

HGI Plan Review: section 32 report for the Connectivity & Linkages section

1.0 Executive summary

This report comprises the section 32 evaluation undertaken by the council for the connectivity and linkages section of the proposed Plan.

The main conclusions are as follows:

Having evaluated the alternatives, benefits and costs the connectivity and linkages section of the proposed Plan is the most appropriate means for achieving the purpose of the Act because it will help protect natural and physical resources within the Hauraki Gulf, while enabling people and communities to provide for their social, economic and cultural wellbeing by encouraging a multi modal transport system that avoids or mitigates adverse effects on the environment.

Developing a single section which addresses the majority of the transport issues within the Gulf islands and that is integrated with the wharf and Matiatia land units is the most efficient and effective method for achieving the objectives.

2.0 Introduction

2.1 Purpose of this report

This report is to meet the section 32 requirements of the Resource Management Act.

2.2 Existing & proposed plan provisions

Existing Plan provisions

The operative Plan does not have a transport section. Carparking is controlled by the permitted activity standards of the Plan with a single standard for dwellings (1 carpark required per dwelling) and a single standard for commercial activities (1 carpark per 50m² of gross floor area). Vehicle access gradients are also controlled by the permitted activity standards. Aircraft landing areas, commercial airstrips, farm airstrips and helipads are addressed in part 6B, the permitted activity standards, and part 6F, listed discretionary activities respectively. Roads are defined on Waiheke island as being principal, distributor and local roads. No road classification applies to the other parts of the Hauraki Gulf. No rules derive from the road classification. The wharf land unit controls the Matiatia, Kennedy Point and Sandy Bay wharves with various policy areas controlling wharves on Great Barrier. (It is also noted that plan change 38 creates a specific land unit for Matiatia and this matter is being finalised by the court).

Proposed Plan provisions

The connectivity and linkages section in the proposed Plan addresses transport issues throughout the gulf. While it does not control the wharf areas that are above the mean high water spring tide mark, it is integrated with the relevant objectives, policies and rules for these land units. The approach for the connectivity and linkages section is as follows:

Principal issues associated with water, wharves, airstrips & helipads, roading, parking and access, cycling and walking, and passenger transport were identified. Objectives and policies for addressing the issues were outlined as well as resource management strategies. Rules were then developed for the following:

- Vehicle access gradient

Vehicle access gradients steeper than 1:6 will require consent for restricted discretionary activities. There is an exclusion to the rule for all terrain vehicles.

- Defined road boundary

The defined road boundary applies to sites adjoining the intersections of primary and secondary roads which have the potential to cause adverse traffic congestion and safety effects if vehicle access is left unrestricted. Restricted discretionary consent is required for accessways within defined distances from these intersections.

- Parking and loading

Parking and loading requirements have been developed around various activities that are defined in the Plan. For dwellings the same control as the operative Plan applies, 1 carpark per dwelling. However, for non residential activities a variety of controls apply. Restricted discretionary activity consent is required if the carparking standards cannot be complied with. There are assessment criteria for those activities which cannot comply with the permitted parking standards, as well as turning circles and carparking dimensions. The Plan also contains a rule requiring resource consent for parking of more than 25 vehicles.

- Helipads and airstrips

This section of the proposed Plan applies to helipads and airstrips outside Okiwi and Claris airfields and limits the number of aircraft movements dependent on the locality of the helipad or airstrip.

2.3 Consultation

This section of the report briefly outlines the consultation that the council has undertaken to date and identifies any issues raised of particular relevance to heritage issues.

2.3.1 Consultation to date

The council undertook consultation in 2005 in preparation for drafting the proposed Plan.

Initial consultation

The main consultation period was from April to July 2005. Consultation during that period consisted of:

- public meetings, workshops, nga hui, and one on one meetings
- a photographic exercise on Waiheke
- inviting written feedback on a consultation document which contained issues and options papers on a wide range of topics.

Focus groups

At the close of consultation, the council analysed the feedback forms received. From these, key issues were identified that subsequently became topics for focus groups on Waiheke. The four topics for the focus groups were:

- landscape
- transport
- sustainability
- future planning (including subdivision, growth, and providing for business activity).

Three workshops were held on Waiheke with island representatives on transport issues. There was feedback from the transport focus group that there should be a transport section in the proposed Plan. Other feedback was noted as follows:

- There should be clear statements about what the transport objectives are. These objectives should give effect to the triple bottom line.
- A decent roading system for Waiheke, especially for passenger transport.
- A design standard needs to be developed that requires a higher standard of island roading. This then needs to be referred to in the District Plan. Objections were raised about the AUSTROAD's standards
- There is a need for a roading hierarchy that identifies the main route and 'has meaning'. That is, rules need to be based around the roading hierarchy. Consideration needs to be given to buses and the roads need to be built to a standard that can take buses.
- To provide for effective cycling and walking facilities, and bridle paths. Some members thought that cycling and walking paths should be separate from the road system.
- The plan needs to provide for innovation, especially open-minded consideration of innovative ways to address challenges.
- Consideration needs to be given to a design process led by island experts so that people who understand island issues can comment on new designs for transport issues. It would operate as an alternative version of Councils existing urban design panel.

An additional workshop was also held on Great Barrier to give a further opportunity to discuss issues raised through the feedback forms.

Telephone survey

The council commissioned an independent research company to undertake a phone survey in late 2005. The survey was of a randomly selected sample of 1002 on-island residents and off-island ratepayers of Waiheke, Great Barrier and Rakino. The questionnaire used for the survey was designed to get responses on the key issues that had emerged from the consultation process and stakeholder feedback.

The survey provided a means of canvassing the views of a wide range of people who may not have been previously involved in the consultation process.

Consultation with other stakeholders

During the preparation of a proposed plan, the council has also consulted with the following parties:

- the Auckland Regional Council ('ARC')
- the Department of Conservation ('DOC')
- tangata whenua
- network utility authorities.

2.3.2 Issues raised in consultation

- Financial contributions for transport improvements should be generated from new developments. Incorporate such a policy into Plan. Apply contributions to development of integrated, multi-modal transport system to support developments. Priority is public transport infrastructure (ferry and bus), footpaths and other walking improvements, safer cycling, road safety retrofits, road capacity improvements.
- Avoid ad hoc expansion. Need comprehensive urban strategy for future growth on Waiheke. Principles of centre based intensification should apply.
- Resolving parking issues at Oneroa are central to ensuring sustainable transport system.
- Supportive of urban activities in close proximity to the wharf if they do not interfere with transportation function.
- Resolving parking issues at Matiatia are central to ensuring sustainable transport system. If provisions are too liberal, this will encourage private vehicle use.
- Consider proposals for park and ride facilities linked by bus to Matiatia ferry terminal
- No development other than transport hub. Council to purchase WIL land.
- Need an emphasis on a parking strategy for Waiheke. Consider change 6 to the RPS and Draft Regional Land Transport Strategy 2005. Parking cannot be isolated from overall transport issue.
- Purchase land at Onetangi for park and ride facility. Council to define roading patterns and prepare concept plan / design guidelines.
- Define future roading options for Belgium Street. District Plan controls to support concept plan with incentives / disincentives for compliance / non compliance
- Integrate parking and roading and provide a separate transportation section.
- Parking and roading should be in a separate section of the Plan
- New subdivisions on Waiheke should have walkway / reserve or esplanade roading along waters edge - private land restricted to 20-50m from foreshore.
- Parking cannot be isolated from overall transport issue. Resolving parking issues at Matiatia and Oneroa are central to sustainable transport. If provisions are too liberal, this

will encourage private vehicle use. Notes proposals for park and ride facilities linked by bus to the ferry terminal.

