



TE TUPU NGĀTAHI
SUPPORTING GROWTH

AEE Appendix D

Statutory Assessment

September 2023

Version 1.0

1 Appendix D: Statutory Assessment

Theme	Key Objectives and Policies	Applicable NoR	Analysis
<p>Urban growth and development capacity</p> <p><i>Urban development 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 (and integrated) in appropriate locations, whilst recognising the values of highly productive rural land.</i></p>	<p>NPS-UD</p> <p>Objective 1, 4, 6 and 8, Policy 1(c), (1)(e), 1(f), 3 and 6.</p> <p>AUP:OP:</p> <p>B2.2.1(1), B2.4.1(5), 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>E27.2(1), E27.2(2), E27.2(5), E27.2(6).</p> <p>1530.2(1)</p>	All	<p>Summary of Objectives and Policies</p> <ul style="list-style-type: none"> 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. As a Tier 1 urban environment, the NPS-UD directs that building heights of at least six storeys should be provided within a walkable catchment of existing and planned rapid transit stops. The objectives and policies of the AUP:OP 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. Provisions in Chapter E27 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. Precinct provisions seek development to occur which coordinates the delivery of open space and infrastructure. Access to and from SH1 occurs in a safe, effective, and efficient manner with traffic generation likely to arise from surrounding development catchments considered. <p>Assessment</p> <ul style="list-style-type: none"> The objectives and policies emphasise the importance of providing short, medium and long term residential and business capacity. This includes long-term strategic planning for urban development, and

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	1537.2(4), 1537.2(5) 1537.3(4) 1544.2(1), 1544.3(4)		<p>generally indicate that ad hoc or out of sequence urban expansion is less desirable than that which is planned and integrated. The North Projects are consistent with these objectives and policies by providing for the necessary transport infrastructure to support the zoning of land and the eventual establishment of the necessary development capacity. This is becoming increasingly important as a result of private plan changes being lodged with Auckland Council, and developer interest in the North identified via engagement with developers and landowners.</p> <ul style="list-style-type: none"> • The NPS-UD and AUP:OP recognise the benefits of urban development where it contributes to people's social, economic, cultural, and environmental wellbeing. Of particular relevance to the North Projects: where good accessibility is provided for all people between housing, jobs, community services, natural and open spaces, including by way of public or active transport. The North Projects 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 existing and future urban areas in the North. • Route protection will ensure that the necessary transport infrastructure is planned and integrated (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. • The transport corridors will ensure land is protected to contribute to the accessible, high quality, effective, efficient, and safe transport routes (including public transport and active modes) that support the movement of people, goods, and services for future urban areas in the North. The alteration to the purposes of the existing SH1 designations to allow for a cycleway and / or share path, will enable a multimodal transport corridor integrated with the surrounding network, supporting future land use and increased active mode share. • Route protection will enable development capacity within the FUZ by providing for future transport needs, including active modes, public transport, freight movements and private vehicle movements. This

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			<p>will assist in enabling residential, town centre, commercial and industrial development which is well-serviced with a range of transport modes.</p> <p>Conclusion</p> <ul style="list-style-type: none"> It is considered that the North Projects contribute to the achievement of these objectives and policies by protecting corridors to deliver a flexible, accessible, high quality, effective and efficient transport system, which will positively contribute to quality, connected urban environments.
<p>Enabling Infrastructure and Transport</p> <p><i>Infrastructure (including effective, efficient and safe transport) 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>AUP:OP:</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).</p> <p>E3.2(1), E3.2(2), E3.2(3), E3.2(4), E3.2(5), E3.2(6), E3.3(1), E3.3(2),</p>	All	<p>Summary of Objectives and Polices</p> <ul style="list-style-type: none"> Objectives and policies in Chapter B3 of the AUP:OP recognise the importance infrastructure (including transport 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. 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 the benefits infrastructure can have, as well as a range of adverse effects, are acknowledged within the objectives and policies. The AUP:OP directs that land use, and all modes of transport should be integrated so that the benefits of an integrated transport network can be realised, and the adverse effects of traffic generation on the transport network can be managed. This includes enabling effective, efficient, and safe transport that supports the movement of people, goods and services, integrates with, and supports a quality compact urban form, enables growth, avoids, remedies or mitigates adverse effects on the quality of the

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	E3.3(3), E3.3(5), E3.3(6), E3.3(7), E3.3(8), E3.3(9), E3.3(13), E3.3(15), E3.3(17), E3.3(18) E11.3(4) E17.2(1), E17.2(3), E17.3(1) E27.2(1), E27.2(2), E27.2(5), E27.3(13) E26.2.1(1), E26.2.1(2), E26.2.1(4), E26.2.1(9), E26.2.2(4),		<p>environment and amenity values, and facilitates transport choices . The AUP:OP also outlines the prioritisation of pedestrian safety along footpaths and seeks that road/rail crossings are operated safely with neighbouring land use .</p> <ul style="list-style-type: none"> • An objective within I506 is to avoid, remedy or mitigate adverse effects of activities on the operation of the North Shore Airport. • Policies within I536 seek to protect the existing sloped landform from SH1 up to East Coast Road. Protection of streams, implementation of best practice stormwater management and limiting earthworks within the Silverdale 2 Precinct area is also sought. • Objectives and policies with Chapter E17 seek to protect trees in roads and the cultural, amenity, landscape, and ecological values they contribute. Provision of transport infrastructure and utilities is enabled. • Chapter E3 seeks to manage adverse effects on freshwater bodies with enhancement encouraged where possible. The chapter recognises the importance of infrastructure, enabling development to occur where adverse effects are not able to be avoided, providing offset mitigation occurs. • The National Policy Statement on Electricity Transmission (NPS-ET) objectives seek that the national significance of the electricity transmission network is recognised while managing adverse effects of other activities on the network. The policies of the NPS-ET outline that reverse sensitivity effects on the electricity transmission network are avoided and that the operation, maintenance, upgrading and development of the electricity network is not compromised. <p>Assessment</p> <p>North Network Benefits and Land Use Integration</p>

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	<p>E26.2.2(14), E26.2.2(15).</p> <p>I506.2(2),</p> <p>I536.3(5), I536.3(6), I536.3(8), I536.3(12), I536.3(13)</p> <p>NPS-ET:</p> <p>5. Objective, Policy 1, 10, 11</p>		<ul style="list-style-type: none"> • The North Projects strongly meets the objectives and policies of the AUP:OP, RPS (Regional Policy Statement) and district plan by enabling effective, efficient and safe upgrades/new transport infrastructure to support future urban growth and providing for a wide range of transport benefits for the community, whilst ensuring that adverse effects are avoided, remedied, or mitigated. • The North Projects will significantly 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 North Projects 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 the North, and wider area. • The North Projects will result in improved safety for active modes, public transport and those travelling by car, as well as the movement of goods and services. Safety and amenity for vulnerable users will be significantly improved via the provision of separated walking and cycling facilities, including crossing facilities at all intersections, supporting mode shift to active modes • The North Projects include improved corridor capacity of some corridors, resulting in improved journey times and reliability for public transport, freight, and cars, as well as improved network resilience. • As well as the future communities in the FUZ areas which the North Projects are planned to serve, the positive impacts of the Projects will also benefit existing communities that are expected to remain (like Milldale and Millwater), by providing a safer, more efficient and reliable transport network and an increase in mode choice, improving the movement of people, goods and services. • Infrastructure delivered through route protection will deliver a flexible, accessible, high quality, effective and efficient transport system, which positively contributes to quality, connected existing and future urban environments. <p>Adverse Effects are Avoided, Remedied or Mitigated</p>

