

# 1 Statutory Assessment

Applicable notice	Key objectives and policies	Analysis
<b>Urban growth and development capacity</b>		
<ul style="list-style-type: none"> <li>– Development capacity is planned and sequenced with infrastructure to meet the future needs of communities.</li> <li>– Urban growth and its associated infrastructure is provided for (and integrated) in appropriate locations, whilst recognising the values of highly productive rural land.</li> </ul>		
All	<p>NPS-UD: Objective 1 &amp; 6, Policy 1(c)(e)(f), Policy 6.</p> <p>AUP:OP [RPS]: B2.2.1(1), B2.4.1(6), B2.4.2(6), B3.2.1(5), B3.3.1(1)(b), B3.3.1(1)(c), B3.3.2(4)(b), B3.3.2(5)(a), B9.2.1(2).</p> <p>AUP:OP [DP]: E27.2(1), E27.2(2), E27.2(5), E27.2(6).</p> <p><b>NOR 4</b></p>	<p><b>Summary of Objectives and Policies</b></p> <p>The 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 is therefore 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:OP seek 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 E26 – Transport of the AUP:OP 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> <p>Provisions in Chapter I552 – Warkworth Clayden Road Precinct of the AUP:OP seek to provide for urban growth in northern Warkworth while safely and efficiently integrating with the wider transport network and active modes.</p> <p>Provisions in Chapter I553 – Warkworth North Precinct of the AUP:OP seeks to recognise, protect and support transport corridors through the precinct which supports growth in the wider Warkworth area.</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. The Warkworth Package is consistent with these objectives and policies by providing for the necessary transport infrastructure to support the zoning of land in the Warkworth future urban areas and the establishment of the necessary development capacity. This is becoming increasingly important as a result of</p>

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	I552.2(1), I552.2(4), I552.2(6), I552.3.(7),  <b>NOR 1</b>  I553.2(1)(a), I553.2(2), I553.2(3)(a), I553.3(2), I553.3(7), I553.3(8)	<p>private plan changes being lodged with Auckland Council and developer interest in Warkworth identified via engagement with developers and landowners.</p> <p>Route protection will ensure that the necessary transport infrastructure is planned and identified in the AUP:OP to meet the feasible development capacity targets over the next 30 years. This will support integration with future land use.</p> <p>The NPS-UD and AUP:OP recognise the benefits of urban development where they contribute to peoples social, economic, cultural and environmental wellbeing. Of particular relevance to the Warkworth Package is the requirement that good accessibility is provided for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport. The transport corridors will ensure land is protected to contribute to the accessible, high quality, effective, efficient and safe transport routes (including public and active transport modes) that support the movement of people, goods and services for the future urban areas in Warkworth.</p> <p>The impact of NOR 4 on I552 – Warkworth Clayden Road precinct is limited to the Matakana Road frontage of properties within the precinct and therefore will not impact on the ability for the precinct provide for future urban growth.</p> <p>NOR 1 aligns with the indicative transport network of I553 – Warkworth North precinct by providing a Public Transport Hub facility and with the alignment of the Western Link – North consistent with the indicative alignment as shown on the Warkworth North Precinct Plan 2 - Multi Modal Transportation Connections and Open Space.</p> <p><b>Conclusion</b></p> <p>Each of the transport corridors within the Warkworth Package gives effect to these objectives and policies by protecting corridors to deliver an accessible, high quality, effective, efficient and safe transport system to positively contribute to, and support, quality, connected urban environments.</p>
<p><b>Enabling infrastructure</b></p> <ul style="list-style-type: none"> <li>– Infrastructure is enabled and where appropriate protected.</li> <li>– Benefits of infrastructure are recognised while adverse effects are avoided, remedied or mitigated.</li> </ul>		
All	AUP:OP [RPS]: B3.2.1(1), B3.2.1(2), B3.2.1(3), B3.2.1(4), B3.2.2(1),	<p><b>Summary of Objectives and Polices</b></p> <p>Objectives and policies in the RPS Chapter B3 of the AUP:OP recognise the importance infrastructure plays in realising Auckland's economic potential. This includes integrating the provision of infrastructure with urban growth, avoiding incompatible land uses and increasing resilience. The policy direction recognises the importance of the transport network in the movement of people, goods and services, urban form, enabling growth, and providing choices.</p>