- Greater emphasis on cycleways and pedestrians facilities.
- Introduce transportation section to the DP.
- Review road classifications on GBI and build requirements round them.
- Should be more emphasis on cycleways and pedestrian facilities.
- Review reference to AUSTROADS standards. Include reference to HGI development code.
- Contract to GBI locals, need to restrict vehicle size and weight
- Need better roads
- Seal road at Puriri Bay. Designate pedestrian area
- Developing paper road on GBI should be as of right.
- Rooding standards in GBI need to be improved - separate GBI rooding code.
- Construct road around Schooner Bay to Okupu / Blind Bay in case of landslide on Medlands Hill Road
- Better manage Waiheke roads and roadside grass areas
- Reduce speed limit on Waiheke.
- Extra bus stop. (Te Whau Dr and Vintage Lane)
- More speed humps in Waiheke and more one way roads.
- Need for more and improved footpaths on Waiheke.
- Need for more and improved cycleways on Waiheke
- Waiheke roads need upgrading
- Improved rooding on Waiheke for cyclists and pedestrians.
- Plan rooding, footpath and drainage works together on Waiheke. Include cycleways.
- Waiheke roads are inadequate for traffic volumes.
- Upgrade the main through road (Matiatia to Onetangi) and ridge road (Little Oneroa to Onetangi).

- Provide for pedestrians and cyclists.
- Traffic lights needed at major intersections
- 50 kph speed limit for narrow back roads and beach fronts.
- Make Oneroa one way only, put road at back of shops.
- Need speed ramps - pedestrian crossings and speed cameras on Waiheke
- The pavements are insufficient for pedestrians on Waiheke.
- There is a lack of maintenance and road markings on Waiheke.
- Street lighting only on main roads on Waiheke.
- Keep roads narrow and windy to avoid speeding.
- Need one main road to ferry with slow traffic bays.
- Most of paper roads on Waiheke should be deleted & relabelled reserve / walkway
- Review existing transportation and roading references on Waiheke.
- Review road classifications on Waiheke.
- Review application of rule 2.4.2. to Waiheke
- Clearer road signage on Waiheke
- Need greater emphasis on roading, cycling & pedestrian facilities in plan.
- Introduce transportation section in DP.
- Determine appropriateness of existing objectives, policies and rules relating to Waiheke.
- Place greater emphasis on cycleways and pedestrian facilities on Waiheke.
- Address associated. issues of stormwater runoff, earthworks, noise control for marine life, road reserves and weed problems on Waiheke.
- Review classification of roads and build requirements around them.
- Include reference to HGI Development Code in DP.
- Move away from concreted roadside channels to more natural low impact design on Waiheke.

- Need a proper roading and maintenance programme.
- Roads need immediate attention - they are inadequate or dangerous for walking or cycling.
- Encourage walking, cycling & bridle paths.
- Any proposals for footpaths should instead be replaced with tracks and trails within road reserve but away from the road.
- Need an integrated transport chapter dealing with all modes of transport - walking (including coastal access), cycling, public transport, private vehicle. Also need an emphasis on a parking strategy.
- Integrated transport approach in Waiheke with regard to LGA Act that reinforces objectives of RPS. Consider the possibility of extending ferry services at Kennedy Point. [ARC].
- There is a need for walkway infrastructure on GBI .
- Stop tourists bringing cars to GBI. Need shuttles and limited car hire and an affordable bus service.
- Bridle paths should be reinstated / upgraded on GBI.
- Concern about sea freight, access to fuels, who has responsibility for the wharves (ARC or council)
- GBI needs a better ferry service
- Develop transport hubs for increased traffic on Waiheke
- Improved cycleways required on Waiheke
- Use public transport to reduce the number of cars on Waiheke
- Need a bus service from Half Moon Bay to Kennedy Point
- Council to encourage non intrusive alternative transport options
- Purchase land for centrally located bus station.
- Purchase land for wharf at Ostend. Limit ferries to hourly.
- Decentralise ferry service with ferries going to a number of local wharf's in Waiheke.
- Encourage walking.
- Encourage extra ferry terminal near Ostend

- Better links to facilities and opportunities in the City.
- Create public walkways when land is developed or subdivided.
- Need to put greater emphasis on cycleways and pedestrian facilities.
- Need to support and promote efficient public transport on Waiheke.
- Need to develop transport plan for western end of the island
- Need for smaller buses and more direct bus routes to the ferry on Waiheke.
- Continue to establish walkways around Waiheke island.

3.0 Resource management issues and objectives

3.1 Issues

Water

How to ensure close working relationships between the council and the relevant statutory bodies and stakeholders, who have authority and interests in the coastal marine area, to ensure an integrated and sustainable approach is undertaken to water transport.

How to protect the Hauraki Gulf islands character and amenity of the islands while providing the necessary infrastructure to serve the needs of water transport and freight operators and recreational users.

Wharves

How to ensure that the land transport system that provides for access to wharves within the islands operates effectively and efficiently.

Airstrips and helipads

How to provide for the effective and efficient operation of airfields used for passenger transport purposes so they can serve the wider community, both now and in the future.

How to provide for continued private air access to remote locations.

How to ensure that the adverse effects of air travel are mitigated or avoided, where necessary.

Roading

How to maintain accessibility and mobility while appropriately managing the traffic effects.

How to manage the construction effects of new roads.

How to manage the unformed legal roads throughout the islands.

Parking and access

How to ensure that an appropriate level of on-site parking is provided so that amenity, accessibility and the efficient operation of the transport network is maintained, while not giving rise to adverse effects.

How to ensure that access to sites does not cause significant adverse effects and that it is not left unrestricted at inappropriate locations.

Cycling and walking

How to encourage a safe and efficient pedestrian and cycle network in the Hauraki Gulf islands.

How to ensure that adequate provision is made for bicycle facilities so that cycling is appropriately recognised and provided for.

Passenger transport

How to ensure that the importance of passenger transport is recognised in the Plan and its use encouraged throughout the islands.

3.2 Objectives

Objective – wharves

To sustainably manage the use and development of the islands' wharves and associated infrastructure, while protecting the character and amenity values of the islands.

Objectives – airstrips & helipads

To sustainably manage the use of the islands' airstrips and helipads and associated infrastructure, while protecting the character and amenity values of the islands.

Objective - roads

To recognise and provide for the existing road system as an important resource for an integrated transport network, while managing it to ensure the adverse effects on the surrounding environment are minimised

Objective – parking

To ensure the impact of activities on the safety and efficiency of the road network is addressed while avoiding adverse effects on the environment.

