

Transport		
Objectives	Policies	Assessment
		<p>effects on the environment which can be mitigated.</p> <p>The provision of stormwater treatment at Waterfront Road Reserve will improve the existing environment.</p> <p>On completion of construction the designation may be reduced in area depending on ongoing maintenance requirements.</p>
<p><i>8.3.3 To co-ordinate land use and transportation planning and decision making so as to achieve a transport system that provides for the safe, efficient and convenient movement of people and goods.</i></p>	<p>The continued development of the transportation network should:</p> <p>(a) achieve acceptable levels of accessibility, mobility, safety and convenience for all sections of the community;</p> <p>(c) have clear physical distinctions between the primary and secondary road network, based on function, traffic volumes, vehicle speeds, public space and environmental amenity;</p> <p>(f) make provision for the likely future transport and development needs of the City.</p>	<p>The Project is considered to be essential to the safety and efficiency of the transport network and will provide for future transport requirements.</p>

9.9.3. Chapter 17: Special Areas

The Project requires that the existing designation be extended into the Papakainga Zone on the eastern side of the bridge abutment. The Manukau District Plan sets out that these areas are allocated to the use of Maori to enable the development and practice of rangatiratanga and allow for the development of Maori cultural institutions and activities.

The area required by the alteration to the designation will not detract from the ability of the Te Puea Marae to achieve the objectives of the District Plan in relation to this zone. Local iwi have been consulted on the Project and the Te Puea Marae has been consulted as a

directly affected landowner. This is outlined in the Consultation Report contained in Volume 2, Technical Appendix 4.

Special Purposes		
Objectives	Policies	Assessment
17.2.3.1 <i>To provide opportunity for tangata whenua to live on, develop and exercise rangatiratanga over traditional Papakainga in accordance with tikanga Maori (Maori customary values and practices).</i>	17.2.4.1 Papakainga should be able to be developed in a way that allows a range of activities associated with papakainga to be established.	The Project will not adversely impact upon the continued operation of the Papakainga area. The area required as part of the alteration to designation is undeveloped and the most remote from vehicle access to the site and the marae complex.

9.9.4. Chapter 11: Coast and Surface of Rivers

The Manukau District Plan sets out the management tools to manage the visual, recreational, ecological and cultural values of the coast and the surface of water within the city. The District Plan sets out to preserve the natural landscape, protect significant vegetation and habitats and the spiritual characteristics of the coast. It implements these objectives by controlling and assessing the appropriateness of development within the context of the RMA, NZCPS, ARPS and the ARPC.

Coastal		
Objectives	Policies	Assessment
11.1.3.1 <i>To preserve the natural character and protect natural features and landscape qualities of the coastal environment from inappropriate subdivision, use and development.</i>	11.1.4.1 The scale, location and design of buildings, structures and activities in the coastal environment should: <ul style="list-style-type: none"> - preserve the elements which contribute to its natural character; - protect the landscape values of the coastal environment, particularly regionally significant landscapes and sensitive coastal margins; - have regard to the landscape assessment in the Regional Plan: 	As set out in Chapter 2 the Project will satisfy these policies. The Landscape Assessment and Urban Design Assessment, attached at Volume 2, Technical Appendix 8 and 9 detail the impact of the Project on the character of the area. It is concluded that on balance and subject to appropriate mitigation the Project will have no more than a minor effect on natural character. Restoration of the works areas on completion of the Project will provide the opportunity to improve the condition of the coastal edge.

Coastal		
Objectives	Policies	Assessment
	Coastal; - not detract from the amenity values of the coastal environment; - not result in adverse cumulative effect. 11.1.4.4 Where activities do occur in the coastal environment, appropriate steps should be taken to rehabilitate the surrounding area as far as practicable.	
11.1.3.3 <i>To maintain and enhance public access to and along the coastal marine area.</i>	11.1.4.5 Public access to and along the coastal marine area should be maintained and enhanced except where restrictions are necessary: to protect public health and safety; in other exceptional circumstances sufficient to justify the restriction notwithstanding the national importance of maintaining that access.	As detailed previously, access to the coast will be restricted during the construction period for the health and safety of the public and will be reinstated upon the completion of works.
11.1.3.4 <i>To recognise and protect the characteristics of the coastal environment of special spiritual, historical and cultural significance to tangata whenua in accordance with tikanga Maori.</i>	11.1.4.6 Activities in the coastal environment should avoid or mitigate adverse effects on the relationship of Maori with the coastal environment in particular effects on waahi tapu and other taonga.	The Project will avoid remedy and mitigate any potentially adverse effects arising from the Project as set out in Chapter 6 AEE of this report.