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	B3.2.2(3) B3.3.1(1), B3.3.2(1), B3.3.2(3).  AUP:OP [DP]: E17.2(1), E17.2(3), E17.3(1), E26.2.1(1), E26.2.1(2), E26.2.1(4), E26.2.1(9), E26.2.2(4), E26.2.2(14), E26.2.2(15), E27.2(1), E27.2(2), E27.2(5).  <b>NOR 4</b> I552.2(6), I552.2(8), I552.3(7).  <b>NOR 1</b> I553.2(2), I553.2(3)(b), I553.2(3)(c), I553.3(7), I553.3(8),	<p>Objectives and policies in Chapter E26 of the AUP:OP 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 enabled, and the benefits infrastructure can have, as well as a range of adverse effects, are acknowledged within the objectives and policies.</p> <p>Provisions in Chapter I552 – Warkworth Clayden Road Precinct of the AUP:OP seek to provide for extensive walking and cycling connections, and coordinated delivery of transport infrastructure to support development of the precinct and wider transport network. In addition, a key objective for development within the precinct is to ensure mitigation and remediation of adverse effects on safe and efficient operation on transport infrastructure.</p> <p>Provisions in Chapter I553 – Warkworth North Precinct of the AUP:OP seek to co-ordinate delivery of transport infrastructure to provide for development within the precinct and wider transport network. Creating a safe and integrated transport system offering mode choice and measures to promote walking, cycling and public transport use is a key objective for infrastructure delivery in this precinct. In addition, a key objective for development within the precinct is to ensure mitigation and remediation of adverse effects on safe and efficient operation on transport infrastructure.</p> <p><b>Assessment</b></p> <p><u>Benefit of the Warkworth Package and Land Use Integration</u></p> <p>The Warkworth Package strongly supports and meets these objectives and policies by providing for a wide range of transport benefits for the community both individually and part of the wider integrated regional network planned for the area.</p> <p>The Warkworth Package will improve transport facilities for all modes, providing for a range of mode choices to support the projected growth in transport demand from urban development. The Warkworth Package will integrate well with proposed surrounding land uses and the wider transport network responding to the timing, scale and form of urban development triggers and staging of future infrastructure corridors. This will help to facilitate and unlock urban development and enable the general social and economic growth of Warkworth and the wider area.</p> <p>The Warkworth Package will result in improved safety for those that travel by car, active modes and public transport, as well as the movement of goods and services. The risk of death and serious injuries will be reduced. Safety and amenity for vulnerable users will be improved with the provision of segregated walking and cycling facilities including crossing facilities at all intersections.</p> <p>The Warkworth Package will improve corridor capacity, resulting in improved journey times and reliability for future freight and public transport demand.</p>

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	I553.3(9), I553.3(10).	<p>As well as the future communities in the FUZ areas the Warkworth Package is planned to serve, the positive impacts of the infrastructure upgrades will also benefit the existing communities by providing a safer, more efficient and reliable transport network and an increase in mode choice enabling the movement of people, goods and services.</p> <p>The RPS 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. Te Tupu Ngātahi have been working closely with Auckland Council, Watercare, First Gas, and other providers to ensure the network is delivered in an integrated way with existing and future infrastructure.</p> <p><u>Adverse effects are avoided, remedied or mitigated</u></p> <p>Infrastructure has operational and functional needs that need to be recognised to ensure that the relevant infrastructure is effective. The Warkworth Package has sought to avoid potential adverse effects as far as practicable and where possible, demonstrated this through the upgrade of existing roads and through the alternatives assessment process.</p> <p>Sections <b>Error! Reference source not found. - Error! Reference source not found.</b> of this AEE (and the accompanying technical reports) assess the potential effects of the designations. The designations have been designed and located to avoid potential adverse effects where possible and mitigate / remedy where appropriate.</p> <p>Further refinement of the design will occur at the Outline Plan stage. This will be supported by the management framework which identifies key environmental outcomes and design principles that direct further design and assessment to be undertaken to provide for adaptability to the specific requirements of the future urban context. The designations provide sufficient space to enable this and to respond to effects.</p> <p><b>Conclusion</b></p> <p>Each NOR within the Warkworth Package achieves these objectives and policies by enabling upgrades and new transport infrastructure providing a wide range of transport benefits for the community whilst ensuring that adverse effects are avoided, remedied or mitigated.</p>
<p><b>Ngā Manawhenua</b></p> <ul style="list-style-type: none"> <li>– Manawhenua values are recognised and protected.</li> <li>– Manawhenua are to be included in resource management processes, particularly in decision making in their role as kaitiaki.</li> </ul>		
All	NPS-UD: Objective 5, Policy 1(a)(ii).	<p><u>Kaitiakitanga</u></p> <p><b>Summary of Objectives and Policies</b></p>