Objective – access

To ensure access to sites is provided at appropriate locations, while avoiding or mitigating adverse effects.

Objectives – cycling & pedestrian

To improve cycling and pedestrian access to key community focal points such as residential areas, wharves, commercial centres, schools, and other public facilities.

To enhance the opportunities for recreational cycling and walking.

Objective – passenger transport

To recognise and provide for passenger transport to, from and around the islands.

4.0 Statutory requirements under Part II, sections 31, 32, 72 and 76 of the Resource Management Act

Section 74(1) of the RMA states as follows:

A territorial authority shall prepare and change its district plan in accordance with its functions under section 31, the provisions of Part 2, a direction given under section 25A(2), its duty under section 32, and any regulations.

Section 31 sets out the council's functions for the purpose of giving effect to the Act. The council's functions include:

- (a) The establishment, implementation, and review of objectives, policies and methods to achieve integrated management of the effects of the use, development, or protection of land and associated natural and physical resources of the district:
- (b) The control of any actual or potential effects of the use, development or protection of land...

Section 72 states as follows:

The purpose of the preparation, implementation, and administration of district plans is to assist territorial authorities to carry out their functions in order to achieve the purpose of this Act.

The following provisions of section 76 are also relevant:

- (1) A territorial authority may, for the purpose of –
 - (a) Carrying out its functions under this Act; and
 - (b) Achieving the objectives and policies of the plan, - include rules in a district plan.
- ...
- (3) In making a rule, the territorial authority shall have regard to the actual or potential effect on the environment of activities, including, in particular, any adverse effect.

In achieving the purpose of the Act, the council must carry out an evaluation under section 32 of the RMA before publicly notifying a district plan or a plan change. Section 32(3), (3A) and (4) state as follows:

- (3) An evaluation must examine –
 - (a) the extent to which each objective is the most appropriate way to achieve the purpose of the Act; and
 - (b) whether, having regard to their efficiency and effectiveness, the policies, rules, or other methods are the most appropriate for achieving the objectives
- (3A) This subsection applies to a rule that imposes a greater prohibition or restriction on an activity to which a national environmental standard applies than any prohibition or restriction in the standard. The evaluation of such a rule must examine whether the prohibition or restriction it imposes is justified in the circumstances of the region or district.
- (4) For the purposes of the examination referred to in subsections (3) and (3A), an evaluation must take into account –
 - (a) the benefits and costs of policies, rules, or other methods; and
 - (b) the risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the policies, rules, or other methods.

The statutory requirements, including section 32 matters, are assessed below under the following headings:

- The extent to which each objective is the most appropriate way to achieve the purpose of the Act
- Whether the policies, rules, or other methods are the most appropriate for achieving the objectives
 - having regard to their efficiency and effectiveness
 - taking into account the benefits and costs of policies, rules, or other methods
 - taking into account the risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the policies, rules, or other methods.

4.1 The extent to which each objective is the most appropriate way to achieve the purpose of the Act

4.1.1 The purpose of the Act

Section 5 states that the purpose of the Act is ‘to promote the sustainable management of natural and physical resources’. Section 5(2) states:

- (2) In this Act, “sustainable management” means managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural wellbeing and for their health and safety while-
 - (a) Sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and
 - (b) Safeguarding the life-supporting capacity of air, water, soil, and ecosystems; and
 - (c) Avoiding, remedying, or mitigating any adverse effects of activities on the environment.

Environment is defined in Section 2 of the RMA as including:

- (a) Ecosystems and their constituent parts, including people and communities; and
- (b) All natural and physical resources; and
- (c) Amenity values; and
- (d) The social, economic, aesthetic, and cultural conditions which affect the matters stated in paragraphs (a) to (c) of this definition or which are affected by those matters:

Section 6 of the RMA identifies matters of national importance, which need to be recognised and provided for in achieving the purpose of the Act. There are no matters of national importance that are considered to be particularly relevant to the connectivity and linkages section.

Clause		✓
(a)	The preservation of the natural character of the coastal environment (including the coastal marine area), wetlands, and lakes and rivers and their margins, and the protection of them from inappropriate subdivision, use, and development	
(b)	The protection of outstanding natural features and landscapes from inappropriate subdivision, use, and development	
(c)	The protection of areas of significant indigenous vegetation and significant habitats of indigenous fauna	
(d)	The maintenance and enhancement of public access to and along the coastal marine	

	area, lakes, and rivers	
(e)	The relationship of Maori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga	
(f)	The protection of historic heritage from inappropriate subdivision, use, and development	
(g)	The protection of recognised customary activities	

Section 7 deals with ‘other matters’ which, in achieving the purpose of this Act, persons exercising functions and powers under the Act shall have particular regard to. The matters of are of particular relevance to the connectivity and linkages section are identified below:

Clause		✓
(a)	Kaitiakitanga	
(aa)	The ethic of stewardship	
(b)	The efficient use and development of natural and physical resources	✓
(ba)	The efficiency of the end use of energy	✓
(c)	The maintenance and enhancement of amenity values	✓
(d)	Intrinsic value of ecosystems	
(f)	Maintenance and enhancement of the quality of the environment	✓
(g)	Any finite characteristics of natural and physical resources	
(h)	The protection of the habitat of trout and salmon	
(i)	The effects of climate change	
(j)	The benefits to be derived from the use and development of renewable energy	

Section 8 provides that in achieving the purpose of the Act, all persons exercising functions and powers under it, in relation to managing the use, development and protection of natural and physical resources, shall take into account the principles of the Treaty of Waitangi (Te Tiriti O Waitangi).

4.1.2 Appropriateness in achieving the purpose of the Act

Section 5

The purpose of the Act is to promote the sustainable management of natural and physical resources. It is considered that the objectives for the connectivity and linkages section promote sustainable management for the following reasons:

In achieving sustainable management the use, development and protection of natural and physical resources need to be managed in a way or at a rate that enables people and communities to provide for their social, economic and cultural wellbeing and their health and safety.

Objectives 13.3.1 and 13.3.2, which address wharves, airstrips and helipads, require the sustainable management of these physical resources, while ensuring that character and amenity values of the gulf islands are protected. Transport infrastructure, such as wharves, airstrips and helipads enables people and communities to provide for their social and economic well being by providing access to, from, between and around the islands. To ensure that the people and communities social and economic well being is recognised and provided for it is important that transport infrastructure is sustainably managed. The objectives in relation to transport infrastructure seek to achieve this and therefore also

achieve the purpose of the Act. Airstrips and helipads also enable people and communities to provide for their health and safety due to their use for emergency services.

Objectives 13.3.5 and 13.3.6 achieve the purpose of the Act because they enable the people and communities of the gulf to have choice in their mode of transport which helps provide for their economic wellbeing. This is because alternative modes of transport, such as walking, cycling and passenger transport, can have economic benefits as they can be cheaper than private motorcars, thereby enabling people to provide for their economic well being. Objective 13.3.5 to provide improved cycle and pedestrian access as well as enhanced opportunities for recreational cycling and walking also provides for peoples health and social wellbeing.