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			<ul style="list-style-type: none"> Infrastructure has operational and functional needs that need to be recognised to ensure that the relevant infrastructure is effective. The Projects have sought to avoid adverse effects as far as practicable and where possible, demonstrated this through the upgrade of existing roads and through the alternatives assessment process. Sections 10 to 20 (and the accompanying technical reports) assess the potential effects of the designations. The proposed designations have been designed and located to avoid potential adverse effects where possible and mitigate/remedy effects where appropriate. This includes consideration of effects on street trees that are subject to district plan protection, surrounding land uses (such as the North Shore Airport) and freshwater bodies. Further refinement of the designs 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 proposed designations provide sufficient areas to enable this and respond to effects. The North Projects incorporate the proposed use of bridges and corridor alignments that are sensitive to freshwater bodies with space available for design mitigation and/or offset where significant effects are unable to be avoided (e.g. SEAs affected by NoRs 1 and 9 in particular). The North Projects are consistent with the objectives and policies of the NPS-ET because they have been designed so that they will not compromise the integrity of the national grid, will not lead to reverse sensitivity issues and will comply with safe distance requirements (outlined in further detail in the discussion on the National Grid Corridor overlay below). <p>Conclusion</p> <ul style="list-style-type: none"> It is considered that the North Projects contribute to the achievement of these objectives and policies by enabling strategic transport infrastructure (both new and upgraded) where appropriate, which will

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			support future urban growth and provide a wide range of transport benefits to the community, while ensuring that adverse effects are avoided, remedied, or mitigated.
<p>Enabling infrastructure within an overlay and in addition to the above</p> <p><i>Protect scheduled values but provide for infrastructure where:</i></p> <ul style="list-style-type: none"> • <i>There is functional or operational need; and</i> • <i>No practicable alternative.</i> 	<p>AUP:OP:</p> <p>B3.2.1(4), B3.2.1(7), 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>B4.5.1(1), B4.5.2(4).</p> <p>D9.2(1), D9.2(3), D9.3(1), D9.3(2), D9.3(8)</p> <p>D10.2(1), D10.3(2), D10.3(3), D10.3(4), D10.3(5),</p>	<p>NoRs 1, 4, 5, 7, 8, 9, 10, 11, 12 and 13</p>	<p>Summary of Objectives and Policies</p> <ul style="list-style-type: none"> • The policies of Chapter B3 seek to enable the development and operation of infrastructure, even in sensitive areas that are scheduled in the AUP:OP in relation to natural heritage, the coastal environment and historic heritage, provided adverse effects are avoided where practicable and an operational and functional need (or no practicable alternative) to locate in sensitive areas is demonstrated. • 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. • Key objectives and policies identified in Chapter B4 relevant to this section relate to the identification and protection of notable trees. <p>Assessment</p> <ul style="list-style-type: none"> • In light of the high values within some parts of the North, the North Projects have sought to avoid adverse effects as far as practicable and this is demonstrated through the options assessment process. • All North Projects have been considered through a comprehensive alternatives assessment process, which included constraints mapping of AUP:OP overlays and other sensitive areas and avoidance of these where practicable through option development and refinement.

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	D11.2(1), D11.3(1), D13.2(1), D13.3(2) D23.2(1), D23.3(3) D24.2(1). D26.2(1), D26.3(1) E26.2.1(9), E26.2.2(4).		<ul style="list-style-type: none"> The alternatives assessment concluded it is not practicable to avoid all sensitive overlays in the AUP:OP by selecting alternative route options. The alternatives assessment (in Appendix A) provides details of the alternative alignment options considered. SEAs are potentially directly affected for NoRs 1, 4, 9 and 10 based on the indicative designs and designation boundaries. For NoR's 1, 4, 9 and 10; impacts on SEAs have been reduced as much as reasonably practicable at this stage of design. At detailed design stage, which will include regional consenting for SEA effects, it is expected that SEA encroachment may be able to be reduced further. For NoR 1, the presence of SEAs both sides of SH1, and constraints of East Coast Road and the Ōkura River coastal environment to the east restrict the viability of alternative routes to avoid SEAs. The preferred alignment confines SEA impacts to the general vicinity of the existing SH1 corridor which causes less overall habitat fragmentation and avoids a realignment of East Coast Road and associated impacts on Ōkura River and its catchment. Dairy Flat Highway in the area of NoR 9 has SEAs both sides of the road and challenging topography, which means it is not practicable to avoid SEAs completely; although it is considered likely that future detailed design will provide opportunity to reduce direct effects further. For NoRs 4, 9 and 10, SEAs are located directly adjacent to these existing corridors which are proposed for upgrade. For NoR 8, the design of the upgraded corridor (Dairy Flat Highway) avoids the ONL next to Green Park, but the proposed designation boundary overlaps with the ONL to allow for construction of a bridge over the Dairy Stream for flood resilience. Adverse effects on the natural characteristics and qualities that contribute to the natural character values of the ONL are anticipated to be mainly temporary in nature and only to enable construction activities to occur (i.e.: access), with effects assessed as low during construction and very low during operation with mitigation in place. One notable tree is located within the NoR 9 designation footprint. This tree is directly next to the existing road and is in relatively poor health, as noted in the Arboricultural Assessment. No other

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			<p>notable trees are located within the footprint of other North Project NoRs. Based on the level of design, it is not practicable to avoid impacts on the notable tree within the NoR 9 corridor, particularly because it abuts the existing road carriageway and SEAs are located on both sides of the road. Notwithstanding this, there is potential for future detailed design of the corridor to seek to retain and protect this notable tree if it still exists at the time of implementation.</p> <ul style="list-style-type: none"> The National Grid Corridor overlay traverses sections of NoRs 1, 4, 5, 9, 12 and 13. The North Projects are consistent with these objectives and policies because they will not compromise the integrity of the national grid and will comply with safe distance requirements. The North Projects will be an appropriate distance away from existing national grid support structures where new corridors are proposed (NoR 1 and 5), and will not reduce the separation distance between support structures (where the integrity of the structures could be compromised) for existing corridors that are to be upgraded (NoR 4, 9, 12 and 13). The North Projects will be sensitive to the existing airport approach surface and aircraft noise overlays and will allow airport operations to continue at present levels. The majority of upgraded corridors will be finished to present elevation and grades, and new corridors will be designed to minimise intrusion into flight paths. The North Projects will not contribute towards reverse sensitivity noise effects as the transport corridors are noise generating land uses themselves and therefore are suited to locate within the Aircraft Noise Overlay. <p>Conclusion</p> <ul style="list-style-type: none"> It is considered the North Projects are not inconsistent with these objectives and policies because alternative corridor alignments were explored as part of the alternatives assessment which concluded no practicable alternative exists to avoid impacts on sensitive areas or features (such as SEAs, the ONL area and notable trees).

