) is promoted.</i></p> <p><i>Protect scheduled values but provide for infrastructure in sensitive areas considering:</i></p> <ul style="list-style-type: none"> <li><i>the benefits and value of providing that infrastructure;</i></li> <li><i>the functional or operational need to locate or traverse that location;</i></li> <li><i>whether any practicable alternatives would avoid or reduce effects on the scheduled values;</i></li> <li><i>how the infrastructure contributes to the planned growth and intensification of Auckland.</i></li> </ul>	<p>AUP:OIP RPS B7.2.1(1), B7.2.1(2), B7.2.2(5), B7.3.1(1), B7.3.1(2), B7.3.1(3), B7.3.2(1), B7.3.2(4), B7.3.2(5), B7.3.2(6), B7.4.1(2), B7.4.1(4), B7.4.1(5), B7.4.2(1)(a), B7.4.2(1)(c), B7.4.2(1)(d), B7.4.2(7)(a), B7.4.2(7)(b), B7.4.2(7)(c), B7.4.2(7)(e), B7.4.2(8), B7.4.2(9).</p> <p>AUP:OIP E1.2(1), E1.2(3), E1.3(2), E1.3(3), E1.3(8), E1.3(9), E1.3(10), E1.3(11), E1.3(12), E1.3(13), E1.3(14), E1.3(26).</p> <p>AUP:OIP E3.2(1), E3.2(2), E3.2(3), E3.2(4), E3.2(5), E3.2(6), E3.3(1), E3.3(2), E3.3(3), E3.3(4), E3.3(7), E3.3(8), E3.3(9), E3.3(13), E3.3(15).</p> <p>AUP:OIP E10.2(1), E10.3(1), E10.3(2), E10.3(3).</p> <p>AUP:OIP E11.2(1), E11.2(2), E11.2(3), E11.3(1), E11.3(2),</p>	<p><b>Summary of Objectives and Policies</b></p> <p>The AUP:OIP objectives and policies seek to protect and enhance ecological values across terrestrial, freshwater and coastal environments. The primary method the AUP:OIP uses to protect biodiversity is the identification of SEAs. These areas receive the highest level of protection. Biodiversity values outside SEAs need to be considered and effects on them addressed. The permanent loss and significant modification or diversion of lakes, rivers, streams (excluding ephemeral streams), and wetlands are to be avoided unless, amongst other matters, it is necessary to provide for infrastructure and no practicable alternative exists.</p> <p><b>Assessment</b></p> <p>Although resource consents are not being sought for the RATN at this time, ecological effects arising in respect of activities that require consents have been considered to inform the alternatives assessment, transport corridor design, the assessment of environmental effects and the proposed designation footprint.</p> <p>The RATN does not affect marine SEAs scheduled under the AUP:OIP and has been developed through robust constraints mapping to avoid terrestrial SEAs scheduled under the AUP:OIP.</p> <p>Redhills has been identified as appropriate for urbanisation by the AUP:OIP. The natural values within this area will therefore be subject to significant change through urbanisation. It is not practicable to locate or design the alignments to completely avoid areas with indigenous biodiversity values therefore the best practicable option has been chosen, as demonstrated through the comprehensive alternatives assessment process and design refinement. The RATN will seek to maintain ecosystem services and indigenous biological diversity values where it is possible to do so, while recognising that the proposed transport infrastructure is critical to enable existing and future communities to provide for their social, economic, and cultural well-being.</p> <p>The RPS also directs that where water quality is good or excellent it must be maintained and where it has been degraded, it must be progressively improved. The AUP:OIP requires activities/development above a certain threshold to provide treatment for discharges so that any significant adverse effects are avoided and all other effects are mitigated. The objectives and policies recognise full treatment will not be achievable in all circumstances. For infrastructure, treatment constraints can include space limitations, the need to accommodate other utility providers and the function of roads as overland flow paths for surrounding uses. In treating discharges, the BPO must be adopted, having regard to (among other things) the scale of effects, infrastructure investment priorities and operational requirements. Assessment of the BPO has been undertaken to inform the development of the RATN. The BPO has been adopted in relation to stormwater design, mitigation and measures in conditions in order to minimise any potential adverse effects of stormwater discharges. The RATN has sufficient space within the designation boundaries to implement BPO treatment and attenuation of stormwater, details of which will be finalised during detailed design.</p> <p>Where possible the RATN will limit the disturbance of land to the extent necessary for the delivery of the RATN, which will ultimately provide for people and communities social, economic and cultural well-being as well as their health and</p>



Theme	Key Objectives and Policies	Analysis
	E11.3(4), E11.3(5), E11.3(7).  AUP:OIP E12.2(1), E12.3(1), E12.3(2)(c).  AUP:OIP E15.2(1), E15.2(2), E15.3(1), E15.3(2), E15.3(3), E15.3(4)(b), E15.3(5), E15.3(6) E15.3(7).	safety with the provision of two new high standard roads. The final design will incorporate measures to ensure the stability and safety of surrounding land, buildings and structures.