The objectives also provide for the foreseeable needs of future generations by requiring that transport infrastructure, which is a physical resource, is sustainably managed and recognised and provided for. This approach is consistent with part 5(2)(a).

Recognising and providing for a multi-modal transport system, which provides for pedestrians, cyclists and passenger transport, as well as private motor vehicles, can also avoid the adverse effects that can occur when a system only provides transport infrastructure for private motor vehicles, which can create noise and air emissions, safety concerns, additional impervious areas, loss of amenity etc. Therefore, the objectives that seek to recognise and provide for cycling and pedestrian facilities as well as passenger transport within the gulf islands are considered to be consistent with part 5(2)(c) because some of the adverse effects associated with transport can be avoided.

Given the above, it is considered that the objectives are appropriate in achieving the purpose of the Act.

Section 7

Section 7 of the Act, other matters, states that in achieving the purpose of the Act all persons exercising functions and powers under it shall have particular regard to a number of issues. These are outlined below:

Section 7(b) requires the efficient use and development of natural and physical resources. The road network in the gulf islands is a physical resource, and objective 13.3.3 requires that it be recognised and provided for as an integrated transport network. It is considered that this objective is consistent with section 7(b) because using the road network for an integrated transport system, rather than for a singular mode of transport, is an efficient use of a physical resource. Using the road system for an integrated transport network is also consistent with part 7(ba) which requires efficiency in the end use of energy, because an integrated transport network should provide not only for private motor vehicles, but passenger transport, cyclists and pedestrians. Passenger transport is a more efficient end user of energy than private motor vehicles.

Objectives 13.3.1 and 13.3.2 recognise the need to consider amenity values, while providing for transport infrastructure. This helps achieve part 7(c) of the Act which requires the maintenance of amenity values.

Objectives 13.3.3, 13.3.4.1 and 13.3.4.2 require that adverse effects are avoided or mitigated which help achieve part 7(f), the maintenance and enhancement of the quality of the environment.

Section 8

Section 8 of the Act states that in achieving the purpose of the Act all persons exercising functions under it shall take into account the principals of the Treaty of Waitangi. In developing the connectivity and linkages section the Treaty of Waitangi was taken into account.

It is therefore considered that the objectives for the connectivity and linkages section are appropriate in achieving the purpose of the Act.

Section 31

Section 31 of the Act sets out the functions of territorial authorities. Section 31(a) seeks the establishment, implementation and review of objectives, policies and methods to achieve the integrated management of the effects of the use, development or protection of natural and physical resources. As noted, there is no transport section in the operative Plan. The connectivity and linkages section in the proposed Plan introduces new transport objectives which are integrated with those for the Matiatia and wharf land units. This helps achieve an integrated approach to transport throughout the gulf islands, which is consistent with section 31(a) of the Act. Also, objectives 13.3.3, 13.3.4.1 and 13.3.4.2 require that adverse effects are avoided or mitigated which is consistent with section 31(1)(b) of the Act.

It is therefore considered that the objectives of the connectivity and linkages section of the proposed Plan assists the council in carrying out its functions as set out in section 31 of the Act.

Sections 72 & 74

Section 72 states that the purpose of preparing district plans is to assist territorial authorities to carry out their functions in order to achieve the purpose of the Act. Section 74 states that a territorial authority shall prepare and change its plan in accordance with its functions as set out in section 31, the provisions of part 2 and its duty under section 32.

An assessment of the objectives of the connectivity and linkages section in 4.1.2 of this report indicates that the objectives are appropriate in achieving the Act's purpose and the functions for a territorial authority set out in section 31. Based on the evaluation of the alternatives, costs and benefits included within this report it is considered that the connectivity and linkages section is consistent with the council's duties under section 32. Therefore, it is considered that the objectives of the connectivity and linkages section of the proposed Plan assist the council to carry out its functions under sections 72 and 74 of the Act.

4.2 Whether the policies, rules, or other methods are the most appropriate for achieving the objectives

- Having regard to their efficiency and effectiveness.
- Taking into account the benefits and costs of policies, rules, or other methods

- Taking into account the risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the policies, rules, or other methods

13.3.1 Objective – wharves

To sustainably manage the use and development of the islands wharves and associated infrastructure, while protecting the character and amenity values of the islands.

Policies

1. *By recognising and providing for wharves and associated infrastructure at appropriate locations.*
2. *By integrating the land transport network with wharves to ensure accessibility to and from the islands is maintained and enhanced.*

Wharves are an essential part of the gulf islands transport infrastructure and in accordance with the requirements of the RMA they need to be sustainably managed. To achieve this they need to be recognised and provided for within the proposed Plan. This is achieved in the commercial 7 (wharf) and Matiatia (mixed use) land units respectively. For wharves to operate efficiently and effectively they need to be integrated with associated infrastructure, such as roads, carparking etc. Policy 2 requires that the land transport network be integrated with the gulf islands' wharves, which is an efficient and effective means for achieving the objective of sustainably managing the use and development of wharves and associated infrastructure. There are no rules within the connectivity and linkages section that address wharves, these rules are located within the commercial 7 and Matiatia land units.

Benefits	Costs
Policy 1 requires that wharves are recognised and provided for. This policy, in conjunction with those in the wharf and Matiatia land units, ensures that from a district plan perspective wharves are acknowledged as an important part of the islands infrastructure.	None
Policy 2 requires integration between the land transport network and the wharves. This should contribute to the efficient and effective operation of the transport infrastructure.	None

Taking into account the risk of acting or not acting it is considered that there is sufficient information about the subject matter of the policies to achieve the objective.

13.3.2 Objectives – airstrips & helipads

To sustainably manage the use of the islands' airstrips and helipads and associated infrastructure, while protecting the character and amenity values of the islands.

Policies

- 1. By recognising and providing for the use and development of airstrips used for passenger and goods transport purposes and their associated infrastructure at appropriate locations.*
- 2. By avoiding the location of activities sensitive to aircraft noise within the Claris and Okiwi airport noise contours, unless the adverse effects can be adequately mitigated.*
- 3. By recognising the need for helipads in remote locations, which may be difficult to access by other modes of transport.*
- 4. By recognising that airstrips or helipads may be required for farming activities in rural land units.*
- 5. By not providing for helipads in locations that can adversely affect the amenity of surrounding residents.*

Policy 1 recognises that airstrips provide an important means of passenger transport in the gulf islands. This is especially the case with Great Barrier island where marine transport is irregular and time consuming. To ensure that airstrips which provide important passenger transport functions are sustainably managed it is important they are recognised and provided for. Policy 2 recognises that the Claris and Okiwi airfields are important transport hubs and that to operate efficiently and effectively the potential for reverse sensitivity issues should be avoided. This is an effective means for achieving the objective by reducing the potential for a reduction in amenity values occurring by requiring that activities sensitive to aircraft noise are located away from these airfields.