9.9.5 Chapter 15: Open Space

The Manukau District Plan sets out the importance of public space to provide open space for use in passive and organised recreational activities, coastal access and conservation.

The objectives of the open space zones relate to the health and well being of the community, maintaining amenity values and providing for the efficient use of open space areas.

Three zones of Open Space will be affected by the Project. These are:

- Open Space 2- Passive Outdoor Informal Recreation;
- Open Space 3- Active Outdoor Recreation/Organised Sports; and
- Open Space 5- Esplanade reserves.

Open Space		
Objectives	Policies	Assessment
<p>15.3.1 <i>To ensure that the provision, development and distribution of public open space enables current and future residents, workers and visitors to Manukau City to provide for their social, cultural, spiritual, physical and psychological health and well being.</i></p>	<p>15.4.1 The provision and development of public open space should be managed so that it:</p> <p>(b) enables tangata whenua to assume their kaitiaki responsibilities;</p> <p>(d) enhances access to the coastal environment and inland lakes, rivers and streams; and</p> <p>(f) enhances the quality of the City’s harbours and inland waterways.</p>	<p>As set out in Chapter 6 of this report, it is considered the Project is consistent with the objectives and policies of the Open Spaces chapter of the Manukau District Plan.</p> <p>Any potentially adverse effect will be remedied or mitigated and restricted to the period of construction.</p>
<p>15.3.6 <i>To maintain and enhance the amenity values of public open space areas.</i></p>	<p>15.4.4 Landscape design and planting of public open space should occur in such a way that:</p> <p>(c) does not impede the predominant function of the public open space;</p> <p>(d) assists in improving water quality in streams located on public open space and adjacent water bodies where possible.</p>	<p>Proposed landscaping and urban design components of the Project will generally achieve the objectives and policies of the Manukau District Plan.</p> <p>The land required for the continued operation and maintenance of the Motorway within the Open Space zones has been kept to the minimum by the design of the Project. The quantity of land required will not affect the ability of the Open Space areas to operate in their intended capacity.</p> <p>It is considered that the stormwater treatment provided</p>

Open Space		
Objectives	Policies	Assessment
		by the Project will improve the quality of the water entering the streams and coast of Manukau City.

Assessment

It is considered that the Project is generally consistent with the Manukau City District Plan. There will be temporary restrictions on access to Waterfront Road Reserve during construction and this is generally not consistent with the objectives for the zone. These restrictions are for public safety purposes and to ensure the efficient operation of the construction activity. The restrictions will be temporary and all endeavours will be taken to provide and maintain public access where practicable, especially when the use of the underpass under Mangere Bridge is required during reconstruction of the Old Mangere Bridge.

The stormwater pond proposed for Waterfront Road Reserve will be permanent, and will be landscaped to integrate with the open space environment on completion of the construction of the Project.

The potential adverse environmental effects can be mitigated as outlined in Chapter 6 of this report

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9.10. Transit Planning and Policy Documents

9.10.1. Transit Planning Policy Manual

Under the Transit New Zealand Act 1989, the principal objective of Transit is to “*operate a safe and efficient State highway system*”. Transit’s “Planning Policy Manual” sets out Transit’s policies for:

- *Avoiding, remedying, or mitigating adverse effects of the State highway system on the environment; and*
- *Protecting the State highway system from adverse effects of adjacent land uses.*

The Manual describes how Transit will undertake its activities and functions relating to the State highway system under the relevant legislative provisions (Transit Act, RMA and Land Transport Act 1998). The manual represents Transit’s ideals in terms of planning and environmental management. Transit’s selection of methods and its ability to implement these policies is dependent on the availability of adequate funding. Individual roading projects, including mitigation measures and other conditions emanating from the RMA, are assessed and based on the Transfund evaluation criteria (now Land Transport New Zealand).