<p><b>Freshwater</b></p> <p><i>The health and well-being of water bodies and freshwater ecosystems is prioritised</i></p> <p><i>The permanent loss and significant modification or diversion of lakes, rivers, streams (excluding ephemeral streams), and wetlands are to be avoided unless, amongst other matters, it is necessary to provide for infrastructure and no practicable alternative exists.</i></p>	NPS-FW O(1), P(6),(7), (8),(9).  AUP:OIP RPS: B7.2.1(2), B7.3.1(3), B7.3.2(1), B7.3.2(4), B7.3.2(5), B7.3.2(6), B7.4.1(4), B7.4.1(5), B7.4.2(1)(a), B7.4.2(1)(d), B7.4.2(7)(b), B7.4.2(9).  AUP:OIP E12.2(1), E12.3(1), E12.3(2)(c).	<p><b>Summary of Objectives and Policies</b></p> <p>The NPS-FW objective and policies seek to ensure that natural and physical resources are managed in a way that prioritises first, the health and well-being of water bodies and freshwater ecosystems followed by the health needs of people and then the ability of people and communities to provide for their social, economic, and cultural well-being, now and in the future. In particular, the NPS-FW seeks to protect natural wetlands, rivers, outstanding waterbodies and habitats of indigenous freshwater species.</p> <p>The relevant AUP:OIP objectives and policies seek to protect and enhance ecological values in freshwater environments. The permanent loss and significant modification or diversion of lakes, rivers, streams (excluding ephemeral streams), and wetlands are to be avoided unless, amongst other matters, it is necessary to provide for infrastructure and no practicable alternative exists. The objectives and policies seek to manage subdivision, use, development, including discharges and activities in the beds of lakes, rivers, streams, and in wetlands, to limit the establishment of structures within the beds of lakes, rivers and streams and in wetlands to those that have a functional need or operational requirement to be located there.</p> <p><b>Assessment</b></p> <p>Ecological effects arising in respect of activities that require regional consents have been considered to inform alternatives assessment, transport corridor design and the proposed designation footprints, however the AEE is focused on district plan matters. Regional resource consents (such as NES FW) are not being sought for the RATN at this time.</p> <p>However, generally, the transport corridors within the RATN have sought to avoid or minimise impacts on streams and high value wetlands. This is demonstrated through the comprehensive alternatives assessment process undertaken and design refinement. The alignment and design refinement process for the proposed designations have sought to avoid or minimise impacts on high value natural wetlands and streams, unless there is a functional requirement for any such impacts. There will be further opportunities to minimise any impacts within the transport corridor alignment during the detailed design.</p>

## Redhills Arterial Transport Network Assessment of Environmental Effects - Appendix B: Statutory Assessment

Theme	Key Objectives and Policies	Analysis
		<p>As discussed under the indigenous biodiversity assessment above, some freshwater environments have been impacted where there is a functional and operational need to do so. In considering the potential future effects arising from activities that may require regional consents in the future, the Assessment of Ecological Effects identified that any potential effects of the RATN on ecological features within or adjacent to the transport corridors, can be adequately managed and will be subject of future regional consent processes. There is flexibility in the proposed designation to further minimise impacts at detailed design.</p> <p>The proposed transport infrastructure is critical to enable existing and future communities to provide for their social, economic, and cultural well-being.</p>
<p><b>Natural landscapes</b></p> <p><i>Natural landscapes with outstanding values are to be protected by avoiding adverse effects on those areas.</i></p> <p><i>Significant adverse effects in other areas should also be avoided, and all other adverse effects are to be avoided, remedied or mitigated.</i></p>	<p>AUP:OIP RPS B4.2.1(1), B4.2.1(3), B4.2.2(3), B4.2.2(6), B4.2.2(7), B4.2.2(8), B4.3.1(1), B4.3.1(2), B4.3.2(3), B4.5.1(1), B4.5.2(4).</p>	<p><b>Summary of Objectives and Policies</b></p> <p>The RPS seeks to recognise and protect natural heritage. In particular, the policies of the RPS seek to identify features with outstanding natural values, evaluate and schedule those outstanding natural features, protect the physical and visual integrity of those features from inappropriate subdivision use, and development, and, where practicable and appropriate, enhance outstanding natural features.</p> <p>The RPS identifies that the volcanic heritage of Auckland is a particularly notable feature across the region. The RPS also indicates that notable trees are a particularly important natural feature. Therefore, the RPS seeks to protect the values of both volcanic features and notable trees.</p> <p><b>Assessment</b></p> <p>The RATN will not adversely affect any outstanding natural features, landscapes, areas, volcanic features, notable trees or other relevant natural landscapes in Redhills. Appropriate assessment has been undertaken to support the RATN, which has confirmed that there are no such areas within the RATN's footprint.</p>