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	<p>AUP:OP [RPS]: B4.2.1(2), B6.2.1(1), B6.2.1(2), B6.3.1(1), B6.3.1(2), B6.3.1(3), B6.3.2(1), B6.3.2(2)(d), B6.3.2(3), B6.3.2(6), B6.5.1(1), 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(9), B7.4.1(6).</p> <p>AUP:OP [DP]: E12.3(1), E12.3(2)(c), E12.3(4).</p> <p>AUP:OP [RP/DP]: D9.2(3), D9.3(17).</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</b></p> <p>Recognition of Te Tiriti o, Waitangi partnerships is a key objective for Te Tupu Ngātahi and Manawhenua have been involved in the Te Tupu Ngātahi Supporting Growth Programme from the start of the early IBC works</p> <p>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 understanding and the incorporation of Manawhenua values and expression of kaitiakitanga throughout the Warkworth Package. This has included participation in identifying any opportunities for mitigation, and any opportunities for mitigation, and any opportunities for representing cultural features in the landscape</p> <p>Further incorporation of Manawhenua values and the expression of kaitiakitanga was enabled through regular hui with Manawhenua which included information sharing, sharing the approach and methodology for assessment of environmental effects, updates from project environmental specialists and discussing the preferred approach to cultural impact assessments (CIAs). Ngāti Manuhiri confirmed their interest in preparing a CIA. Other iwi were invited to prepare a CIA, but did not elect to provide one, however they continued to engage through regular hui</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 Warkworth Package to help maintain consistency with these objectives and policies. The designation conditions set out ongoing engagement and participation of Manawhenua in the future design and implementation of the transport corridor. These conditions have been developed in consultation with Manawhenua.</p> <p><u>Māori values</u></p> <p><b>Summary of Objectives and Policies</b></p> <p>The principles of the Te Tiriti o Waitangi are also 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:OP.</p> <p><b>Assessment</b></p> <p>The partnership approach that Te Tupu Ngātahi has taken with Manawhenua, means that Manawhenua values are embedded in the Warkworth Package which gives effect to the provisions of the AUP:OP. The partnership approach has meant Manawhenua have been involved in corridor development and decision-making on each of the corridor alignments and design. This has enabled the incorporation of the holistic and long-term inter-generational Māori world view.</p>

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		<p>In particular, the Warkworth Package has sought to avoid wāhi tapu and other taonga where possible in order to avoid potential adverse impacts on sites of significance. The Warkworth Package has generally sought to locate routes outside of Māori land and Treaty Settlement land. Te Tupu Ngātahi 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 are required to be avoided, with lesser adverse effects avoided, remedied or mitigated as appropriate.</p> <p>The AUP:OP lists no Sites of Significance to Manawhenua within the designations sought for the Warkworth package.</p> <p>Designation conditions for each of the designations are proposed to provide for ongoing consultation with Manawhenua as well as 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> <p><b>Conclusion</b></p> <p>It is considered that the Warkworth Package contributes to the achievement of these objectives and policies by actively involving Manawhenua in the process to identify the preferred options and by avoiding wāhi tapu and other taonga where possible in order to avoid potential adverse impacts on sites of significance.</p>
<p><b>Indigenous biodiversity and ecological values</b></p> <p>The protection and enhancement of indigenous biodiversity and ecological values (including in degraded areas) is promoted.</p> <p>Protect scheduled values but provide for infrastructure in sensitive areas considering:</p> <ul style="list-style-type: none"> <li>the benefits and value of providing that infrastructure</li> <li>the functional or operational need to locate or traverse that location</li> <li>whether any practicable alternatives would avoid or reduce effects on the scheduled values</li> <li>how the infrastructure contributes to the planned growth and intensification of Auckland.</li> </ul>		
All	AUP:OP [RPS]: B3.2.1(1), B3.2.1(2), B3.2.1(3), B3.2.2(1), B3.3.1(1), B3.3.2(1),	<p><b>Summary of Objectives and Policies</b></p> <p>The AUP:OP objectives and policies seek to protect and enhance ecological values across both terrestrial, freshwater and coastal environments.</p> <p>The primary method the AUP:OP 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.</p>

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	<p>B3.3.2(3), B7.2.1(2), B7.5.1(2), B7.5.2(1)(f).</p> <p>AUP:OP [DP]: E12.2(1), E12.3(1), E12.3(2)(c), E15.2(1), E15.2(2), E15.3(2), E15.3(3), E15.3(4)(b), E15.3(7), E26.2.1(9), E26.2.2(4), E26.2.2(6).</p> <p><b>NOR 1</b> I553.2(1)(b)</p>	<p>Adverse effects on biodiversity are to be avoided as far as practicable, and where avoidance is not practicable adverse effects are to be minimised. Other adverse effects on biodiversity and ecosystems should be avoided, remedied or mitigated. The provisions recognise that avoidance of areas with biodiversity values is not always practicable for infrastructure. Where biodiversity is affected, measures to protect and restore biodiversity through legal protection and active management should be considered.</p> <p>While the objectives and policies of the AUP:OP generally seek to recognise the benefits, functional and operational needs and value of investment in infrastructure and to 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. 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>Provisions in I553 – Warkworth North Precinct seek to minimise the loss, or reduction of ecological values and enhance retained ecological values to achieve no net loss of biodiversity and where practical achieve a net gain.</p> <p><b>Assessment</b></p> <p>Although resource consents are not being sought for the Warkworth Package 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 effects on the environment and the designation footprints.</p> <p>In light of this, generally, the transport corridors within the Warkworth Package have sought to avoid or minimise impacts on a range of high value ecological areas including SEAs, wetlands and streams. This is demonstrated through the comprehensive alternatives assessment process undertaken and design refinement.</p> <p><b>Conclusion</b></p> <p>The transport infrastructure is critical to enable existing and future communities to provide for their social, economic, and cultural well-being.</p> <p>It is considered that the transport corridors contribute to the achievement of these objectives and policies by having sought to avoid or minimise impacts on high value ecological areas. The designations and management plans provide a framework for mitigation of adverse effects.</p>