Policy 3 recognises that some parts of the gulf islands are remote and that air travel is the best means of access. The associated rules provide for a specified number of inward and outward movements within Great Barrier as permitted activities in recognition of its remoteness. This is an effective means of achieving the objective because by definition ‘remote locations’ are away from the main inhabited areas and therefore the noise associated with aircraft accessing these areas is less likely to adversely impact on people’s amenity values.

Policy 4 recognises that some rural activities may require airstrips or helipads as a necessary part of their farming operations. Policy 5 and section 13.8 of the proposed Plan recognise that airstrips and helipads can affect amenity values, and that where this may occur, resource consent should be required. The rules for helipads and airstrips require consent within defined land units, where council considers they may give rise to adverse effects on amenity values. This policy and associated rules help give effect to the objective of protecting the amenity values of the gulf islands.

Benefits	Costs
Policy 1 and the rules in section 13.8 for helipads and airstrips recognise that Claris and Okiwi airstrips are important physical resources for passenger and goods transport to Great Barrier island. The benefit of this policy and the relevant rules and the	There may be some adverse effects associated with the operation of these airfields that are not adequately addressed because of their exclusion from the provisions of section 13.8 of the proposed Plan.

designations for these airfields, is that they will be able to continue operating without the need for resource consents.	
The benefits of policy 2 and the relevant rules within the settlement areas is that it will reduce the potential for reverse sensitivity issues, which may adversely affect the efficient functioning of these airstrips. It will also avoid a possible reduction in amenity values by discouraging the location of activities sensitive to aircraft noise in close proximity to Claris and Okiwi airfields.	It may reduce the ability of people to establish commercial or residential activities in close proximity to Claris and Okiwi airfields.
The benefits of policy 3 and the relevant rules are that limited numbers of aircraft movements are provided for in remote locations so that people can access remote properties without the need for resource consent. Furthermore, aircraft movements in these remote areas are unlikely to reduce amenity values given their distance from built up areas.	There may still be some people who are adversely affected by the location of airstrips or helipads located in proximity to their properties.
Policy 4 recognises that airstrips or helipads may be required for farming activities rather than just for access, and that this land use needs to be considered as part of any resource management process.	Airstrips and helipads used for farming activities can still cause adverse effects on amenity values through noise associated with the use of the aircraft.
Policy 5 and the rules which limit airstrips and helipads recognise that there can be adverse amenity effects from helipads. The benefits are that resource consent will be required in specific locations where these activities may cause adverse amenity effects, which can be addressed through the consent process.	<p>This may limit the ability of people to access their properties by helicopter, requiring the use of alternative forms of transport.</p> <p>It may limit commercial facilities, such as wineries, from flying people in by helicopter.</p>

After evaluating the benefits and costs of the policies and rules for airstrips and helipads it is considered they are the most appropriate means for achieving the objective.

13.3.3 Objective - roads

To recognise and provide for the existing road system as an important resource for an integrated transport network, while managing it to ensure the adverse effects on the surrounding environment are minimised.

Policies

1. *By providing for and enhancing the road network to ensure it is safe, effective and efficient for vehicles, cyclists and pedestrians.*
2. *By reducing conflicts between vehicles, pedestrians and cyclists around key community focal points, such as wharves, commercial centres, schools and other public facilities.*

3. *By requiring a low impact design approach for new roads.*
4. *By continuing the road legalisation programme.*
5. *By adopting and applying a functional road classification to Waiheke island to control access at specified locations.*
6. *By discouraging traffic generating activities in environments where they would have significant adverse effects.*

Policy 1 and the rules in relation to on-site parking and the defined road boundary seek to ensure that the road network is provided for from a resource management perspective. The rules for parking and vehicle access require consideration of safety and efficiency issues in terms of the operation of the road network for vehicles, cyclists and pedestrians. This is because insufficient on site parking can lead to a large number of cars parking on the road resulting in the inefficient operation of the road network, as can inappropriately located access. Controlling these issues through resource consent processes is considered an efficient and effective means to achieve the objective.

Policy 2 seeks to reduce conflicts between various road users which means that the road network can be used in an integrated manner, as required by the objective.

Policy 3 requires that a low impact design approach is used in the design of new roads which is an effective means for achieving the objective through minimising the effects on the surrounding environment by, for example, requiring swales or filter strips which reduce the effects of stormwater run-off on the receiving environment.

Policy 4 addresses the fact that there are many ‘paper roads’ throughout the gulf islands, which may never be formed. If these roads were ever formed they could have significant environmental effects, due to some of their location in sensitive environments. Therefore continuing to legalise these roads (by going through a road stopping process) is an efficient and effective means for achieving the objective of minimising the effects on the surrounding environment because it means that these roads will not be formed.

The roads on Waiheke island have been denoted as primary, secondary and local. Property access in close proximity to the intersections of some of these roads has been controlled so that it does not interfere with the functioning of the road network. This is an efficient and effective means for achieving the objective of recognising and providing for the existing road network.

Some activities have the potential to generate a considerable number of vehicle movements, which can cause adverse effects. Rule 13.7.6 requires consent for activities that provide parking for more than 25 vehicles. This rule and the policy are considered efficient and effective means for achieving the objective of minimising adverse effects on the surrounding environment because carparks with over 25 vehicles can adversely affect amenity values (e.g. visual impacts, noise, light spill) and the number of vehicle movements associated with carparks for more than 25 vehicles can also have traffic safety and amenity affects.

Benefits	Costs
Policy 1 helps to encourage a safe and	Providing for a variety of transport modes

efficient multi-modal road network. This will help to encourage travel choice and potentially reduce congestion.	may reduce the effectiveness of the road network for private motor vehicles which are the principal form of transport.
By reducing the potential for conflict around key community focal points policy 2 will encourage more choice in transport modes and reduced congestion.	None
Encouraging a low impact design approach should result in better environmental outcomes by reducing the potential for stormwater run-off.	This may increase construction costs for new roads because of new construction techniques and because of maintenance costs implications.
Road legalisation will reduce the potential for roads to be built in locations that may cause significant environmental effects.	Legalising paper roads may reduce the ability of owners to access their properties.
Limiting access at specific locations will help to ensure that accesses do not adversely affect the efficient and effective functioning of the road network.	This may reduce the ability of property owners to access their properties at defined road boundaries.
Policy 6 and rule 13.7.1.2 provides for council input into activities that potentially cause significant traffic effects.	This rule may discourage applications for large scale facilities which require large scale car parks, therefore depriving the islands of facilities and employment.

Taking into account the risk of acting or not acting it is considered that there is sufficient information about the subject matter of the policies and rules to achieve the objective.

13.3.4.1 Objectives - parking

To ensure the impact of activities on the safety and efficiency of the road network is addressed while avoiding adverse effects on the environment.

