

3. Statutory and policy context

This section provides the statutory and policy context for the Project. By way of overview, Figure 3-1 demonstrates the relationship between the national, regional and local statutory context, along with the policy documents relevant to the Project, the latter largely driven by central and local government transport policy in addition to those documents discussed in Section 2 above.

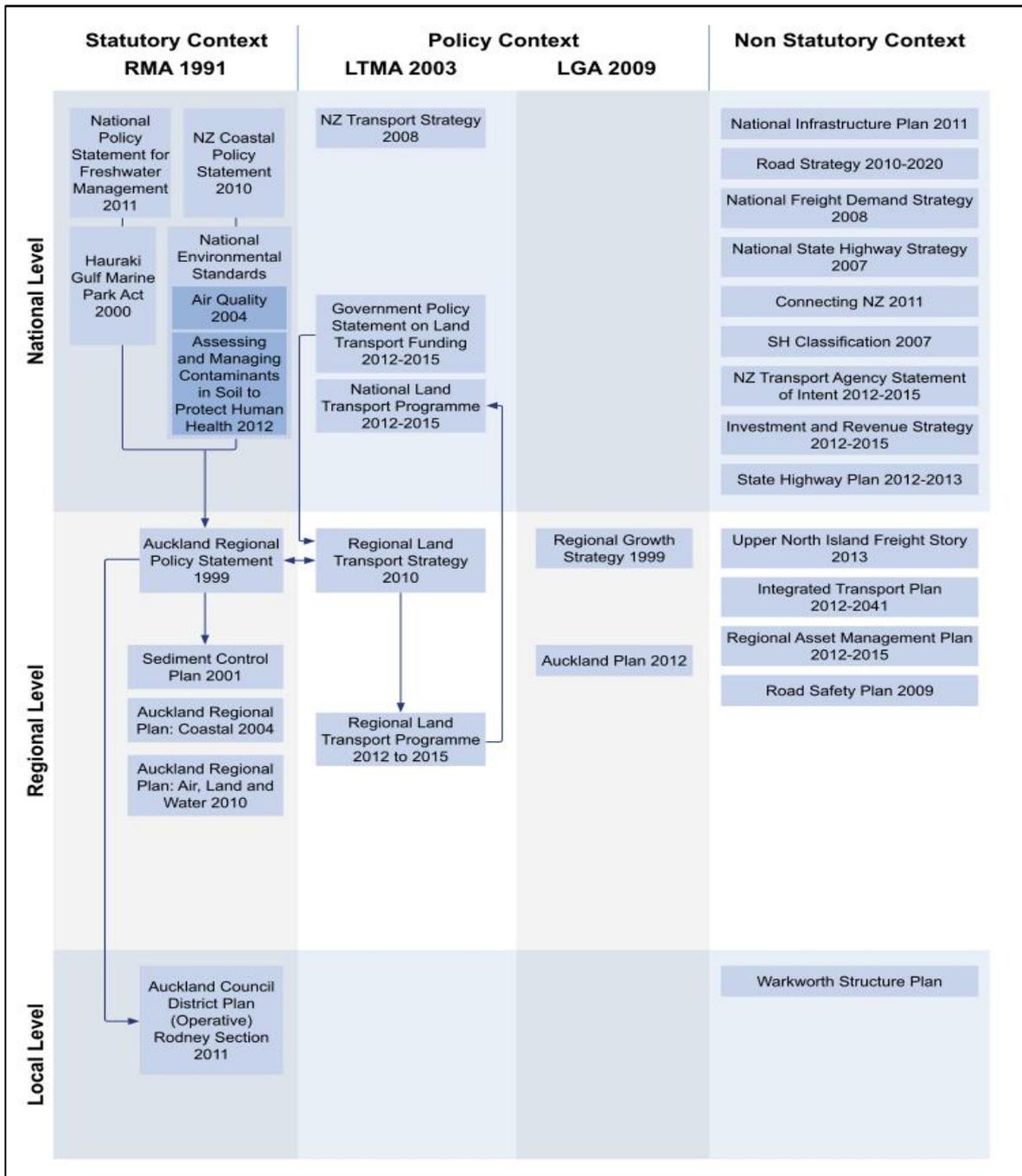


Figure 3-1: Strategic document framework

3.1 Resource Management Act 1991

The RMA is New Zealand's cornerstone resource management legislation that governs the use and development of natural and physical resources.