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<b>Freshwater</b>		
<ul style="list-style-type: none"> <li>– The health and well-being of water bodies and freshwater ecosystems is prioritised.</li> <li>– 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.</li> </ul>		
All	<p>NPS-FM Objective 1, Policies 6, 7, 8, 9.</p> <p>AUP:OP [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).</p> <p>AUP:OP [DP]: E12.2(1), E12.3(1), E12.3(2)(c).</p>	<p><b>Summary of Objectives and Policies</b></p> <p>The National Policy Statement for Freshwater Management (NPS-FM) 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-FM seeks to protect natural wetlands, rivers, outstanding waterbodies and habitats of indigenous freshwater species.</p> <p>The relevant AUP:OP 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>The AEE is focused on district plan matters as regional resource consents and any consents required under NES are not being sought for the Warkworth Package at this time. Ecological effects arising in respect of activities that require regional consents are only relevant to the extent they inform alternatives assessment, transport corridor design and the designation footprints.</p> <p>However, generally, the transport corridors within the Warkworth Package 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. Specifically, high value wetland environment has been avoided and / or reduced where practicable, new bridge structures are proposed over high value streams.</p> <p>The alignment and design refinement process for each designation has 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>



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		<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 Warkworth Package 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 designation to further minimise impacts at detailed design.</p> <p><b>Conclusion</b></p> <p>The transport infrastructure is critical to enable existing and future communities to provide for their social, economic, and cultural well-being.</p> <p>The Warkworth Package is consistent with these objectives and policies as the alignments have sought to avoid or minimise impacts on streams and wetlands unless there is a functional requirement for any such impacts. In considering the potential future effects arising from activities that may require resource consent in the future, the Assessment of Ecological Effects identified that any potential effects of the Warkworth Package on ecological features within or adjacent to the transport corridors, can be adequately managed in any future consent processes.</p>
<p><b>Natural hazards</b></p> <ul style="list-style-type: none"> <li>– Avoid increasing risk of adverse effects in areas subject to natural hazards (including climate change).</li> <li>– Where infrastructure and development are required in these areas, natural hazard risks must be managed.</li> </ul>		
All	<p>NPS-UD: Objective 8, Policy 1(e)(f), Policy 6(e).</p> <p>AUP:OP [RPS]: B2.3.1(1)(f), B10.2.1(2), B10.2.1(3), B10.2.1(5), B10.2.1(6), B10.2.2(7), B10.2.2(8),</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:OP 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:OP 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> <p><b>Assessment</b></p>

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	B10.2.2(12), B10.2.2(13).  AUP:OP [DP]: E12.2(1), E12.3(5), E12.3(6), E36.2(1), E36.2(2), E36.2(4), E36.2(5), E36.2(6), E36.3(16), E36.3(18), E36.3(19), E36.3(20), E36.3(21), E36.3(23), E36.3(28), E36.3(29), E36.3(30), E36.3(33), E36.3(35).	<p>Particular regard has been given to these objectives and policies. Te Tupu Ngātahi meets this direction set out in the objectives and policies through the selection of transport networks and in assessments of high-risk areas.</p> <p>The Warkworth Package seeks to address this through appropriate and sensitive design methods. The RPS and AUP:OP district plan provisions direction has guided the assessment and location of the transport networks and has taken into account the appropriateness and eventual establishment of development in new growth areas to avoid where practicable and manage the effects of climate change and natural hazard on urban communities and infrastructure.</p> <p>The Warkworth Package supports the direction set out in the objectives and policies.</p> <p>The Warkworth Package will deliver better accessibility and mode choice by providing upgrades which will support public transport on all corridors, 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>A number of design measures to provide resilience to flooding, inundation and climate change have been adopted across the Warkworth Package. Flood modelling undertaken for the Warkworth Package assessed the existing terrain and proposed network terrain – both using MPD 100 year ARI plus climate change rainfall considerations. In doing so, the modelling took into consideration flood hazard and risk associated with both rainfall events and climate change. The flood risk 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 less than minor. Final measures to achieve these outcomes will be confirmed through detailed design at the Outline Plan of Works stage.</p> <p>The designations provide sufficient space for street tree planting that, when delivered, it is anticipated that it will contribute to reducing urban heat island effects in the future as well as contribute to the amenity of the area by providing shade and microclimatic cooling qualities.</p> <p><b>Conclusion</b></p> <p>Each of the corridors within the Warkworth Package is consistent with these objectives and policies by supporting modal choice, contribute to reducing urban heat island effects and providing resilient transport infrastructure that will support urban growth. The transport corridors will generally provide positive flood resilience effects and will avoid, remedy and mitigate potential adverse effects on people and property in areas subject to natural hazards and risk, adapting to the effects of climate change.</p>
<p><b>Urban form and quality design</b></p> <ul style="list-style-type: none"> <li>– Transport networks support a quality urban form and are designed to achieve high levels of amenity and safety for users.</li> </ul>		