<p>Mana Whenua</p> <p><i>Mana Whenua values are recognised and protected.</i></p> <p><i>Mana Whenua are to be included in resource management processes, particularly in decision making in their role as kaitiaki.</i></p>	<p>AUP:OP:</p> <p>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(2), B6.5.1(3), B6.5.1(5), B6.5.2(1), B6.5.2(6), B6.5.2(9), B7.4.1(6). E11.3(3) E12.3(1), E12.3(2)(c), E12.3(4).</p>	<p>All</p>	<p>Kaitiakitanga</p> <p>Summary of Objectives and Policies</p> <ul style="list-style-type: none"> The RPS requires recognition of and provision for the principles of Te Tiriti ō Waitangi, in particular through Manawhenua participation in resource management processes. <p>Assessment</p> <ul style="list-style-type: none"> Recognition of Te Tiriti ō Waitangi partnerships is a key objective for Te Tupu Ngātahi and Manawhenua have been involved in Te Tupu Ngātahi 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 and refinement of the preferred options. This partnership approach has allowed the incorporation of Manawhenua values and expression of kaitiakitanga throughout Te Tupu Ngātahi. This has included participation in identifying any opportunities for mitigation, and any opportunities for representing cultural features in the landscape. The proposed conditions allow for a Cultural Monitoring Plan during construction, a Cultural Advisory Report (to identify and manage effects) and their participation in the development of the ULDMP to input into cultural design matters (described further in Section 11.5 of the AEE). Te Tupu Ngātahi is committed to ongoing engagement with Manawhenua which aligns closely with the RPS's long-term view. <p>Māori values</p> <p>Summary of Objectives and Policies</p> <ul style="list-style-type: none"> The principles of Te Tiriti ō 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 Mana Whenua are recognised and provided for in the objectives and policies of the AUP:OP. <p>Assessment</p>
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			<ul style="list-style-type: none"> • The partnership approach that the Te Tupu Ngātahi has taken with Manawhenua, means that Manawhenua values are embedded in Te Tupu Ngātahi which gives effect to the provisions of the AUP:OP. Having involved Manawhenua in design development and decision-making, has resulted in a distinctive and transformational outcome for the social, cultural, and economic environment. • In particular, Te Tupu Ngātahi has sought to avoid wāhi tapu and other taonga where possible in order to avoid destruction of sites of significance. A key example of this occurred during optioneering for the project previously known as Curley Avenue Active Mode Connections which was recommended as part of the IBC transport network. During the DBC, Manawhenua provided strong feedback that the Wēiti and SEA surrounding it were wāhi tapu. Subsequently the Project team refined the project to avoid the most sensitive area, and the Project was renamed the Silverdale to Highgate Active Mode Connection (as part of NoR 4). • Te Tupu Ngātahi 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. This has included the preparation of a joint CIA by Te Kawerau Ā Maki and Ngāti Manuhiri which includes an assessment of the cultural impacts of the projects, and identification of sites or areas of specific cultural value to these groups. Route alignment choices have sought to avoid areas of significant ecological or cultural value where practicable, and mitigate temporary construction effects through the designation conditions. • Specific to the North Projects, Manawhenua identified features that were of particular importance to be protected. These features include (but are not limited to) kauri, Wēiti Stream, several puke (highpoints in the landform), indigenous and SEA vegetation and the coastal marine area. Emphasis was placed on the protection of these features in particular with Manawhenua engaged in the option development and assessment process for all options (see Wēiti example above). Details of how the features were considered in route development and refinement are set out in Appendices A and F.

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			<p>Conclusion</p> <ul style="list-style-type: none"> It is considered that the North Projects contribute 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 provide sustainable management of cultural sites and values.
<p>Ecological Values</p> <p><i>The protection and enhancement of 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"> <i>-the benefits and value of providing that infrastructure</i> <i>- the functional and operational need to locate or traverse that location</i> <i>- whether any practicable</i> 	<p>NPS-IB</p> <p>Objective 1, Clause 1.7, Policy 3, 4, 8, 10, 14, 15, 17</p> <p>AUP:OP:</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(2), B3.3.2(3)</p>	All	<p>Summary of Objectives and Policies</p> <ul style="list-style-type: none"> The NPS-IB seeks to maintain indigenous biodiversity across New Zealand so that there is at least no overall loss in indigenous biodiversity. The Policies of NPS-IB seek that a cautionary approach is used when considering effects on indigenous biodiversity both within and beyond Significant Natural Areas (SNAs) and including areas supporting highly mobile fauna. Increased indigenous vegetation cover in urban and non-urban environments is promoted, as is information gathering and monitoring of indigenous biodiversity. At the same time, the NPS-IB sets out a need to recognise and allow for activities which contribute to New Zealand's social, economic, cultural and environmental wellbeing, and provides a consenting pathway for specified infrastructure which provides significant national or regional public benefit and which has a functional or operational need to locate in a particular location, when there are no practicable alternatives. The NPS-IB sets out a number of adverse effects of use and development on an SNA, which must be avoided, except where an exemption applies. Exemptions include where a use or development is for specified infrastructure which provides significant national or regional benefit, where there is a functional or operational need to locate within an SNA, and where there are no practicable alternative locations (Clause 3.10) and the effects are managed with the effects management hierarchy (Clause 3.11).

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<p><i>alternatives would avoid or reduce effects on the scheduled values</i></p> <p><i>- how the infrastructure contributes to the planned growth and intensification of Auckland</i></p>	<p>B7.2.1(2), 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), B7.5.1(2), B7.5.2(1)(f).</p> <p>D9.2(1), D9.2(3) D9.3(1), D9.3(2), D9.3(5), D9.3(6), D9.3(7), D9.3(8), D9.3(9), D9.3(10),</p> <p>E11.3(1), E11.3(5)</p> <p>E12.2(1), E12.3(1), E12.3(5)</p>		<ul style="list-style-type: none"> The AUP:OP objectives and policies seek to protect and enhance ecological values across terrestrial, freshwater, and coastal environments (see the Coastal Theme and Freshwater Theme of this table for more on coastal and freshwater values). The primary method the AUP uses to protect biodiversity is the identification of Significant Ecological Areas (SEAs). These areas receive the highest level of protection. Biodiversity values outside SEAs also need to be considered and effects on them addressed. Significant adverse effects on biodiversity are to be avoided as far as practicable, and where avoidance is not practicable, 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>Assessment</p> <ul style="list-style-type: none"> In regard to the NPS-IB objectives and policies, indicative mapping of high value indigenous habitat areas was considered when assessing route options, selecting preferred alignments, and confirming designation boundaries, (noting these areas are subject to confirmation as SNAs through future assessment and plan change processes by Auckland Council). Along with existing SEAs (which are considered the Auckland equivalent of SNAs in the NPS-IB), other high value habitat areas and areas supporting highly mobile fauna were considered in the development and assessment of options for the projects, as well as design refinement of the preferred options. Identified / indicative biodiversity areas have therefore been avoided where practicable, in line with the effects management hierarchy. It is noted that for NoR 1 - RTC, there is a functional need to be located adjacent SH1 until the route travels west to service the Dairy Flat FUZ and potential future town centre. Locating the RTC next to SH1 in this location will have the least effects, including on SEAs and biodiversity. For NoRs 4, 7, 9 and 10, there are functional needs for the alignments selected, given the existing alignments, and due to existing