<p><b>Natural hazards and environmental risk</b></p> <p><i>Avoid increasing risk of adverse effects in areas subject to natural hazards (including climate change).</i></p> <p><i>Where infrastructure and development is required in these areas, natural hazard</i></p>	<p>NPS-UD O(8), P(1)(e)(f), (6)(e).</p> <p>AUP:OIP RPS B2.3.1(1)(f).</p> <p>AUP:OIP RPS B10.2.1(1), B10.2.1(2), B10.2.1(3), B10.2.1(4), B10.2.1(5), B10.2.1(6), B10.2.2(5), B10.2.2(7), B10.2.2(8), B10.2.2(10), B10.4.1(1), B10.4.2(3).</p>	<p><b>Summary of Objectives and Policies</b></p> <p>The NPS-UD directs that urban environments support reductions in greenhouse gas emissions and are resilient to the current and future effects of climate change.</p> <p>The objectives and policies of Chapter B10 of the AUP:OIP enable and recognise the importance of infrastructure to support urban growth which includes integrating the provision of resilient transport networks and infrastructure in these areas and avoiding effects in areas subject to natural hazards and risk and adapting to the effects of climate change.</p> <p>Specific AUP:OIP objectives and policies reinforce the unique requirements of infrastructure and that it can have an operational or functional need to locate within a natural hazard area. Where infrastructure is required to locate within a hazard area significant adverse effects on people and property are sought to be first avoided, and otherwise mitigated to the extent practicable.</p>

Theme	Key Objectives and Policies	Analysis
<p><i>risks must be managed.</i></p>	<p>AUP:OIP E1.2(3), E1.3(11)(c), E1.3(15)(b), E1.3(16).                      AUP:OIP E12.2(1), E12.3(5), E12.3(6).                      AUP:OIP E36.2(1), E36.2(2), E36.2 (3), E36.2 (4), E36.2(5), E36.3(21-28), E36.3(35)</p>	<p><b>Assessment</b></p> <p>The RATN will deliver better accessibility and mode choice by providing corridors that support public transport as well as walking and cycling on all corridors, therefore reducing the reliance on low occupancy vehicles. This provides an important component to realising the regional emissions benefits of an integrated network. This shows alignment with the objectives and policies, and a positive contribution towards a reduction in greenhouse gas emissions.</p> <p>The RATN has been designed, and an options assessment undertaken, in recognition of the existing environment, including its constraints and opportunities, specific engineering requirements and implementation of integrated water principles. Design development has considered the risk of adverse effects to people, property, infrastructure and the environment from natural hazards. The areas subject to natural hazards have been avoided wherever possible from the outset in establishing the alignments for the RATN. The flooding assessment has recommended outcomes to ensure at detailed design that existing flooded properties are not exacerbated, no flood prone areas are created and any increase in flood risk for existing or future habitable floor levels or access to properties are no more than minor. Final measures to achieve these outcomes will be confirmed through detailed design at the OPW stage. Therefore, the RATN will not result in an increase in natural hazards or result in the creation of new risks to people, property and infrastructure.</p> <p>The RATN will manage the risk of adverse effects of climate change as the RATN design includes the footprint required to establish an integrated stormwater management system which will respond and adapt to the potential effects of climate change such as increased rainfall/flooding. The integrated stormwater management system will protect public health and safety and prevent or minimise adverse effects of contaminants on freshwater ensuring maintenance of water quality, flows etc.</p> <p>The AUP:OIP objectives and policies also seek to manage the effects of development and land disturbance from urbanisation on natural systems such as overland flow paths and floodplains and the management of water quality and water systems. While the RATN does cross over areas of floodplain and intercepts overland flow paths, the RATN appropriately manages and provides for these through the integrated stormwater management solution noted above. Any temporary diversions of overland flow paths due to construction will be managed to avoid any flooding risks to downstream sites and the finished RATN will appropriately manage surface runoff through the proposed stormwater management to ensure any conveyance functions are not permanently reduced by the RATN.</p>