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Applicable notice	Key objectives and policies	Analysis
– The place function of transport networks is balanced with the functional movement purpose.		
All	<p>AUP:OP [RPS]:            B2.2.1(1)(e),            B2.3.1(3),            B2.3.2(1)(d)-(f),            B2.3.2(2)(b),            B2.3.2(4),            B3.3.1(1)(d),            B3.3.2(4)(a),            B3.3.2(7).</p> <p>AUP:OP [DP]:            E12.2(1),            E12.3(2),            E12.3(3),            E17.2(1),            E17.2(2),            E17.2(3),            E17.3(1),            E17.3(4),            E24.2(1),            E24.2(2),            E24.3(1),            E24.3(2),            E25.2(1),            E25.2(2),            E25.3(2),            E25.3(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 achieving high levels of amenity and safety for users.</p> <p>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> <p>Each transport corridor in the Warkworth Package gives effect to the objective and policies providing for separated and safe active mode facilities and integrating transport infrastructure with existing and future urban areas to support urban development.</p> <p>The designation footprint enables integration with adjacent land use development and environmental features. As part of the Outline Plan of Works and Management Plan process the detailed design will be confirmed. Likewise, amenity will be considered as part of this process, and finalised at detailed design stage.</p> <p>An Urban and Landscape Design Management Plan (ULDMP) is proposed as a condition of the designations. The ULDMPs build on the assessments, to support integration of the permanent works of each transport corridor into the surrounding landscape and ensure that the Warkworth Package contributes to a quality urban environment and manages potential adverse landscape and visual effects. The ULDMPs will be consistent with the Bridging the Gap: NZTA Urban Design Guidelines (2013) (or later best practice iteration).</p> <p>Amenity of the corridors during construction has been assessed as part of this NOR. The effects will be managed appropriately through engagement with residents, the community and stakeholders, and through the construction noise and vibration, and construction management plans proposed as conditions of the designations.</p> <p><b>Conclusion</b></p> <p>Each transport corridor within the Warkworth Package will provide separated and safe active mode facilities and will integrate with the existing and future urban areas to support urban development. The Warkworth Package will manage adverse effects on amenity during construction and sets outcomes and further opportunities through the ULDMPs to integrate permanent works into the surrounding landscape and urban context. This will ensure that the Warkworth Package contributes to a quality urban environment and manages potential adverse landscape and visual effects.</p>

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Applicable notice	Key objectives and policies	Analysis
<p><b>Historic heritage</b></p> <p>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.</p> <p>Protect scheduled values but provide for infrastructure in sensitive areas considering:</p> <ul style="list-style-type: none"> <li>the benefits and value of providing that infrastructure</li> <li>the functional or operational need to locate or traverse that location</li> <li>whether any practicable alternatives would avoid or reduce effects on the scheduled values</li> <li>how the infrastructure contributes to the planned growth and intensification of Auckland.</li> </ul>		
All	<p>AUP:OP [RPS]:</p> <p>B3.2.1(1), B3.2.1(2), B3.2.1(3), B3.2.2(1), B3.3.1(1), B3.3.2(1), B3.3.2(3), 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>AUP:OP [DP]:</p> <p>E26.2.1(9), E26.2.2(4), E26.2.2(6).</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.</p> <p>The policies of Chapter B3 and E26 of the AUP:OP seek to enable the development, operation and maintenance of infrastructure, even in sensitive areas that are scheduled in the AUP:OP in relation to historic heritage, provided adverse effects are avoided or managed where practicable and an operational or functional need to locate in sensitive areas arises.</p> <p>While the objectives and policies of the AUP:OP 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>Historic bridge material such as piles associated with Cherry's Bridge (R09/2244) at NOR 2 may potentially still be present and have the potential to be affected by work as they are situated in proximity to the existing bridge supporting the road carriageway, which is to be replaced. In addition, the site of a WWII United States Military Camp (CHI17004) is situated within the designation boundary of the proposed NOR 2.</p>