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	E15.2(1), E15.2(2), E15.3(1), E15.3(2), E15.3(3) E15.3(4)(b), E15.3(7). I500.2(4), I500.3(4) I530.2(2)		<p>SEAs and areas of biodiversity alongside, there was no option that could practicably avoid impacts on these. Refer to the Alternatives Assessment at AEE Appendix A.</p> <ul style="list-style-type: none"> An EMP condition is provided as a condition of each designation and will require measures to confirm and maintain indigenous biodiversity in line with requirements set out at Clause 1.7 of the NPS-IB, giving effect to the objective of the NPS-IB. There is a strong alignment and consistency between the NPS:IB, and the biodiversity provisions in the AUP. The North Projects have sought to avoid areas with high or significant biodiversity and ecological values where practicable, through consideration of ecological constraints through the alternatives assessment and design refinement process (as detailed in Appendix A). This has included SEAs and other areas of high value indigenous vegetation or habitat (terrestrial, freshwater, and coastal). Where avoidance is not practicable, design refinement has looked at ways to minimise effects, such as bridging/retaining -noting that designs are indicative and subject to future detailed design and regional consenting for freshwater, SEA removal and coastal matters. This AEE has also considered how terrestrial ecological effects that are subject to district plan rules can be avoided, remedied, and mitigated, as well as opportunities for enhancement. Furthermore, where no practicable measures are available to avoid or mitigate effects (such as SEAs directly affected) a high level assessment has been undertaken of available areas to offset effects (which will be subject to further consideration at future regional consenting). Regional consent matters have been considered as part of Project design, the alternatives assessment of alignment options and in determination of the spatial footprint that is reasonably necessary for the Project. Given this, regional resource consents are not being sought now, and will be applied for at a later date, closer to when construction is anticipated to commencing. Stormwater discharge quality will be managed through the use of soft stormwater infrastructure where possible such as through the use of swales and stormwater wetlands. An integrated stormwater network will be designed (at the detailed design/regional consenting stage) that is sensitive to receiving

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			<p>environments, recognising capacity constraints of streams and the importance of maintaining or enhancing the quality of freshwater and coastal water.</p> <ul style="list-style-type: none"> Manawhenua have been involved throughout the development and refinement of options and because of this Manawhenua are integrated into decision making with the options selected (and discounted – such as the original preferred alignment of the Silverdale to Highgate active mode connection) reflecting the discussions that have occurred. The policies provide for infrastructure in sensitive areas considering the benefits of providing the infrastructure, its role in supporting planned growth (as set out in the main AEE) and the functional and operational need of the infrastructure to locate/traverse in those areas. Most of the NoRs are upgrades to existing transport corridors and therefore have an established functional and operational need to be located in these areas. The functional and operational need of new corridors (such as NoR 1) to locate in sensitive areas is demonstrated through the detailed MCA process, the range of alternatives considered (which sought to balance benefits with constraints), and the need to meet the requiring authority’s objectives for the Project around transport and land use integration outcomes. <p>Conclusion</p> <ul style="list-style-type: none"> It is considered that the North Projects are not inconsistent with the objectives and policies of the AUP and NPS-IB because option development and assessment considered existing and likely sensitive ecological features and environments. Furthermore, the policies allow for infrastructure in sensitive areas like SNAs and SEAs where it can be demonstrated that significant effects have been avoided where practicable (and where not minimised), and the infrastructure has a functional /operational need to locate in these areas. Some Projects have a functional need to locate within the SEA environment or within areas of indigenous biodiversity due to the location of existing infrastructure and requirements for construction. Additionally, the proposed infrastructure is critical for existing and future communities to provide for their needs and well-being.

Theme	Key Objectives and Policies	Applicable NoR	Analysis
			<ul style="list-style-type: none"> The Projects will require regional resource consents for the alteration of SEA vegetation and for works in other sensitive areas. These consents will be sought at the detailed design stages of the Projects and will therefore demonstrate in more detail how adverse effects on these areas are avoided, remedied or mitigated.
Freshwater	<p>NPS:FM: 2.1 Objective, Policy 1, Policy 6, Policy 7, Policy 9, Policy 15</p> <p>AUP:OP: B7.3.1(3), B7.3.2(1), B7.3.2(4), B7.3.2(5), B7.3.2(6)</p> <p>E1.2(1), E1.2(2), E1.2(3), E1.3(8), E1.3(9), E1.3(10).</p>	All	<p>Summary of Objectives and Policies</p> <ul style="list-style-type: none"> The overarching concept of the NPS:FM is Te Mana o te Wai, which refers to the fundamental importance of water, and recognises that protecting the health of freshwater protects the health and well-being of the environment. In line with Te Mana o te Wai, the objective of the NPS:FM is to ensure that natural and physical resources are managed in a way that prioritises the health of water bodies and freshwater ecosystems first, the health needs of people second and the ability of people and communities to provide for their well-being third. The Policies of the NPS:FM seek to ensure that freshwater is managed in a way that gives effect to Te Mana o te Wai, there is no further loss of extent of natural inland wetlands, the loss of river extent and values is avoided to the extent practicable, the habitats of indigenous freshwater species are protected, and communities are enabled to provide for their social, economic and cultural well-being in a way that is consistent with the NPS:FM. The objectives and policies of the AUP:OP require that 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>Assessment</p> <ul style="list-style-type: none"> For the North Projects, protecting the health of freshwater was a key focus in the development and assessment of options for the Projects, as well as design refinement of the preferred options. Key freshwater features have been avoided through route alignment choice where practicable including streams and natural wetlands. Importantly, the designations will not authorise works within freshwater

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			<p>bodies. Regional/NES consents will be required for the Projects in future (prior to their implementation) in relation to freshwater issues and stormwater, at the time detailed design is undertaken. That process will provide an additional level of protection for Te Mana o te Wai.</p> <ul style="list-style-type: none"> Opportunities for enhancement of ecological values were also considered at the options assessment phase which will be confirmed at the detailed design stage of the Projects. <p>Conclusion</p> <ul style="list-style-type: none"> It is considered that the North Projects are not inconsistent with the objectives and policies of the NPS-FM and AUP:OP relating to freshwater, and the Projects have sought to avoid significant effects on freshwater values where practicable through the route selection and refinement process. There will be more opportunities to manage and mitigate effects on freshwater bodies through the detailed design stage, when the designs of bridges and other structures will be confirmed and consented through the regional and NES consenting process.
<p>Natural hazards</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 risks must be managed.</i></p>	<p>AUP:OP:</p> <p>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), B10.2.2(12), B10.2.2(13).</p>	<p>All</p>	<p>Summary of Objectives and Policies</p> <ul style="list-style-type: none"> 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. 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>Assessment</p>