Assessment

The Project will be designed and implemented in accordance with the Planning Policy Manual. Chapter 2 of the Manual outlines Transit’s environmental objectives and general policies relating to those objectives. The Manual then describes specific issues, policies and methods related to the effects on natural and physical resources and effects on people and amenity values. Chapter 6 of this AEE discusses in detail the environmental effects specific to the Project and proposes mitigation and monitoring measures.

9.10.2. Transit Environmental Plan

The Transit Environmental Plan responds to the Land Transport Management Act 2003 and the New Zealand Transport Strategy. The purpose of the Plan is to set a framework for managing the interface between the environment and the State highway system in a way that improves environmental sustainability and public health in New Zealand.

Assessment

The Project meets the objectives of Section 6.1 as traffic noise levels will be controlled by proposed mitigation measures and the noise from construction works will be controlled through a CMP.

The objectives of Section 6.2 are met as set out in the Air Quality Assessment (Volume 2, Technical Appendices 7) which explains that the contribution from vehicle traffic to air

quality from the Project will be improved and explains that the Project will meet the relevant National Environmental Standards.

The objectives of Section 6.3 are met as outlined in the Stormwater Assessment (Volume 2, Technical Appendices 16) as the construction of water treatment devices for the most new and existing impervious areas will result in improved water quality discharged to the coastal environment.

9.10.3. National State Highway Strategy

The National State Highway Strategy (NSHS) describes Transit's goals, objectives, policies and priorities for the State highway system. The Strategy focuses on the nature and form of the State highway system and how it can meet road user and community needs and expectations. The Strategy describes the functions of State highway as:

- *Connecting major centres of population;*
- *Providing access to:*
 - *Major ports and airports;*
 - *Major industrial areas;*
 - *Major primary production areas;*
 - *Major tourist areas; and*
- *Serve major urban corridors.*

The relevant objectives of the NSHS to the Project are set out below.

Objective 2.2.1 Safety

- *To manage traffic safety.*
- *To provide a consistent safe and “forgiving” road environment with no surprises for road uses.*

Objective 2.2.2 Efficiency

- *To provide access, generally via connections to local road networks, to major population centres, ports and airports, industrial centres, major primary production areas and tourism areas of national importance.*
- *To operate, maintain and improve the state highway systems to minimise journey times and vehicle operating costs.*
- *To manage traffic demand in particular, congestion in peak periods.*

- *To protect the long-term functional integrity of state highways and make provision for future highway improvements.*

Objective 2.2.5 Environmental

- *To seek to minimise the adverse effects of road use in planning state highway improvements.*
- *To avoid remedy or mitigate, as far as practicable, the adverse effects of highway maintenance, construction activities and road use on Use environment.*

The NSHS includes policies and plans relating to:

- *Efficiency and safety improvements;*
- *Traffic and Road Management;*
- *Access and Highway Protection;*
- *Road User Services;*
- *Community Services; and*
- *Environmental Protection.*

Assessment

It is considered that the Project is consistent with the NSHS as it will improve access between Onehunga and Mangere Bridge townships as well as reduce congestion and journey times to and from the airport. It is an important component of the Western Ring Route which will be viable alternative to SH1. Any adverse effects arising from the Project will be addressed by the mitigation measures detailed in Chapter 6 of this AEE.

9.10.4. Auckland State Highway Strategy (2000)

Transit's current and long-term strategy for Auckland's State highway network is set out in the Auckland State Highway Strategy (ASHS). The ASHS document sets out Transit's mission for the Auckland motorway network, which is:

“To provide, maintain and operate a safe and efficient motorway network serving national and regional traffic and providing access to major commercial and industrial areas, the port and airport”.

The ASHS has been developed by Transit in the context of the RLTS 2003. It endorses the need for a balanced approach to address the region's transport problems, sets out the

overall vision for the development of State highways in greater Auckland and details proposals for specific corridors.

The ASHS identifies that the demand for the Manukau Harbour Crossing exceeds capacity and that this is an important link for regional and local uses. The ASHS identifies upgrades to GPI and the Manukau Crossing as low-medium priority and that these options are under preliminary investigation.