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Applicable notice	Key objectives and policies	Analysis
		<p>Sparse scatters of highly fragmented shells were identified within the boundary of NOR 5 and are potentially associated with a historical midden. A historical dam (R009/2263) is also near to NOR 5 (located outside the designation) but is not expected to be impacted by works.</p> <p>A historical road bench (R09/2284) lies within the designation at NOR 6 which will likely be impacted to accommodate the new corridor. However, it is noted that this has already undergone modification as a result of previous activities on the site.</p> <p>Additional historic sites are also identified outside, but directly adjacent to, some designation boundaries. These include a timber cottage adjacent to NOR 4 at 190 Matakana Road, and a WWII military site adjacent to NOR 8 (CHI17006). Adjacent to NOR 2 is a historic track to the Puhinui Falls, and historic peat deposit with artefacts (which were removed as part of the construction of Ara Tūhono). These sites are outside the designation boundary and therefore are not expected to be impacted by the works.</p> <p>There is potential for adverse effects on historic heritage sites as a result of the project if no mitigations are put in place.</p> <p>The preparation of a HHMP is condition on the designations and will be prepared at detailed design before construction commences. As part of the HHMP, further research and survey of the Project area, and specific sites, will be undertaken to support a precautionary HNZPTA authority for the Project footprint.</p> <p>Any potential adverse effects to potential previously unrecorded archaeological deposits that are exposed during the works will be mitigated under the provisions of a precautionary HNZPTA authority, and the means of mitigation detailed in an Archaeological Management Plan prepared for the HNZPTA authority application. An authority under the HNZPTA will be sought at a later date prior to construction of the Project.</p> <p><b>Conclusion</b></p> <p>The Warkworth package is consistent with the policies and objectives as the designations aim to reduce impact on historical heritage sites, and where this is not possible, potential adverse impacts are managed or mitigated. The package recognises the importance of historic heritage through the implementation of the HHMP, specific mitigation measures, and a precautionary approach to the potential identification of previously unrecorded sites during construction.</p>
<p><b>Natural landscapes</b></p> <ul style="list-style-type: none"> <li>Natural landscapes and features with outstanding values are to be protected from inappropriate subdivision use, and development by avoiding where practicable, and otherwise remedying or mitigating, adverse effects on those areas or features.</li> </ul>		
All	AUP:OP [RPS]: B4.2.1(1),	<b>Summary of Objectives and Policies</b>

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Applicable notice	Key objectives and policies	Analysis
	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). AUP:OP [DP]: D13.2(1), D13.3(2).	<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>The notable trees overlay seeks to retain and protect notable trees from inappropriate use and development. Notable trees are required to be retained and protected by considering alternative methods that could result in retaining the trees, whether the values that would be lost if the tree is removed, and the extent to which removal is necessary to accommodate the efficient operation of the road network.</p> <p><b>Assessment</b></p> <p>There are no identified AUP:OP outstanding natural landscapes, features or characters located within the designation boundaries of the Warkworth package, nor any volcanic viewshafts affected.</p> <p>There are no AUP:OP notable trees within the designation boundaries.</p> <p>Potential adverse landscape and visual effects have been avoided through a substantive alternatives assessment process involving specialist inputs and design refinement to minimise effects and integrate the transport corridor works within the landscape. As a result, the transport corridor seeks to limit physical effects on SEAs, high value streams and wetlands and other high value landscape features within the local landscape.</p> <p><b>Conclusion</b></p> <p>Throughout the Warkworth package, there is generally an opportunity for natural character values to be improved. The designation conditions require the implementation of an ULDMP during the detailed design. With this in place, and through future regional consenting stages, the proposed features and scale of the transport corridors within the Warkworth package are able to be integrated into the existing and future landscape to remedy any potential adverse effects on landscapes arising from the transport corridors.</p>
<b>Open Space zones</b>		

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Applicable notice	Key objectives and policies	Analysis
<p>– Enable infrastructure while protecting values of open space zones and avoiding, remedying or mitigating adverse effects on residents, communities and the environment.</p>		
<p>NOR 2, NOR 4, NOR 6, NOR 7, NOR 8</p>	<p>AUP:OP [DP]: E16.2(1), E16.2(2), E16.3(2), E16.3(3), H7.2(2), H7.4.2(1), H7.4.2(2), H7.4.3(1), H7.4.3(2), H7.4.3(3), H7.4.3(4), H7.4.3(5), H7.4.3(7), H7.5.2(1), H7.5.2(2), H7.5.3(2), H7.5.3(4), H7.5.3(5), H7.5.3(7).</p>	<p><b>Summary of Objectives and Policies</b></p> <p>The general objectives and policies of open space zones in the AUP:OP seek to enable infrastructure while avoiding, remedying or mitigating adverse effects on residents, communities and the environment. Objectives and policies in Chapter E16 of the AUP:OP seek to protect the cultural, amenity, landscape and ecological values of trees in open space zones and increase the quality and extent of tree cover in open space zones.</p> <p><b>Assessment</b></p> <p>The transport corridors within the Warkworth Package have sought to reduce adverse effects on Open Space zones and community facilities as far as practicable and this is demonstrated through the alternatives assessment process.</p> <p>The transport corridors have sought to reduce impact on Open Space zones where practicable. Most Open Space – Conservation Zones impacted by the designations are associated with riparian planting of rivers and streams.</p> <p>Open Space – Conservation zoning adjacent to the Mahurangi River is associated with NOR 2 is avoided where possible, and impacts minimised where encroachment is unavoidable. There is an existing one-way bridge supporting the road carriageway, and the designation sought is to facilitate the construction of a new bridge. There is also a small area of Open Space – Informal Recreational Zone adjacent to the existing road boundary of the NOR 2 corridor which is potentially required for construction activity and an earthworks bund for the corridor. Impact on the zone and use of the reserve is expected to be limited, and it is likely that the permanent earthworks area could be reinstated to be consistent with the unaffected reserve area after construction.</p> <p>Open Space – Informal Recreational zoning (Kowhai Reserve) is impacted by NOR 4 at the southern end of the designation, along the road frontage. The designation is sought to facilitate the tie and integration with the Hill Street upgrade project (not a Te Tupu Ngātahi project).</p> <p>Open Space – Informal Recreation zoning is impacted by a small portion of the proposed designation of NOR 6 at the north eastern extent. The designation is sought to facilitate the tie-in with Evelyn Street and Jamie Lane. The existing open space zoned land to the north predominantly functions as a stormwater wetland.</p> <p>Open Space – Conservation Zoning adjacent to the central stream crossing associated with NOR 7 is likely impacted by the proposed designation at an area associated with riparian planting. Efforts have been made to minimise impacts on the zone and</p>