Theme	Key Objectives and Policies	Applicable NoR	Analysis
	<p>E12.2(1), E12.3(5), E12.3(6).</p> <p>E36.2(1), E36.2(2), E36.2(4), E36.2(5), E36.2(6), E36.3(8), 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>		<ul style="list-style-type: none"> Particular regard has been given to these objectives and policies; The North Projects meet this direction through the selection of transport routes/sites considering the presence of and seeking to avoid areas subject to natural hazards (such as flood hazards and areas vulnerable to sea level rise, which were considered in the MCA process). Where natural hazard areas such as floodplains cannot be avoided, the projects have a demonstrated functional and operational need to cross these areas, and this AEE and the proposed mitigation measures and conditions framework have considered ways to avoid and otherwise mitigate significant adverse effects on people and property to the extent practicable. The North Projects also seek to address these policies through appropriate and sensitive corridor/site selection and design methods. The RPS and AUP:OP district plan provisions and direction have guided the assessment and location of the transport network and have considered the appropriateness and eventual establishment of development in new growth areas to avoid where practicable and manage the effects of climate change and natural hazards on urban communities and infrastructure. Specifically, where The North Projects locate within or near to areas susceptible to flooding, corridor alignments during option development, first sought to avoid these areas, allowing for the conveyance function of flood plains and overland flow paths to continue. However, where this was not possible, the Projects sought to minimise the extent each corridor would impact the flood areas. It is anticipated during detailed design the designation extent will provide for some flexibility in corridor designs to appropriately avoid, remedy or mitigate adverse effects on flood areas. <p>Conclusion</p> <ul style="list-style-type: none"> It is considered that the North Projects contribute to the achievement of these objectives and policies by avoiding or minimising adverse effects on areas susceptible to natural hazards, and where the Projects are required in these areas, managing potential effects through the conditions framework.

Theme	Key Objectives and Policies	Applicable NoR	Analysis
<p>Urban form and quality design</p> <p><i>Transport networks support a quality urban form and are designed to achieve high levels of amenity and safety for users. The place function of transport networks is balanced with the functional movement purpose.</i></p>	<p>NPS-UD</p> <p>Objective 4</p> <p>Policy 6</p> <p>AUP:OP:</p> <p>B2.2.1(1)(e), B2.3.1(3), B2.3.2(1)(d), 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>E16.2(1), E16.2(2), E16.3(2).</p> <p>E17.2(1), E17.2(2), E17.2(3), E17.3(1), E17.3(4)</p> <p>E25.2(1), E25.2(2),</p>	All	<p>Summary of Objectives and Policies</p> <ul style="list-style-type: none"> The objectives and policies of the NPS-UD in relation to urban form and quality design seek to recognise that New Zealand's urban environments, including their amenity values, develop and change over time in response to the diverse and changing needs of people, communities, and future generations. Policy 6 states that decision makers should consider that the planned urban built form may involve significant changes to an area, and those changes may detract from amenity values appreciated by some people but improve amenity values appreciated by other people, communities, and future generations. 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. They seek to enable urban environments that provide for a higher quality urban environment, greater productivity and economic growth, better use of existing infrastructure and efficient provision of new infrastructure, improved and more efficient public transport, greater social and cultural vitality, better maintenance of rural character and rural productivity and reduced adverse environmental effects. To achieve balance between place and movement, the objectives and policies recognise the need for mode shift, minimising private vehicle travel in favour of public transport, walking and cycling. They also seek to enable high residential intensification close to public transport, social facilities and employment opportunities and for the integration of land use of transport by ensuring that transport infrastructure is planned, funded and staged to integrate with urban growth. The objectives and policies in the trees in roads and open space zone chapters seek to protect trees in roads and open space zones that contribute to cultural amenity, landscape and ecological values, whilst enabling the safe and efficient development of the transport system (for trees in roads). The objectives and policies of the noise and vibration chapter seeks to protect people from unreasonable levels of noise and vibration and to enable construction activities that cannot meet noise and vibration

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	<p>E25.3(2), E25.3(5)</p> <p>I530.2(1), I530.2(3)(c), I530.2(9), I530.3(9), I530.3(12), I530.3(14)</p>		<p>standards while controlling the duration, frequency, and timing of the construction to manage adverse effects.</p> <ul style="list-style-type: none"> The objectives and policies of the Ōrewa 2 Precinct seek to enable the development of the precinct in a comprehensive and integrated way to create an outstanding urban environment and street layouts and designs that encourage alternative transport modes including passenger transport, cycling and walking. <p>Assessment</p> <ul style="list-style-type: none"> The North Projects provide for active modes along all main corridors, space for buses in the transport corridors (as well as bus lanes for some corridors) and a new RTC to provide a public transport spine to support quality, compact urban development around proposed and future stations. The Projects will also integrate transport infrastructure with existing and likely future town centres and neighbourhoods and have taken into account the environmental context of places to design and position the preferred network. The Projects are designed to achieve high levels of safety for users (which is a key benefit). In regard to amenity, due to the long delivery timeframes, detailed tree species are not required or appropriate to be determined at this time and will be decided through Outline Plans (including the ULDMP) and resource consents. At route protection stage, it can be stated that the design does not preclude amenity within the transport corridors and designation boundaries (e.g.. tree planting or other landscaping) and appropriate construction management will be provided. In particular, option development considered the presence of SEAs and existing non-protected but indigenous stands of trees and notable trees when assessing preferred option alignments; thus seeking to preserve amenity values provided by existing mature vegetation. In some cases, it is not practicable to avoid this vegetation while also meeting the functional need and project objectives of the corridors/stations, which is in accordance with this policy framework.

Theme	Key Objectives and Policies	Applicable NoR	Analysis
			<ul style="list-style-type: none"> Regarding the Ōrewa 2 precinct, the consideration and avoidance (where practicable) of existing natural watercourses and wetland areas, ridgelines and valleys and riparian vegetation will allow these features to continue to positively contribute towards a unique character and identity. <p>Conclusion</p> <ul style="list-style-type: none"> It is considered that the North Projects contribute to the achievement of these objectives and policies by supporting quality, compact urban form, allowing space for amenity planting within/next to the corridors/stations and preserving existing natural assets (where practicable) which positively contribute towards amenity values. The North Projects will also provide for the integration of future urban development and transport links including active modes and public transport.
<p>Coastal</p> <p><i>Preserve and protect the coastal environment from inappropriate use and development while providing for infrastructure that has an operational or functional need to locate in the coastal environment.</i></p>	<p>NZCPS: O1, O2, O3, O4, O5(a), O6, P2, P3(1), P4, P5(1), P6(1)(a), P6(1)(h), P6(1)(i), P11, P13(1), P15, P17, P19(3)(j), P25(d).</p> <p>Hauraki Gulf Marine Park Act 2000: Sections (7) and (8)</p>	NoRs 1, 4 and 10	<p>Summary of Objectives and Policies</p> <ul style="list-style-type: none"> The objectives and policies seek to preserve and protect natural character, protect the coastal environment from inappropriate use and development, recognise the importance of and provide for public access and open space, protect indigenous biodiversity and achieve the outcomes of the HGMPA. The AUP:OP provisions also seek to maintain the natural characteristics and qualities that contribute to the coastal environment whilst providing for subdivision and development, and also restoring and rehabilitating the natural character values. In providing for use and development in the coastal environment, the provisions seek that this undertaken in appropriate places and is of an appropriate form and within appropriate limits. <p>Assessment</p> <ul style="list-style-type: none"> Work was undertaken in the IBC and DBC phases to map out and identify areas in the coastal environment with special values (i.e. natural character, natural features, and natural landscapes) and ensure that these values are preserved and protected, and only corridors that have an operational or functional need to locate in the coastal environment are proposed. Key areas include the Ōrewa River