<p><b>Urban form and quality design</b></p> <p><i>Transport networks support a quality urban form and are designed to achieve high levels of amenity</i></p>	<p>AUP:OIP RPS B2.2.1(1)(e), B2.3.1(3), B2.3.2(1)(d), B2.3.2(1)(e), B2.3.2(1)(f), B2.3.2(2), B2.3.2(4), B2.3.2(5).</p>	<p><b>Summary of Objectives and Policies</b></p> <p>The objectives and policies seek to create and protect urban environments that are both functional and enjoyable for people, by balancing the place and movement function of transport networks. To achieve balance between place and movement, the objectives and policies recognise a necessary mode shift, minimising private vehicle travel in favour of public transport, walking and cycling.</p> <p><b>Assessment</b></p>

Theme	Key Objectives and Policies	Analysis
<p>and safety for users. The place function of transport networks is balanced with the functional movement purpose.</p>	<p>AUP:OIP RPS B3.3.1(1)(d), B3.3.2(4)(a), B3.3.2(7).                      AUP:OIP E12.2(1), E12.3(2), E12.3(3)                      AUP:OIP E17.2(1), E17.2(2), E17.2(3), E17.3(1), E17.3(4).                      AUP:OIP E24.2(1), E24.2(2), E24.3(1), E24.3(2).                      AUP:OIP E25.2(1), E25.2(2), E25.2(4), E25.3(2), E25.3(5), E25.3(10).</p>	<p>The RATN is delivering the outcomes sought by route protecting corridors that provide for active modes. The RATN footprint also provides sufficient room for the inclusion of public transport and the associated requirements of public transport such as bus stops. The RATN also retains sufficient flexibility to adapt to future land use as and when required. For example, bus stops locations will be identified in the future as the development of the surrounding land occurs.</p> <p><i>Health and Safety</i></p> <p>The health and safety of people and communities is promoted as the RATN balances the function of a road as a place for people with the function of being a route for the movement of vehicles. This is done by providing sufficient room within the RATN footprint for both active modes and vehicles ensuring safe access and use of the RATN is provided to pedestrians and cyclists of all ages and abilities. The RATN footprint also provides sufficient room for street furniture and landscape plantings to enhance the amenity values for pedestrians and cyclists.</p> <p><i>Transport-Land Use Integration</i></p> <p>The RATN environment includes areas that are zoned for urban use but are currently rural in character. The RATN has been designed to be able to respond to future land use, taking into account the future use, intensity, scale, character and amenity of the adjacent land. In particular, the RATN will integrate the required transport infrastructure with the Local Centre zone and the surrounding residential zones to support compact urban development. The RATN will provide for social, cultural and economic outcomes, through the provision of high quality transport corridors, facilitating the planned urban growth of the RATN area.</p> <p><i>Construction Effects</i></p> <p>The objectives and policies require that the impacts of construction on amenity are managed (dust, noise and vibration) while acknowledging that some disturbance and reduced amenity is inevitable. Land disturbance associated with the RATN is necessary to provide for the social, economic and cultural well-being of the surrounding people and communities who will benefit from improved transport infrastructure due to the RATN as well as coordinated and efficient delivery of infrastructure which is required to facilitate development. Any adverse effects on the environment and on community health and safety associated with the construction of the RATN will be avoided, remedied or mitigated where appropriate and required including through construction noise management, traffic management and earthworks controls.</p> <p>As the RATN is only seeking to route protect at this stage, specific construction management details in relation to effects such as noise and vibration or dust will be confirmed during detailed design or when regional resource consents are obtained. The design does not preclude amenity within the transport corridor (e.g., street trees and street furniture) and appropriate construction management will be secure through the proposed designation conditions.</p> <p><i>Operational Effects</i></p> <p>Operational effects of the RATN will be avoided where possible through best practise safety in design principles, and otherwise mitigated were necessary such as in relation to operational noise and lighting. The specific details in</p>

Theme	Key Objectives and Policies	Analysis
		relation to amenity considerations for the operation of the RATN will be detailed during further design or when regional resource consents are obtained.