Due to changes in the motorway network and increased congestion, Transit has since increased the priority of the Project. The Project is in accordance with the principles and intent of the ASHS.

9.11. Auckland Regional Council Strategies

9.11.1. Auckland Regional Growth Strategy

The Auckland Regional Growth Strategy: 2050 (ARGS) was prepared under the Local Government Act 1974 by the Regional Growth Forum. The purpose of the ARGS is to *"ensure growth is accommodated in a way that meets the best interests of the inhabitants of the Auckland Region"*. The strategy provides a vision for what Auckland could look like in 50 years time. This vision involves sustaining:

- Strong, supportive communities;
- A high-quality living environment;
- A region that is easy to get around; and
- Protection of the coast and surrounding natural environment.

Chapter 2 of the ARGS is relevant to the Project. It outlines desired regional outcomes, priorities and principles. Among the desired and critical outcomes is access and transport efficiency which is defined as "more transport choices and high levels of access for all sections of the community, a closer relationship between home and work, activities, shopping, open space etc., managing traffic congestion and a better passenger transport system".

Assessment

The Project is consistent with Transit's strategic aim to reduce congestion on the Auckland motorway network and complement works undertaken to complete the WRR. The effect of these works will be to improve accessibility around the Auckland region and provide for sustainable growth as contemplated in the ARGS. The Project will offer improved travel times, greater choice for public transport users and improved access to both the State highway network and the local roading network.

9.11.2. Auckland Regional Land Transport Strategy 2005

The Auckland Regional Land Transport Strategy 2005 (ARLTS) sets out the region's land transport plan for the next twenty years. It envisages a transport system prepared to accommodate the region's ongoing population growth, estimated at two million people by 2050. The goal of the ARLTS is:

"A transport system which enhances the Auckland region as a great place to live, work, and play".

The ARLTS identifies the following objectives:

- *Assist economic development;*

- *Assist safety and personal security;*
- *Improve access and mobility;*
- *Protect and promote public health;*
- *Ensure environmental sustainability;*
- *Supporting the Auckland Regional Growth Strategy; and*
- *Achieving economic efficiency.*

The strategy also sets out regional policies. A number of these policies have specific relevance to this Project as indicated below.

With respect to contributing “to an integrated, safe, responsive, and sustainable transport system”:

1.3 Improve the safety and security of the transport system for all users.

1.6 Increase the flexibility and resilience of the transport system to meet changing circumstances and the needs of future generations.

With respect to increasing the capacity of the Transport network:

Policy 4.1 Improve, upgrade and expand the region’s public transport infrastructure and services.

Policy 4.2 Upgrade and provide additional road infrastructure to improve network efficiency and effectiveness.

Policy 4.4 Provide additional infrastructure to improve conditions for walking.

4.5 Provide additional infrastructure to improve conditions for cycling.

Assessment

The Project supports the objective and policies of the ARLTS by improving the efficiency of a critical transport link (through the additional lanes in both directions and a crossing point for the Manukau Harbour) and the continued efficient utilisation of the Harbour crossing. It assists in protecting public safety on the state highway network by improving driver conditions and eliminating current safety hazards. In addition the Manukau Harbour crossing is shown as a future quality transit network and is identified as a present day strategic link. In addition the Project includes quality pedestrian and cycle facilities.

9.11.3. Draft Auckland Regional Land Transport Strategy 2006 - 2016

The Regional Land Transport Committee has released a Draft ARLTS covering the 2006 to 2016 period. This was in response to major changes made in land transport planning from late 2002, in particular the New Zealand Transport Strategy and the LTMA.

The Draft Strategy sets out objectives and transport policies consistent with the requirements of the LTA.

Chapter 4 of the Draft ARLTS identifies the vision and objectives for Auckland's land transport. These objectives are consistent with the New Zealand Transport Strategy and include two additional, regionally focused objectives:

- *Assist economic development;*
- *Assist safety and personal security;*
- *Improve access and mobility;*
- *Protect and promote public health;*
- *Ensure environmental sustainability;*
- *Supporting the Auckland Regional Growth Strategy; and*
- *Achieving economic efficiency.*

The strategy sets out a number of policies to achieve those objectives, the following of which are considered to be relevant to this Project:

Policy 1.3 - Improve the safety and security of the transport system for all users.