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	AUP:OP: B8.2.1(1), B8.2.1(2), B8.2.2(3), B8.2.2(4), B8.3.1(1), B8.3.1(2), B8.3.1(7), B8.3.2(1), B8.3.2(3), B8.3.2(4), B8.3.2(5), B8.3.2(6), B8.3.2(7), B8.4.1(1), B8.4.1(2), B8.4.2(1), B8.4.2(3)(i), B8.5.1(1), B8.5.1(3), B8.5.2(2), B8.5.2(16).		<p>and tributaries (crossed by NoR 4, 6 and 10), and the Ōkura River and tributaries (crossed by NoRs 1 and 4). Te Tupu Ngātahi has also recognised and involved Manawhenua throughout, providing for kaitiakitanga and recognising the special relationship Manawhenua have with the coastal environment. Particular consideration has been given to providing for and avoiding effects on public use and enjoyment of public space in the coastal environment, and identifying and assessing coastal hazard areas.</p> <ul style="list-style-type: none"> • Bridges required for NoRs 1, 4, and 10 use (or locate next to) existing coastal environment crossing locations, thereby minimising adverse natural character effects caused by additional crossing locations, as well as through maintaining the intactness of existing areas of significant coastal vegetation. Using existing crossing points recognises the significance of the natural and physical resources of the Hauraki Gulf by limiting adverse transport corridor effects (i.e.: light and noise) to areas where these effects already exist. The proposed active mode bridge for NoR 4 (at the Ōrewa River) will be subject to future regional consenting and is not authorised by the designation. The Projects also provide for treatment of stormwater from the corridors/stations, which will assist in preserving and protecting the high value coastal environment to which the catchments drain. In addition, the Projects provide for public access to the coastal environment through active mode connections such as the connection on the southern side of the Ōrewa River as part of NoR 4. • Given the above it is considered that the Projects are appropriately located, of an appropriate form and will be developed within appropriate limits, taking into account the range of uses and values of the coastal environment. <p>Conclusion</p> <ul style="list-style-type: none"> • It is considered that the North Projects contribute to the achievement of these objectives and policies through firstly seeking to avoid impacts on the coastal environment through the option development and assessment phase, and otherwise reduce the footprint in and impact on the coastal environment through option design development. This has included selection of new bridge crossings that align with existing

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	E18.2(1), E18.3(1), E18.3(2), E18.3(3) E19.2(1), E19.3(1), E19.3(2)		crossings, provision for stormwater treatment and adding connections to provide for public access to the coastal environment.
Highly Productive Land <i>Protection of Highly Productive land for use in primary production</i>	NPS:HPL: Objective within Section 2.1. Policy 1, 2, 5 and 8	NoR 6 and 8	Summary of Objectives and Policies <ul style="list-style-type: none"> • The NPS-HPL seeks to ensure highly productive land is protected for use in land-based primary production, both now and for future generations. The NPS-HPL requires that territorial authorities avoid the inappropriate use and development of highly productive land. A use or development of highly productive land is inappropriate except where the exemptions in Clause 3.9(2) apply. These exemptions include where a use or development of highly productive land is for an activity by a requiring authority in relation to a designation or a notice of requirement under the RMA, or where a use or development is associated with the maintenance, operation, upgrade, or expansion of specified infrastructure, and there is a functional or operational need for the use or development to be on the highly productive land. Where one of the exemptions applies, territorial authorities must also take measures to ensure than any use or development on highly productive land minimises or mitigates any actual loss or potential cumulative loss of the availability and productive capacity of highly productive land in their district, and avoids, if possible, or otherwise mitigates, any actual or potential reverse sensitivity effects on land-based primary production activities from the use or development. • Key policies include the need to recognise highly productive land as a resource with finite characteristics and long term values for land based primary production (policy 1), identify and manage highly productive land in an integrated way (policy 2), avoid urban rezoning of highly productive land, except as provided

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			<p>for in the NPS-HPL (policy 5) and protect highly productive land from inappropriate use and development (policy 8).</p> <p>Assessment</p> <ul style="list-style-type: none"> The NPS-HPL recognises that there may be situations where it is appropriate for use and development to occur on highly productive land. The North Projects predominantly traverses FUZ, or urban zoned land, which is not highly productive land for the purposes of the NPS-HPL. NoRs 6 and 8 run along the edge of land parcels zoned Rural – Rural Production Zone and Rural – Mixed Rural Zone respectively, however this land is not classified as LUC 1, 2, or 3, and therefore does not fall within the definition of Highly Productive Land. If the land adjacent to the Projects is classified as highly productive land in the future, the North Projects would meet the definition of an exemption under Clause 3.9(2) of the NPS-HPL, because the use and development is required in relation to a designation or a notice of requirement under the RMA. The Projects are also associated with the maintenance, operation, upgrade, or expansion of specified infrastructure, and have a functional or operational need for the use or development to be on the highly productive land (clause 3.9(2)(j)(i)). It is also noted that in both instances, the land is adjacent to an existing road corridor which is being upgraded, rather than a new road alignment. In both instances, the designation will run along the edge of the land and will therefore not significantly erode or fragment the land. These factors minimise the loss or fragmentation of the adjacent land if it is classified as highly productive in the future. <p>Conclusion</p> <ul style="list-style-type: none"> It is considered the North Projects contribute to the achievement of these objectives and policies because none of the projects risk severing land that will be mapped as highly productive land in the future. NoRs 6 and 8 may impact land that could be classified as highly productive land in the future.