<p><b>Built heritage and archaeology</b></p> <p><i>Recognises the importance of heritage to the identity of Auckland by avoiding significant adverse effects on scheduled historic heritage, where practicable, and encouraging new development to have due regard to significant historic heritage.</i></p>	<p>AUP:OIP RPS B5.2.1(1), B5.2.2(6), B5.2.2(7), B5.3.1(2), B5.3.2(4)(c), B5.3.2(4)(d).</p>	<p><b>Summary of Objectives and Policies</b></p> <p>The RPS recognises the importance of heritage to the identity of Auckland, and the importance of active stewardship to protect it from inappropriate subdivision, use and development. The provisions seek to avoid significant adverse effects on scheduled historic heritage, where practicable, and to encourage new development to have due regard to significant historic heritage. The RPS objectives and policies enable the development, operation and maintenance of infrastructure, in circumstances where it is necessary and appropriate, in areas with natural and physical resources that have been scheduled in the AUP:OIP in relation to natural heritage, historic heritage and special character.</p> <p><b>Assessment</b></p> <p>The RATN will not adversely affect any identified historic heritage places. Appropriate assessment has been undertaken to support the RATN, which has confirmed that there are no identified heritage places within the RATN’s footprint.</p> <p>Accidental Discovery Protocol and cultural monitoring will be implemented as part of the Project to manage the unlikely event that a previously unknown archaeological and/or cultural heritage feature is discovered during construction.</p>
<p><b>Residential Zones</b></p>	<p>AUP:OIP H3.2(1), H3.2(3), H3.2(4), H3.3(6), H3.3(7).</p> <p>AUP:OIP H4.2(3), H4.2(4), H4.3(7), H4.3(9), H4.3(10).</p> <p>AUP:OIP H5.2(1), H5.2(3), H5.2(4), H5.3(7), H5.3(8), H5.3(10).</p> <p>AUP:OIP H6.2(1), H6.2(3), H6.2(4), H6.3(8), H6.3(9), H6.3(10).</p>	<p>The land surrounding the RATN includes “live zoned” residential land consisting of Residential –Single House Zone, Residential – Mixed Housing Suburban Zone, MHU Zone and THAB Zone under the AUP:OIP.</p> <p>The RATN area requires both new and upgraded transport infrastructure in order to service the new development that will occur in these live zoned residential areas. Improving the transport infrastructure in Redhills will help to unlock the development capacity of the surrounding land in a coordinated and efficient way. Providing for development will support and provide for the social, economic and cultural well-being of the surrounding people and communities who will benefit from improved transport infrastructure.</p> <p>The surrounding residential zoned land will have access to effective public transport which will be enabled by the RATN. There is flexibility within the RATN footprint to include public transport infrastructure where it is necessary in response to the future needs of the developed surrounding area.</p> <p>The RATN has sufficient room within its footprint for street furniture and landscape planting to enhance the amenity values for road users. Footpaths and cycle ways will be provided that are safe and accessible by pedestrians and cyclists of all ages and abilities. These elements will encourage people to use the RATN as it will be safe and attractive.</p>

## Redhills Arterial Transport Network Assessment of Environmental Effects - Appendix B: Statutory Assessment

Theme	Key Objectives and Policies	Analysis
		<p>Any adverse effects on residential amenity will be avoided, remedied or mitigated as appropriate such as noise effects on surrounding residential properties. The specifics around how effects will be managed will be confirmed during detailed design.</p> <p>Adverse effects on water quality, quantity and amenity values due to an increase in impervious area have been avoided or mitigated through the provision for appropriate stormwater management and treatment systems.</p>