Policy 1.6 - Increase the flexibility and resilience of the transport system to meet changing circumstances and the needs of future generations.

Policy 1.8 - Take all reasonable steps to avoid, remedy or mitigate the adverse environmental and health effects of transport.

Policy 2.1 - Ensure that the region's transport system is well maintained.

Policy 4.2 - Upgrade and provide additional road infrastructure to improve network efficiency and effectiveness.

Assessment

The Project meets the objectives and policies by improving the bottle neck at this section of SH20 and allowing better accessibility to and from Onehunga and Mangere Bridge. The Project also assists other WRR projects in meeting their full potential.

9.11.4. Auckland Regional Walking Strategy 2002

The Auckland Regional Walking Strategy (ARWS) sets out the vision for walking within the Auckland Region as being “safe, easy and enjoyable to walk in”.

The objectives of the ARWS are:

- *To facilitate pleasant, safe and direct access for pedestrians, i.e. a walkable community where a variety of destinations are within walking distance; and*
- *To improve pedestrian safety and the perception of pedestrian personal and physical safety in the Auckland Region.*

Assessment

It is considered that the Project is consistent with the ARWS as it provides for improved pedestrian connectivity and safety between Onehunga and Mangere Bridge townships and between Neilson Street and Gloucester Park through improved footpaths, pedestrian phasing of lights across high use areas and the replacement of the Old Mangere Bridge. The urban design measures set out in Volume 2, Technical Appendix 8 Urban Design Assessment are considered to improve the perceived and actual safety of pedestrians using the area.

9.11.5. Auckland Regional Cycling Strategy 2002

The key strategic goals for cycling in the RLTS are outlined in the Auckland Regional Cycling Strategy (ARCS). The vision for the strategy is ‘more cycling’ and the objectives are:

- *To increase accessibility (and therefore numbers cycling);*
- *To improve and increase facilities that support cycling;*
- *To make cycling safer; and*
- *To raise community and decision maker awareness of and support for cycling.*

Assessment

A key component of this strategy is the provision of cycle facilities that will contribute to a regional cycle network. It is considered that the Project will contribute to this by the replacement of the Old Mangere Bridge with a purpose designed walking and cycling facility. The urban design measures set out in the Urban Design Assessment (Volume 2, Technical Appendix 8) are considered to improve the cycling facilities in the area.

9.12. Auckland City Council Strategies

9.12.1. Auckland City: Growth Management Strategy December 2003

This strategy has been developed by ACC in order to fulfil its obligations in respect of implementing the ARGS concept and principles within the Auckland Isthmus.

The key principles of the Growth Management Strategy are:

- *Grow the economy through wealth-creating business investment;*
- *Manage change to qualify urban living city form;*
- *Protect the valued natural features and character of heritage areas; and*
- *Strengthen communities.*

Assessment

The Project will give effect to these principles by improving access between Onehunga and Mangere Bridge Communities and improves the existing motorway system to assist improving regional access especially to Auckland International Airport. These improvements strengthen communities by connecting the northern and southern areas of the Auckland region and contribute to the economy by ensuring important transport corridors are maintained.

9.12.2. Auckland City Freight Strategy

The introduction to the Auckland City Freight Strategy (ACFS) notes that:

“Greater Auckland generates 34 per cent of the national output for freight, creating a heavy demand for freight services. Ports of Auckland and the Auckland International Airport cater for 75 per cent of New Zealand's imports and 42 per cent of its exports. Auckland's transport industry is said to employ about 20 per cent of the region's workforce”.

The ACFS aims to provide a balance between the economic benefits of freight movements and the environmental and social costs of freight activities. In relation to road freight, it notes that:

“Road freight is still the main method of transportation for Auckland. The role of road haulage is expected to continue to grow due to increasing demand for door-to-door deliveries, coupled with improved logistical efficiencies. Careful consideration is required to manage conflict between freight costs and efficiency and the impact on the community”.

The ACFS aims to provide a balance between the economic benefits of freight movement and the environmental and social costs of freight activities.