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			<p>The adverse effects of this will be appropriately mitigated prior to construction if required. In these cases, the highly productive land (if classified) is adjacent to an existing road corridor which is being upgraded and will therefore the designations will not significantly erode or fragment the highly productive land.</p>
<p>Open Space Zones</p> <p><i>Enable infrastructure while protecting values of open space zones and avoiding, remedying or mitigating adverse effects on residents, communities and the environment.</i></p>	<p>AUP:OP: H7.2(2), H7.3(4), 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), H7.5.2(1), H7.5.3(2), H7.5.3(4), H7.5.3(5).</p>	<p>NoRs 1, 2, 3, 4, 7, 8 and 9.</p>	<p>Summary of Objectives and Policies</p> <ul style="list-style-type: none"> Open space zone objectives and policies generally seek to avoid, remedy or mitigate adverse effects of use and development of open spaces on residents, communities and the environment. Provision of existing infrastructure within these zones is enabled. Where development of significant infrastructure is required, the provision of open space zones is prioritised with impact mitigation required where avoidance is not practicable. Significant areas of vegetation, open and spacious character, amenity values and any Manawhenua and natural values are sought to be retained. <p>Assessment</p> <ul style="list-style-type: none"> The North Projects largely upgrade existing corridors. Where these adjoin existing open space zones, option development and assessment have sought to avoid widening into these areas in the first instance. Where new corridors are proposed that adjoin open space zones (such as NoR 1) avoidance has been a principal consideration. The objectives and policies seek the preservation of natural character, existing areas of vegetation among other values and it is considered the North Projects will not adversely impact the preservation of these values. Dairy Flat Tennis Club will be impacted by NoR 8, potentially losing a court (permanently) and thus affecting the local Dairy Flat community and tennis club members. Depending on the availability of directly adjacent land or land within the proposed new Dairy Flat town centre, this may result in required relocation of the club. Following engagement, Auckland Council as property owners will put measures in place to provide flexibility should the Club wish to relocate when works commence. Refer to AEE s.22.4.5.

Theme	Key Objectives and Policies	Applicable NoR	Analysis
			<p>The North Projects will improve access to many open space areas across the broader North Projects area, including via active modes and public transport. A UDLMP is provided as a condition of each designation, and will require all construction areas in open space areas be reinstated at the completion of the construction period. Potential effects on amenity values of open space areas can be managed through engagement with residents, community, and stakeholders via the requirement for a SCEMP, with construction impacts managed via the CNVMP, CTMP and CEMP.</p> <p>Conclusion</p> <ul style="list-style-type: none"> The North Projects contribute to the achievement of the open space zone objectives and policies as they seek to avoid, remedy and mitigate impacts on open space zoned land and the communities that will use them in future, while providing the necessary infrastructure to accommodate for planned future growth in North Auckland.
<p>Future Urban Zone</p> <p><i>Maintain and complement rural character and amenity</i></p>	<p>AUP:OP [DP]:</p> <p>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>	<p>All</p>	<p>Summary of Objectives and Policies</p> <ul style="list-style-type: none"> 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. The relevant policies seek to avoid use and development that may result in the inefficient and ineffective 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>Assessment</p>

Theme	Key Objectives and Policies	Applicable NoR	Analysis
			<ul style="list-style-type: none"> The North Projects are designed to support future urban development and are not intended to be implemented until such time as the FUZ is rezoned and developing or anticipated to soon develop. Until the Projects are implemented, the rural character and amenity of the FUZ will be maintained. The North Projects seek to protect future transport corridors within the FUZ. Protection of these corridors will enable future urban developments to be efficiently and effectively serviced by a range of transport modes including by private vehicle, active modes, public transport while also enabling the efficient movement of freight. The intensity of the corridors correspond to the anticipated urban development intensity of surrounding FUZ land and therefore are not anticipated to require significant upgrades after implementation. <p>Conclusion</p> <ul style="list-style-type: none"> The North Projects within or adjacent to FUZ land align with the relevant FUZ objectives and policies because they are not intended to be developed until such time as development is occurring or planned to occur; also the proposed corridors will enable the effective and efficient movement of people, goods and services at an intensity that is appropriate for the anticipated urban land uses.
Residential Zones	AUP:OP [DP]: H1.2(3), H1.2(4), H1.3(6), H3.2(3), H3.2(4), H3.3(7), H4.2(3), H4.2(4), H4.3(9),	NoRs 1, 2, 4, 9, 10, 11, and 13	<p>Summary of Objectives and Policies</p> <ul style="list-style-type: none"> 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. The relevant objectives and policies of the Residential Large Lot, Residential – Single House Zones 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. 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.

Theme	Key Objectives and Policies	Applicable NoR	Analysis
	H4.3(10), H5.2(1), H5.2(4), H5.3(8), H5.3(10)		<p>Assessment</p> <ul style="list-style-type: none"> Some of the NoRs interact with these zones in part of their corridors. The NoRs are consistent with the Mixed Housing zone objectives and policies because they provide for the necessary transport infrastructure to support the residential zoning currently under development within the transport corridor areas and to increase the development capacity. NoRs 1, 2, 4, 10 and 11 pass through areas of Large Lot and/or Single House Residential zone. These projects will allow for separated walking and cycling access to and from neighbourhoods and room for amenity planting in berms, which is consistent with the objectives and policies, and of the Large Lot and Single House Residential zones. 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. 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. Amenity of the corridors during construction will be managed appropriately through engagement with residents, the community, and stakeholders, and through the construction management plans proposed as conditions of the designations. <p>Conclusion</p> <ul style="list-style-type: none"> It is considered that the NoRs support the objectives and policies of the residential zone chapters by providing the necessary transport infrastructure required to support the growth of these areas while avoiding, remedying or mitigating adverse effects on residential amenity.

Theme	Key Objectives and Policies	Applicable NoR	Analysis
Business Zones	AUP:OP [DP]: H9.2(1) H9.2(3) H9.2(8) H9.3(3) H9.3(20) H14.2(2), H14.2(3), H14.2(5), H14.3(3), H14.3(12), H14.3(21), H17.2(1), H17.2(2), H17.2(3), H17.2(4), H17.3(4), H17.3(7)	NoRs 1, 4, 8, 11 and 13.	<p>Summary of Objectives and Policies</p> <ul style="list-style-type: none"> The relevant objectives and policies of the Business - General Use Zone seek for 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. The relevant objectives and policies of the Business – Light Industry Zone seek to ensure light industry activities are able to function efficiently and any adverse effects on surrounding zones are avoided, remedied or mitigated. The 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>Assessment</p> <ul style="list-style-type: none"> NoRs 4, 8, 11 and 13 interact with business zones. The North Projects will positively contribute towards the planned future form and quality of the North area, including these business zones. The transport corridors which make up the network will create a sense of place, particularly for streets by providing improved pedestrian and cyclist amenity, movement, safety, and convenience for people of all ages and abilities. 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. NoR 1 interacts with the Business – Metropolitan Centre zone in Albany. The RTC will strongly support the development of the Albany Metropolitan Centre by providing enhanced multi-modal access to the site which will enable greater access to the area for the community and for employees. 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 so that potential

Theme	Key Objectives and Policies	Applicable NoR	Analysis
			<p>adverse landscape and visual effects are managed. The amenity of adjacent areas during construction will be managed through engagement with the community and stakeholders (through the SCEMP), and through the construction management plans (in particular the CTMP) proposed as conditions on the designations.</p> <p>Conclusion</p> <ul style="list-style-type: none"> 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 access to 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.
Strategic Transport Corridor Zone	AUP:OP [DP]: H22.2(2), H22.2(3), H22.3(1), H22.3(2), H22.3(3), H22.3(4)	NoRs 1, 2, 4, 5 and 10	<p>Summary of Objectives and Policies</p> <ul style="list-style-type: none"> The purpose of the Strategic Transport Corridor Zone is to provide for state highway and railway corridors to be developed and used for a wide range of activities associated with the transportation of people and goods; used as a single, integrated transport system operated by more than one agency; and used for interim non-transport related activities that do not undermine the future use of the corridor for transport purposes. The objectives and policies seek to provide for the operation of the railway and state highway network whilst allowing non-transport related activities where they do not undermine the future use of the corridor for transport purposes. <p>Assessment</p> <ul style="list-style-type: none"> Some of the NoRs interact with this zone along the existing SH1 corridor. In some cases, the zone extends beyond the existing SH1 designations. In accordance with this zone, the NoRs provide for the long-term route protection of future transport networks in the North and will support the future use of the corridor for transport purposes.