Policies

- 1. By requiring sufficient on-site parking to meet the demand generated by different activities.*
- 2. By ensuring that there is not an oversupply of on-site parking, which can encourage traffic generation and result in unnecessary on-site modification.*
- 3. By encouraging travel management plans to reduce the adverse effects of travel from new development.*
- 4. By placing an upper limit on the number of on-site car parks which can be provided as of right to avoid the adverse effects associated with oversupply.*

In relation to policy 1 insufficient on site parking can lead to parking for an activity spilling onto the road. Parking or manoeuvring vehicles can detract from the safety and efficiency of the road network, while the amenity of the area can also be affected by on-street parking. Therefore, requiring applicants to provide sufficient on-site parking through rules in the Plan is an effective and efficient means for achieving the objective of a safe and efficient road network. The converse of policy 1 is that the applicant may provide too much on site parking to service the activity. Car parks can create adverse environmental effects such as stormwater

run-off, sediment run-off from earthworks, amenity issues etc. To ensure that adverse effects on the environment are avoided a consent is required for carparks above a particular number.

Policy 3 encourages travel management plans for new developments. These can help reduce the demand for travel. Reducing the demand for travel can contribute to achieving the objective by reducing the number of vehicles on the road network, thereby increasing its safety and efficiency and reducing the adverse effects associated with vehicle movements.

Benefits	Costs
The benefits of policies 1, 2 and 4 as well as the relevant rules are that they seek to ensure that sufficient onsite parking is provided so that parking on the road is minimised, while not causing unnecessary onsite modification and associated effects by oversupplying parking.	There will be compliance costs and delays by going through the consent process.
The benefits of travel management plans are that they can encourage initiatives targeted at reducing the demand for travel, or reduce usage of private motor vehicles.	Travel management plans may impose additional costs on applicants during the resource consent process. There needs to be tangible travel alternatives if travel management plans are to succeed in reducing the demand for travel in private motor vehicles.

Taking into account the risk of acting or not acting it is considered that there is sufficient information about the subject matter of the policies and rules to achieve the objective.

13.3.4.2 Objectives - access

To ensure access to sites is provided at appropriate locations, while avoiding or mitigating adverse effects.

Policies

- 1. By controlling access at specific locations to ensure vehicle, pedestrian and cycle safety.*
- 2. By controlling access gradients to avoid adverse environmental effects, such as sediment and stormwater run-off, safety, vegetation removal, stability and visual and amenity impacts.*
- 3. By requiring a low impact design approach for accessways.*
- 4. By requiring roadside parking platforms rather than accessways where access may give rise to significant adverse environmental effects.*

Policies 1, 2 and 3 and rules 13.6.1 and 13.6.2 seek to achieve the objective by controlling the location and gradient of vehicle access. Controls in relation to the gradient require consideration of issues such as stormwater run-off, safety, vegetation removal and earthworks which can cause adverse environmental effects. Controlling these issues is an efficient and

effective method for achieving the objective of avoiding or mitigating adverse effects. Furthermore, adopting a low impact design approach to the design of an accessway should result in a reduction in the effects associated with stormwater run-off.

Policy 4 and rule 13.6.1 recognise that access can sometimes cause significant adverse environmental effects and the best way to mitigate these is by avoiding an accessway and creating a car parking platform. The provision of a carparking platform rather than an accessway is an efficient and effective means for avoiding the adverse effects as required by the objective.

Benefits	Costs
The benefits of policies 1, 2 and 3 and the associated rules are that they seek to control the potential for adverse effects associated with accessways. These potential effects are varied and relate to the location, gradient and design of the accessway.	These controls may restrict people's ability to access their properties.
Policy 4 and the relevant rule should encourage an alternative solution to accessways that can potentially create significant adverse effects.	This may result in more roadside parking platforms which may detract from the effective functioning of the road network.

Taking into account the risk of acting or not acting it is considered that there is sufficient information about the subject matter of the policies and rules to achieve the objective.

13.3.5 Objectives – cycling and pedestrian

To improve cycling and pedestrian access to key community focal points such as residential areas, wharves, commercial centres, schools, and other public facilities.

To enhance the opportunities for recreational cycling and walking.

Policies

- 1. By recognising that the road network must provide for pedestrians and cyclists as well as vehicles.*
- 2. By encouraging the establishment of cycle facilities and cycleways, especially around key community focal points and public facilities.*
- 3. By providing for the safe and efficient movement of pedestrians, especially around key community focal points and public facilities.*
- 4. By considering cycling and walking issues when assessing subdivision applications.*
- 5. By recognising and providing for recreational cycling and walking.*

To achieve the objective of improving cycling and pedestrian access to key focal points policy 1 seeks recognition that the road network must also provide for pedestrians and cyclists. Requiring that pedestrian and cyclists are provided for within the road network,

encouraging the establishment of cycle facilities and providing for safe and efficient movement of pedestrians around community focal points are important means for improving accessibility to these focal points and therefore achieving the objective. Policy 4 requires that consideration of these issues be undertaken for future development, which will also contribute to achieving the objective. Policy 5 seeks to achieve objective 2 by ensuring that recreational cycling and walking is recognised and provided for.

Benefits	Costs
The benefits of policies 1 - 4 are that they seek to encourage a multi modal approach to transport so that people can access community focal points by a variety of transport means.	Providing for cycling and pedestrian facilities can add additional costs to developments.
Providing for recreational cycling and walking can encourage people to come to the gulf islands as a visitor destination as well as providing for peoples social well being.	None

Taking into account the risk of acting or not acting it is considered that there is sufficient information about the subject matter of the policies and rules to achieve the objective.

13.3.6 Objective – passenger transport

To recognise and provide for passenger transport to, from and around the islands.

Policies

1. *By continuing to improve passenger transport facilities.*
2. *By providing passenger transport facilities that integrate all transport modes.*
3. *By giving priority to passenger transport where appropriate.*

The council and the Plan have limited control over the provision of a passenger transport system. However, the Plan's objectives and policies support its effective and efficient operation. Council can help achieve the objective by improving passenger transport facilities, including the provision of multi modal passenger transport facilities, and by giving priority to passenger transport where appropriate. This will enable the efficient and effective functioning of passenger transport to, from and around the islands.

Benefits	Costs
The benefits of policies 1 - 3 are that they seek to encourage a multi modal approach to transport by providing for passenger transport.	None

Taking into account the risk of acting or not acting it is considered that there is sufficient information about the subject matter of the policies to achieve the objective.

Alternatives

The following options are the main alternatives council has considered as a means for achieving the objectives:

Option 1 – Having no control on transport issues throughout the gulf islands.

Benefits	Costs
Applicants could determine the appropriate level of carparking for various activities, which would reduce consenting requirements and possibly the extent (and therefore the cost) of site works.	This may result in parking spilling onto the road and reducing the effective operation of the road network. Alternatively, it may result in an oversupply of parking which may result in increased land modification and reduced amenity.
Applicants could determine the location and gradient of the access for their property.	This may cause traffic safety concerns, stormwater run-off and adverse amenity effects.
There would be no controls on helipads and airstrips in the Plan. Therefore people would only have to comply with Civil Aviation regulations. This could result in greater accessibility to the islands.	This may result in an increase in airstrips and helipads and a reduction in amenity values due to noise and other effects.