To give effect to the overall vision of the ACFS, seven major objectives are identified, two of which are particularly relevant to the Project:

freight network planning - identify and investigate missing links in the strategic and regional road and rail networks; and

freight operations - improve freight route efficiency while maintaining safety and design standards in road design.

Assessment

It is considered that the Project is in accordance with the ACFS. The Project will aid the operation of the Onehunga Port by providing improved access and reduced congestion. Furthermore, increasing the capacity and moveability within the main freight routes increases the efficiency of the freight industry. In addition, the Project improves access for freight to Auckland International Airport.

9.12.3. Auckland City Cycling and Walking Strategy 1998

The Transport Planning Group of ACC prepared the Cycle and Walking Strategy. The purpose of the Strategy is to “*put in place a strategic direction for the future planning of both recreational and transformational cycling and walking in Auckland City*”. The strategy has a vision which corresponds with and builds towards the Auckland City Council vision of an “*Outstanding City*”, which is “*a place where it is easy to get around*”.

In order to do this, it is proposed to “*develop cycle/walkway routes across the city and encourage their use*”.

The strategy has seven objectives, with the following being the most relevant to the Project:

- *To improve the safety of cycling and walking in Auckland City; and*
- *To improve walking and cycling access to areas of employment, recreation, schools, shops, transit stops and other public facilities.*

Assessment

Section 3 of the Strategy contains the Network Implementation Plan. This section details the proposed cycling and walking networks for Auckland City. The proposed cycle and pedestrian links for the Project are outlined in Chapter 2 and include the replacement of a purpose built, cycle and pedestrian bridge and pedestrian overpasses. The new cycle/pedestrian facility will enhance access to the Waikaraka walkway. It is considered that these measures will enhance existing and new pedestrian walkways and will achieve the key objectives identified in the Auckland City Cycling and Walking Strategy, 1998.

9.13. Manukau City Strategies

9.13.1. Draft Manukau City Council Cycling and Walking Strategy

The Draft Manukau Cycling and Walking Strategy purpose is to provide a strategic direction and clear guidelines for future planning for both cycling and walking activities. It seeks to redress the current transport imbalance by making cycling and walking a more viable transport and recreational option within Manukau City.

To achieve these aims, the Strategy sets out five key objectives, the most relevant of which is:

- *Plan, develop and maintain a network for cycling and walking throughout the City.*

The Strategy aims to achieve this objective through the provision of safe and integrated cycle and pedestrian routes throughout the City.

Assessment

The Project is consistent with this strategy as the provision of pedestrian and cycle access across the Harbour on the new pedestrian/cycle bridge and improved connections at the Auckland City end will promote walking and cycling for both recreation and transport use by facilitating access between townships.

9.14. Conservation Management Strategy (DOC)

The Conservation Management Strategy (CMS) for Auckland (1999 – 2005) outlines DoC's objectives for managing the conservation estate in the Auckland Conservancy. The CMS states one of the key objectives for the coastal environment is to ensure that the NZCPS is given effect to through statutory documents, including those covered above.

9.15. Conclusion

At the regional scale, the Project provides an important link between Auckland City and Manukau City, the Onehunga Port and Auckland International Airport as well as being a key component of the Western Ring Route. With the adoption of appropriate mitigation measures, the Project is considered to be in accordance with all the relevant planning documents, both statutory and non-statutory.

Overall, it is considered that the Project is beneficial to the public, providing improved connectivity within and through the area for freight, passenger and pedestrian movements. The proposed mitigation measures will provide improved access to the coast and greater connectivity between open spaces which are currently underutilised. The Project is consistent with the objectives and policies of the regional and local planning documents and provides the best practicable solution to congestion at a strategically important point on the Western Ring Route.

The Project will avoid, remedy or mitigate, where appropriate, any potential adverse effects through a design that is consistent with the surrounding landscape and land uses while minimising the amount of land take required. The implementation of operational stormwater treatment and improved visual awareness of the Hopua Tuff Ring will enhance the environmental conditions within the Project area.

The Project is in accordance with the RMA, providing an overall benefit to the community while minimising or mitigating the potential adverse environmental effects.