Theme	Key Objectives and Policies	Applicable NoR	Analysis
			<p>Conclusion</p> <ul style="list-style-type: none"> The NoRs are consistent with the objectives and policies of the Strategic Transport Corridor Zone. The NoRs will provide for the long-term protection of future transport networks in the North.
<p>General Coastal Marine Zone</p>	<p>AUP:OP: F2.5.2(2), F2.5.3(2), F2.5.3(4), F2.7.2(1), F2.7.3(1), F2.14.2(4), F2.14.2(7), F2.14.3(1), F2.14.3(3), F2.16.2(1), F2.16.2(3), F2.16.3(1), F2.16.3(2), F2.16.3(3), F2.16.3(7)</p>	<p>NoR 4,</p>	<p>Summary of Objectives and Policies</p> <ul style="list-style-type: none"> General Coastal Marine Zone objectives and policies seek to avoid, remedy, or mitigate adverse effects on the ecological, natural character, landscape, natural features, historic heritage and Manawhenua values within the zone as well as the coastal marine area. <p>Assessment</p> <ul style="list-style-type: none"> The component of NoR 4 proposed to locate within the General Coastal Marine Zone is the new walking and cycling path overbridge. The proposed overbridge is required to provide a continuation of the path across the Ōrewa River. The extent of the designated area in the General Coastal Marine Zone and Coastal Marine Area is proposed to match the existing SH1 designation boundary. It is anticipated that there are unavoidable effects on small mangrove areas that currently exist along the margins of the Ōrewa River. Mitigation is anticipated to adequately offset the loss in ecological value that the mangroves currently provide. The objectives and policies also seek to enable the regionally significant infrastructure where these locate within the General Coastal Marine Zone and Coastal Marine Area. The new walking and cycling path will be a regionally significant component of the wider North Auckland active mode network, enabling safe and direct active mode travel particularly between Ōrewa and Silverdale. It is anticipated some support structures for the new walking and cycling path bridge will be required. Where practicable these will locate outside of the General Coastal Marine Zone and Coastal Marine Area. However, where this is unavoidable, the extent of disturbance and occupation will be minimised as far as practicable and adverse effects will be appropriately mitigated.

Theme	Key Objectives and Policies	Applicable NoR	Analysis
			<p>Conclusion</p> <ul style="list-style-type: none"> Overall, the North Projects (specifically NoR 4) is consistent with the objectives and policies of the General Coastal Marine Zone because there is a functional need for the new walking and cycling path component of NoR 4 to locate within the zone, as it will provide a significant regional benefit. Appropriate adverse effects mitigation will be employed where avoidance is not possible.
<p>Rural Zones, including Countryside Living</p>	<p>AUP:OP [DP]: H19.2.1(1), H19.2.1(3), H19.2.2(3), H19.2.2(4), H19.2.2(5), H19.2.3(2), H19.3.2(2), H19.4.2(1), H19.7.2(2), H19.7.2(5), H19.7.3(1), H19.7.2(4)</p>	<p>NoRs 1, 4, 6, 7, 8, 9, 11 and 13</p>	<p>Summary of Objectives and Policies</p> <ul style="list-style-type: none"> The relevant objectives and policies of Chapter H19 seek to protect elite soils and manage prime soils, protect and enhance areas of significant indigenous biodiversity, maintain rural character and amenity, and protect rural land from reverse sensitivity effects. The rural production zone seeks to enable rural production activities on elite and prime soil and avoid land-use activities and development not based on, or related to, rural production from locating on elite soil and avoid where practicable such activities and development from locating on prime soil. <p>Assessment</p> <ul style="list-style-type: none"> As described in the NPS:HPL assessment row above, it is possible the land adjacent to NoR 6 and 8 will be mapped as highly productive land in the future. because it is either appropriately zoned or the existing zoning could be considered as HPL, and there is LUC 1 – 3 land currently mapped nearby. Mitigation of this loss (should this land be mapped as HPL in the future) will be implemented prior to construction if required which aligns with the objectives and policies contained within the NPS:HPL and Chapter H19. The amenity of the rural zone (where this zoning is expected to remain in the future) will be maintained through the integration of the transport corridors with the surrounding landscape, which will be set out in the ULDM for each project. Areas of significant biodiversity in rural zones have largely been avoided by the chosen transport alignments, as described in the ecological values row above. Where they are not

Theme	Key Objectives and Policies	Applicable NoR	Analysis
			<p>able to be avoided, mitigation measures are proposed, including the implementation of an EMP during construction and operation as appropriate.</p> <p>Conclusion</p> <ul style="list-style-type: none"> It is considered that the transport corridors contribute to the achievement of these objectives and policies by improving the efficiency of rural zones through better transport connections and reliability and mitigating adverse effects on rural character and amenity values.
<p>Special Purpose Zone</p>	<p>AUP:OP[DP]: E24.2(1), E24.3(1)</p>	<p>NoR 13</p>	<p>Summary of Objectives and Policies</p> <ul style="list-style-type: none"> The Special Purpose – Cemetery Zone seeks to enable the ongoing use and development of cemeteries in Auckland. These objectives and policies are relevant to NoR 13 as this corridor is located next to the Auckland Memorial Park and Cemetery. <p>Assessment</p> <ul style="list-style-type: none"> The NoR 13 corridor has sought to reduce impacts on cemetery land as far as practicable, recognising the scarcity of cemetery land within the Auckland region. The East Coast Road carriageway will remain a two-lane traffic corridor and be upgraded with separated walking and cycling and a slower speed limit, rather than a corridor of higher intensity. This is anticipated to allow for a similar amenity value for visitors to the cemetery with regard to access and noise. The direct effects on this zone are along the existing road edge, with existing landscaping potentially affected to provide for construction of the upgrade. This will not prevent the ongoing use and development of the cemetery. Replacement landscaping will be considered in future as part of the ULDMP development at detailed design and outline plan stage. <p>Conclusion</p>

Theme	Key Objectives and Policies	Applicable NoR	Analysis
			<ul style="list-style-type: none"> It is anticipated that NoR 13 is consistent with the objectives and policies of this zone because the intensity of the corridor is not anticipated to adversely impact the operation of the Auckland Memorial Park and Cemetery.