Overall, option 1 has benefits to the individual undertaking developments and costs to the community and the environment. It is considered that the costs outweigh the benefits. This option is not therefore the most efficient and effective method for achieving the objective. Taking into account the risk of acting or not acting it is considered that there is sufficient information on having no control of transport issues to determine there is a high risk of acting on this option.

Option 2 – Rolling over the operative Plan provisions.

Benefits	Costs
There is no transport section within the existing Plan but there are controls for parking, helipads & airstrips, access gradients. These provide a degree of control over transport issues and people are familiar with the rules and the requirements for resource consent.	This does not result in an integrated approach to transport, as required by section 31 of the Act.
	The transport issues, objectives and policies have not been identified to provide sufficient guidance through the resource management process.
	The parking requirements for commercial activities do not reflect the difference in parking demand for different activities.
	The rules in relation to helipads are unclear as to the permitted activity level and give rise to adverse amenity effects within landscape protection land units.

Taking into account the risk of acting or not acting it is considered that there is sufficient experience and information of the existing provisions to know that the benefits of the proposed Plan transport provisions outweigh the costs of rolling over the operative Plan provisions.

Option 3 – Applying more restrictive controls for transport issues.

Benefits	Costs
In relation to carparking this may result in all carparking being provided for on-site, with no overspill onto the adjacent roading network.	<p>This may make it difficult for applicants to establish their activities on a site because of the land required for carparking. Therefore, it may deter development.</p> <p>It may also result in unnecessary site modification works through oversupply of carparking resulting in increased potential for vegetation modification, earthworks, stormwater run-off and effects on amenity values.</p>
In relation to helipads and airstrips, applying more restrictive controls may further reduce the number of helicopters and aeroplanes flying around the gulf islands, and increase the amenity of residents.	This may make it very difficult to access remote locations in the gulf islands, which is unlikely to cause any adverse effects on amenity values.
In relation to the location and gradient of access more restrictive controls may result in less on site modification from the construction of accessways and therefore reduce the effects associated with those. It may also result in better safety in relation to the location to accessways.	<p>Placing more restrictive controls on accessways may limit more peoples ability to access their dwellings or commercial activities, creating inconvenience and potential safety issues.</p> <p>It may also result in more roadside parking platforms which may detract from the efficient operation of the road network.</p>

Taking into account the risk of acting or not acting it is considered that there is sufficient information about applying more restrictive controls to acknowledge that the costs of applying them would outweigh the benefits.

Option 4 - Applying less restrictive controls on transport issues.

Benefits	Costs
This may result in less resource consent requirements by having lower 'trigger levels' for requiring consent. This may help stimulate development..	Less stringent controls would fail to adequately address the resource management issues and may allow activities that could generate significant adverse transport effects.

Taking into account the risk of acting or not acting it is considered that this approach could result in adverse transport effects and it is considered that there is sufficient information about less restrictive controls to acknowledge that the costs outweigh the benefits.

4.3 Whether the proposed rules assist the council to carry out its function of control of actual or potential effects of the use, development or protection of land

It is considered that the rules of the connectivity and linkages section of the proposed Plan will achieve the integrated management of the effects of the use, development or protection of natural and physical resources because it will provide an integrated framework of rules for addressing transport issues principally within a single section of the Plan. This means that the effects of the use and development of natural and physical resources in relation to transport issues can be appropriately addressed through the resource consent process and in accordance with the requirements of the Act.

It is therefore considered that the rules of the connectivity and linkages section of the proposed Plan assists the council in carrying out its functions set out in section 31 of the Act.

Sections 72 & 74

Section 72 states that the purpose of preparing district plans is to assist territorial authorities to carry out their functions in order to achieve the purpose of the Act. Section 74 states that a territorial authority shall prepare and change its plan in accordance with its functions as set out in section 31, the provisions of part 2 and its duty under section 32.

The rules and assessment criteria of the connectivity and linkages section help achieve the functions for a territorial authority set out in section 31. Based on the evaluation of the alternatives, costs and benefits included within this document it is considered that the connectivity and linkages section is consistent with the requirements of section 32. Therefore, it is considered that the rules of the connectivity and linkages section of the proposed Plan assist the council to carry out its functions under section 72 and 74 of the Act.

5.0 National planning documents

5.1 National and NZ coastal policy statements

Section 75(3) of the RMA states:

- (3) A district plan must give effect to –
 - (a) any national policy statement; and
 - (b) and any New Zealand coastal policy statement; and
 - ...

The New Zealand Coastal Policy Statement 1994

The broad thrust of the New Zealand Coastal Policy Statement (NZCPS) is generally the protection of the natural character of the coastal environment from inappropriate subdivision, use and development. It is considered that the connectivity and linkages section of the proposed Plan is consistent with the intent of the NZCPS because it emphasises a sustainable approach to transport issues which will not detract from the natural character of the Hauraki Gulf islands.

5.2 Hauraki Gulf Marine Park Act 2000

Section 9(3) of the Hauraki Gulf Marine Park Act 2000 (HGMPA), requires the council to ensure that:

- ... any part of a district plan that applies to the Hauraki Gulf, its islands, and catchments, does not conflict with sections 7 and 8 of this Act.

Section 7 recognises the national significance of the Hauraki Gulf and Section 8 provides management direction for the Gulf. Section 10 of the Act requires that sections 7 and 8 be treated as a New Zealand coastal policy statement under the RMA. Sections 7 and 8 are attached as **appendix A**.

While there is no direct reference to transport issues within section 7 and 8 of the HGMPA it is considered that the emphasis on sustainability and the avoidance and mitigation of adverse effects throughout the connectivity and linkages section is consistent with the focus of the HGMPA which is the recognition of the national significance of the Hauraki Gulf and the protection and enhancement of the features that contribute to its national significance.

6.0 Regional planning documents

6.1 Regional policy statement

Section 75(3) of the RMA states:

- (3) A district plan must give effect to –
 - (a) any national policy statement; and
 - (b) any New Zealand coastal policy statement; and
 - (c) any regional policy statement.

Section 4 of the Auckland Regional Policy Statement 1999 (ARPS) addresses transport issues. The main objectives outlined in section 4.3 of the ARPS seek to avoid, remedy, or mitigate the adverse effects of transport on the environment; to develop a transport network which provides an acceptable level of accessibility between important activity areas and which is safe and practicable.

It is considered that the connectivity and linkages section of the proposed Plan gives effect to the ARPS because it emphasises the need to avoid, remedy or mitigate the adverse effects of transport. It also seeks to encourage accessibility by providing for a transport network that encourages cycling, walking, passenger transport and private vehicles. This approach should help encourage accessibility. The connectivity and linkages section also requires safety and efficiency which is consistent with objective 4.3.4 of the ARPS.

Section 4.4 of the ARPS, policies, methods and reasons, states that development of the transport system will be guided in a way which promotes the use of forms of transport which have fewer adverse effects on the environment. It is considered that the connectivity and linkages section is consistent with this approach as it encourages passenger transport, cycling and walking as modes of transport which have fewer adverse effects on the environment than solely providing for private motor vehicles.

6.2 Regional plan

Section 75 (4) of the RMA states:

- (4) A district plan must not be inconsistent with –
 - ...
 - (c) a regional plan for any matter specified in section 30(1).