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Applicable notice	Key objectives and policies	Analysis
		<p>associated riparian areas, with the corridor impacting only the northern most extent of the zone, therefore avoiding fragmentation of the zone.</p> <p>Open Space – Conservation zoning associated with NOR 8 is likely impacted by a small section of the designation sought to facilitate the construction of a bridge over this branch of the Mahurangi River. Further detailed design and confirmation of the construction methodology for the bridge may allow for further reduction or possibly avoid impacts on the portion of Open Space – Conservation zone. Efforts have been made to minimise impacts on the zone and associated riparian areas with the designation impacting only the southernmost extent of the zone, therefore avoiding fragmentation of the zone.</p> <p><b>Conclusion</b></p> <p>The transport corridors are consistent with the objectives and policies by providing for infrastructure while avoiding, remedying or mitigating adverse effects on residents, communities, trees and the environment.</p>
<p><b>Residential zones</b></p> <ul style="list-style-type: none"> <li>– Use land efficiently to increase housing capacity and improve choice and access to public transport.</li> <li>– Non-residential development provides for communities' wellbeing and avoids adverse effects on residential amenity.</li> </ul>		
<p>NOR 2, NOR 4, NOR 6</p>	<p>AUP:OP [DP]: H3.2(3), H3.2(4), H3.3(7), H4.2(3), H4.2(4), H4.3(9), H4.3(10), H5.2(1), H5.2(4), H5.3(8), H5.3(10).</p>	<p><b>Summary of Objectives and Policies</b></p> <p>The relevant objectives and policies of the Residential – Mixed Housing Urban and Mixed Housing Suburban zones seek to ensure land is efficiently used to provide higher density urban living, increase housing capacity and improve choice and access to public transport.</p> <p>The relevant objectives and policies of the Residential – Single House seek to ensure non-residential activities provide for quality on-site amenity for residents and adjoining sites and the street in keeping with the scale and intensity of the zone.</p> <p>Specific objectives and policies also seek to recognise the functional and operational requirements for development, in particular that non-residential activities provide for communities' social, economic and cultural well-being while avoiding, remedying or mitigating adverse effects on residential amenity.</p> <p><b>Assessment</b></p> <p>The NORs are consistent with these objectives and policies by providing for the necessary transport infrastructure to support the residential zoning currently under development within the transport corridor areas and to increase the development capacity.</p>



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Applicable notice	Key objectives and policies	Analysis
		<p>The NORs will ensure land is protected to contribute to the accessible, high quality, effective, efficient and safe transport routes (including public and active transport modes) that support the movement of people, goods and services for residential zoned areas enabling communities' social, economic and cultural wellbeing to be provided for.</p> <p>A ULDMP is proposed as a condition of the designations. The ULDMP will integrate the permanent works of each transport corridor into the surrounding landscape and urban context and ensure potential adverse landscape and visual effects are managed.</p> <p>Amenity of the corridors during construction will be managed appropriately through engagement with residents, the community and stakeholders, and through the construction noise and vibration, and construction management plans proposed as conditions of the designations.</p> <p><b>Conclusion</b></p> <p>It is considered that the NORs contribute to the achievement of these objectives and policies by providing the necessary transport infrastructure required to support the growth of these areas while avoiding, remedying or mitigating adverse effects on residential amenity.</p>
<p><b>Business zones</b></p> <ul style="list-style-type: none"> <li>– Positively contribute towards planned future form and quality, creating a sense of place, amenity and convenience.</li> <li>– Recognise requirements of development while avoiding, remedying or mitigating adverse effects.</li> </ul>		
<p>NOR 1, NOR 3, NOR 6, NOR 8</p>	<p>AUP:OP [DP]: H11.2(3), H11.2(7), H11.2(8), H11.3(3), H11.3(12), H11.3(20), H13.2(3), H13.2(9), H13.3(3), H13.3(12), H13.3(20),</p>	<p><b>Summary of Objectives and Policies</b></p> <p>The relevant objectives and policies for Business – Mixed Use Zone and Business - General Use Zone in the AUP:OP seek development to positively contribute towards planned future form and quality, creating a sense of place particularly with regard to streets by providing pedestrian amenity, movement, safety and convenience for people of all ages and abilities</p> <p>The relevant objectives and policies for the Business – Light Industry Zone in the AUP:OP seek to ensure light industry activities are able to function efficiently and ensure any adverse effects on surrounding zones are avoided, remedied or mitigated</p> <p>The relevant objectives and policies for the Business - Local Centre Zone in the AUP:OP seek make local centres an attractive place to live, work and visit</p> <p>Objectives and policies of the relevant business zones also seek to recognise the functional and operational requirements of activities and development while avoiding, remedying or mitigating adverse effects on amenity values and the natural environment of adjacent public open spaces and residential areas.</p> <p><b>Assessment</b></p>