<b>Business Zones</b>	<p>AUP:OIP H11.2(7), H11.2(8), H11.3(18), H11.3(20), H11.3(21).</p> <p>AUP:OIP H13.2(1), H13.2(2), H13.2(3), H13.3(3), H13.3(12).</p> <p>AUP:OIP H13.2(7), H13.2(8), H13.2(9), H13.3(20), H13.3(21), H13.3(22),</p>	<p>The land surrounding the RATN includes “live zoned” business land consisting of Business – Local Centre Zone and Business – Mixed Use Zone under the AUP:OIP.</p> <p>The RATN is consistent with the general objectives and policies applying across all the business zones and the specific objectives and policies relating to the Local Centre and Mixed Use zones. The RATN is consistent with the outcomes sought in these zones, providing access to land that is identified for future urban development through improved and efficient transport infrastructure. In turn this will promote the social and economic wellbeing of the community.</p> <p>The RATN will make the Redhills area an attractive place to live, work and visit by unlocking access to future residential and business development. The RATN will ensure that the business zones are a focal point; an attractive environment that encourages ongoing investment, promotes commercial activity, and provides employment, housing and goods and services, all at a variety of scales.</p> <p>The RATN will positively contribute towards the planned future form and quality of the Redhills area, delivering on the planning and design outcomes identified under the AUP:OIP. Route protection of the RATN will ensure that both the transport infrastructure and the development of the surrounding land occurs in a coordinated, planned and efficient manner. The RATN will deliver high quality, safe and interesting streets, that positively contribute to pedestrian amenity, movement, safety and convenience for people of all ages and abilities.</p> <p>The RATN is anticipated as part of an urbanised environment, and any effects associated with the operation of the RATN will be managed such that it is compatible with the future residential and business activities that will occupy the surrounding area. A high level of amenity is anticipated in this zone, and the RATN will uphold the amenity values during both construction and implementation through use of appropriate mitigation.</p>
<b>Precinct Provisions</b>	<p>AUP:OIP I610.2(2), I610.2(3), I610.2(4), I610.2(6), I610.2(7), I610.2(8), I610.2(9), I610.2(11), I610.3(1), I610.3(4), I610.3(5), I610.3(6), I610.3(7), I610.3(10), I610.3(11),</p>	<p>The RATN is within the Redhills Precinct under the AUP:OIP. The RATN will contribute to the function, vitality and viability of the Massey North / Westgate Metropolitan Centre and the Redhills Local Centre by enabling and adding to a more efficient wider transport network.</p> <p><i>Redhills Precinct: Precinct Plan 1</i></p> <p>The relevant elements of the Redhills Precinct: Precinct Plan 1 have been recognised. An integrated network approach has been taken when selecting the preferred road alignments. The RATN is to be implemented prior to or at the same time as development occurs to ensure the urban development of the Redhills area will be adequately</p>

Theme	Key Objectives and Policies	Analysis
	I610.3(12),I610.3(13), I610.3(15).	<p>serviced with transport infrastructure. Through the provision of effective and efficient access the RATN will positively contribute to a well-connected, adaptable, safe, attractive, healthy and pleasant environment for living and working.</p> <p>The design of the RATN ensures an appropriate balance is achieved between traffic movement, safety, connection and sense of place. The RATN will contribute to providing a safe, efficient and integrated transport system that provides strategic roading connections, a choice of travel modes, encourages walking, cycling and use of public transport, and provides strong, legible connections to and through the precinct, whilst minimising crossings through natural features. The RATN includes provision for safe and accessible footpaths, cycle ways and public transport, and the design has sought to avoid adverse effects on natural features areas as far as practicable.</p> <p><i>Stormwater Water</i></p> <p>Stormwater runoff will be managed appropriately via an integrated stormwater management system that minimises flood risk. The ability to provide such an integrated stormwater management system has been incorporated into the RATN footprint.</p> <p>The RATN has sought to avoid stream crossings where practicable. All stream crossings will be designed to minimise freshwater habitat loss during the detailed design phase. In particular, the RATN has considered how stream ecology and remnant vegetation can be restored, and provides opportunities for natural wildlife corridors. Use of replacement planting to mitigate any necessary vegetation removal will be considered further during detailed design.</p>