The Auckland Regional Plan: Coastal

The Auckland Regional Plan: Coastal, provides the framework to promote the integrated and sustainable management of the Auckland region's coastal environment. The connectivity and linkages section is consistent with the Coastal Plan because it promotes an integrated and sustainable approach to transport, which is consistent with the requirements of the Coastal Plan.

7.0 Other documents

Connecting People and Places – Auckland City Councils Transport Strategy

‘Connecting People and Places’ is the Council’s Transport Strategy. This sets out a 10-year plan for the transport system - one that effectively and efficiently connects people, places, goods and services.

The strategy addresses wharves and airfields. It acknowledges that Auckland City owns and maintains wharves and airfields in the Hauraki Gulf islands and that they are an essential asset for island residents, providing access to community and city facilities. The connectivity and linkages section is consistent with councils transport strategy because helps to recognise and provide for the Claris and Okiwi airstrips.

The strategy also recognizes the important contribution that walking and cycling can make to managing travel demand. Through the cycling and walking strategy Council aims to increase the attractiveness and safety of cycling and walking. The connectivity and linkages section is consistent with this because it encourages cycling and walking as alternative forms of transport.

Gulf Transport Strategy

The Gulf Transport Strategy addresses transport issues within the Hauraki Gulf. Auckland City Council is reviewing the strategy at the time of preparing the connectivity and linkages section of the proposed Plan. However, the draft Gulf Transport Strategy was not made operative prior to notification of the proposed Plan. Therefore, consideration was given to the draft strategy during development of the connectivity and linkages section and the existing (operative) Gulf Transport Strategy. The aim and objectives of the operative Gulf Transport Strategy are as follows:

Aim

Meeting the transport needs of the Hauraki Gulf Island communities and visitors to the Gulf, in a safe, efficient and cost effective manner which does not compromise the essential character of the islands and conforms to acceptable environmental standards.

Objectives

- a) To facilitate an efficient, cost effective and safe transport system which meets the passenger transport and freight needs of the island communities and visitors to the Gulf in a sustainable manner;

- b) To advocate for an appropriate level of public passenger transport service so that all residents have access to community services and facilities
- c) To facilitate the provision of the transport infrastructure required to support the level of transport services
- d) To minimise the adverse effects of the transport system on the environment
- e) To facilitate mechanisms for funding for the required level of transport services and infrastructure
- f) To facilitate the integration of all Gulf transport services to provide the most cost effective service possible
- g) To provide mechanisms for monitoring transport requirements in the Gulf and recommending transport services/infrastructure changes as required

The objectives and policies of the connectivity and linkages section of the proposed Plan generally seek to provide for a variety of transport options in a safe and efficient manner, while avoiding and mitigating adverse effects on the environment. This general approach is consistent with the aims and objectives of the Gulf Transport Strategy which seek similar outcomes such as a safe and efficient transport system, appropriate levels of public passenger transport and the minimisation of adverse effects on the environment. Therefore, it is considered that the connectivity and linkages section is consistent with the operative Gulf Transport Strategy.

Essentially Waiheke & the Rakino Way

Both Essentially Waiheke and the Rakino Way specifically address transport issues. Essentially Waiheke seeks an efficient transport system for the movement of passengers and goods. Specifically this means safe and efficient wharves and airfields that maintain visual and residential amenity. A parking supply that supports public transport and the viability of business, and a public transport system that has low environmental impact and works safely and efficiently without requiring substantial upgrading of roading infrastructure. Cycling, walking and bridle paths are also encouraged.

The Rakino Way states that it is critical for the transport network in the Hauraki Gulf to meet the transport needs of the Rakino Island community and visitors in a safe, efficient and cost effective manner. It also states that transport infrastructure must not compromise the essential character of the island and should conform to acceptable environmental standards.

It is considered that the connectivity and linkages section is consistent with these strategies because it emphasises the need for a safe and efficient multi modal transport system that provides not only for private vehicles, but for passenger transport, cyclists and pedestrians as well as the mitigation of the adverse effects associated with transport.

8.0 Procedures for monitoring

The council will monitor the effectiveness of the proposed provisions as a means of achieving the objectives and policies by:

- monitoring resource consents including the number of applications granted consent, compliance with consent conditions, and the effectiveness of those conditions
- monitoring complaints and enforcement actions

9.0 Conclusions

Having evaluated the alternatives, benefits and costs the connectivity and linkages section of the proposed Plan is the most appropriate means for achieving the purpose of the Act because it will help protect natural and physical resources within the Hauraki Gulf, while enabling people and communities to provide for their social, economic and cultural wellbeing by encouraging a multi modal transport system that avoids or mitigates adverse effects on the environment.

Developing a single section which addresses the majority of the transport issues within the Gulf islands and that is integrated with the wharf and Matiatia land units is the most efficient and effective method for achieving the objectives.

Appendix A

Hauraki Gulf Marine Park Act 2000

Section 7 states as follows:

Recognition of national significance of Hauraki Gulf

- (1) The interrelationship between the Hauraki Gulf, its islands, and catchments and the ability of that interrelationship to sustain the life-supporting capacity of the environment of the Hauraki Gulf and its islands are matters of national significance.
- (2) The life-supporting capacity of the environment of the Gulf and its islands includes the capacity—
 - (a) to provide for—
 - (i) the historic, traditional, cultural, and spiritual relationship of the tangata whenua of the Gulf with the Gulf and its islands; and
 - (ii) the social, economic, recreational, and cultural well-being of people and communities:
 - (b) to use the resources of the Gulf by the people and communities of the Gulf and New Zealand for economic activities and recreation:
 - (c) to maintain the soil, air, water, and ecosystems of the Gulf

Section 8 states as follows:

Management of Hauraki Gulf

To recognise the national significance of the Hauraki Gulf, its islands, and catchments, the objectives of the management of the Hauraki Gulf, its islands, and catchments are—

- (a) the protection and, where appropriate, the enhancement of the life-supporting capacity of the environment of the Hauraki Gulf, its islands, and catchments:
- (b) the protection and, where appropriate, the enhancement of the natural, historic, and physical resources of the Hauraki Gulf, its islands, and catchments:
- (c) the protection and, where appropriate, the enhancement of those natural, historic, and physical resources (including kaimoana) of the Hauraki Gulf, its islands, and catchments with which tangata whenua have an historic, traditional, cultural, and spiritual relationship:
- (d) the protection of the cultural and historic associations of people and communities in and around the Hauraki Gulf with its natural, historic, and physical resources:
- (e) the maintenance and, where appropriate, the enhancement of the contribution of the natural, historic, and physical resources of the Hauraki Gulf, its islands, and catchments to the social and economic well-being of the people and communities of the Hauraki Gulf and New Zealand:
- (f) the maintenance and, where appropriate, the enhancement of the natural, historic, and physical resources of the Hauraki Gulf, its islands, and catchments, which contribute to the recreation and enjoyment of the Hauraki Gulf for the people and communities of the Hauraki Gulf and New Zealand.