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Applicable notice	Key objectives and policies	Analysis
	H13.3(21), H14.2(2), H14.2(3), H14.2(8), H14.3(3), H14.3(12), H14.3(21), H17.2(1), H17.2(3), H17.2(4), H17.3(4), H17.3(7).	<p>The Warkworth Package will positively contribute towards the planned future form and quality of Warkworth. The transport corridors which make up the network will create a sense of place particularly for streets by providing improved pedestrian amenity, movement, safety and convenience for people of all ages and abilities. The transport corridors in the Warkworth Package provide a safe and reliable arterial network including walking and cycling and public transport facilities that supports growth, enables sustainable travel choice, addresses safety concerns and improves access to employment and social amenities</p> <p>The transport corridors will improve the reliability of the transport network enabling business zones to operate efficiently, particularly with regard to improved efficiency of freight movements and better transport connections</p> <p>A ULDMP is proposed as a condition of the designations. The ULDMP will integrate the permanent works of each transport corridor into the surrounding landscape and urban context and ensure potential adverse landscape and visual effects are managed</p> <p>Amenity of the corridors during construction will be managed appropriately through engagement with residents, the community and stakeholders (through the SCEMP), and through the construction noise and vibration, and construction management plans (in particular the CTMP) proposed as conditions of the designations.</p> <p><b>Conclusion</b></p> <p>It is considered that the transport corridors contribute to the achievement of these objectives and policies by positively contributing towards planned future form and quality of centre and business zones, improving the efficiency of these zones through better transport connections and reliability and mitigating adverse effects on amenity values and the natural environment of adjacent public open spaces and residential areas.</p>
<b>Special Purpose – Quarry Zone</b>		

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Applicable notice	Key objectives and policies	Analysis
NOR 7	H28.3(5), H28.3(6).	<p><b>Summary of Objectives and Policies</b></p> <p>The objectives and policies associated with the Special Purpose – Quarry Zone relate to avoiding, remedying or mitigating adverse effects of mineral extraction and requiring the rehabilitation of sites following mineral extraction activities to enable land to be used for other purposes.</p> <p><b>Assessment</b></p> <p>A portion of NOR 7 traverses a Special Purpose – Quarry Zone.</p> <p><b>Conclusion</b></p> <p>There are potential opportunities for integration of corridor NOR 7 throughout the period of anticipated rehabilitation of the quarry.</p>
<p><b>Future Urban Zone</b></p> <p>– Maintain and complement rural character and amenity</p>		
All	NPS-HPL.  AUP:OP [DP]: H18.2(1), H18.2(2), H18.2(3), H18.2(4), H18.3(1), H18.3(2), H18.3(3), H18.3(4), H18.3(5), H18.3(6).	<p><b>Summary of Objectives and Policies</b></p> <p>The relevant objectives of Chapter H18 seek for land to be developed to achieve the objectives of the Rural Production Zone until such time as it has been rezoned for urban purposes, and that urbanisation is avoided until the sites have been rezoned.</p> <p>The relevant policies seek to avoid use and development that may result in the efficient and effective operation of the local and wider transport network, require significant upgrades to infrastructure, inhibit the efficient provision of infrastructure or undermine the form or nature of future urban development. Further, use and development is required to maintain and complement rural character and amenity.</p> <p><b>Assessment</b></p> <p>The Warkworth Package traverses the FUZ, Residential Zones, Business Zones and Open Space Zones. The transport corridors will positively contribute towards the future urban form and quality. The transport corridors will enable efficient provision of infrastructure for existing activities and future urban development.</p> <p>In terms of maintaining rural character and amenity prior to rezoning and urbanisation, it is considered that the road upgrades and new roads will serve and improve connectivity (through new roads and active modes) for both existing rural areas and future urban areas.</p>

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Applicable notice	Key objectives and policies	Analysis
		<p>With regards to the NPS-HPL, FUZ is a transitional zone that has been identified as suitable for urbanisation. The NPS-HPL is not applicable to FUZ land.</p> <p><b>Conclusion</b></p> <p>It is considered that the transport corridors contribute to the achievement of these objectives and policies by positively contributing towards planned future form of the FUZ, improving the efficiency of rural zones through better transport connections and reliability and mitigating adverse effects on rural character and amenity values.</p>