The purpose of the RMA is outlined in Part 2 section 5 of the Act, which is to "promote the sustainable management of natural and physical resources".

The RMA prescribes a number of relevant considerations for the determination of notices of requirement (NORs) and applications for resource consent lodged by the NZTA, including:

- Part 2 (sections 5-8), which establishes the purpose and principles of the Act;
- Section 104, which sets out the principal matters, subject to Part 2, that a consent authority shall have regard to (and other matters it must disregard) when considering an application for resource consent and any submissions received;
- Section 105, which relates to matters relevant to applications for discharge permits;
- Section 107, which outlines restrictions on the granting of discharge permits and coastal permits;
- Part 6AA (sections 140-149), which sets out the procedures for matters in relation to Proposals of National Significance, including how they are lodged, considered and decided; and
- Sections 166 to 186, which set out the process and procedure for a requirement for a designation or alteration to a designation.

An assessment of the Project against the relevant provisions of the RMA is provided in Section 29 of this report.

In addition to the over-riding Part 2 considerations, sections 104 and 171 of the RMA contain the key considerations for assessing resource consent applications and NORs. In relation to NORs, the decision-maker must have regard to the matters in section 171(1) and comply with section 171(1A). These provisions state that:

"(1A) When considering a requirement and any submissions received, a territorial authority must not have regard to trade competition or the effects of trade competition.

(1) When considering a requirement and any submissions received, a territorial authority must, subject to Part 2, consider the effects on the environment of allowing the requirement, having particular regard to -

(a) any relevant provisions of -

(i) a national policy statement:

(ii) a New Zealand coastal policy statement:

(iii) a regional policy statement or proposed regional policy statement:

(iv) a plan or proposed plan; and

- (b) whether adequate consideration has been given to alternative sites, routes, or methods of undertaking the work if -*
- (i) the requiring authority does not have an interest in the land sufficient for undertaking the work; or*
 - (ii) it is likely that the work will have a significant adverse effect on the environment; and*
- (c) whether the work and designation are reasonably necessary for achieving the objectives of the requiring authority for which the designation is sought; and*
- (d) any other matter the territorial authority considers reasonably necessary in order to make a recommendation on the requirement.*

In relation to resource consent applications, section 104(1) requires a decision-maker, when considering an application for resource consent, and any submissions received, to have regard to (subject to Part 2):

- (a) any actual and potential effects on the environment of allowing the activity; and*
- (b) any relevant provisions of—*
 - (i) a national environmental standard:*
 - (ii) other regulations:*
 - (iii) a national policy statement:*
 - (iii) a New Zealand coastal policy statement:*
 - (iv) a regional policy statement or proposed regional policy statement:*
 - (v) a plan or proposed plan; and*
- (c) any other matter the consent authority considers relevant and reasonably necessary to determine the application.*

As required by sections 171 and 104, consideration of NORs and applications for resource consent must have regard to various matters, principally the relevant provisions of national, regional and district planning documents. In addition, there are a range of 'other matters' that may be considered, which can include matters outside the RMA, including non-statutory policy documents.

Section 3.4 below provides a brief description of the main statutory considerations of relevance to the Project that are derived from the RMA. Our assessment of statutory considerations is provided in Section 29 of this AEE and non-statutory documents are considered in Section 29.4.6 of this AEE.

3.2 Land Transport Management Act 2003

The LTMA provides the statutory framework for New Zealand's land transport system, including funding and managing land transport activities and development. It is the statute under which the NZTA operates (in conjunction with the Government Roadway Powers Act 1989).

The purpose of the LTMA as outlined in section 3 of the Act is “to contribute to an effective, efficient, and safe land transport system in the public interest”. Consistent with that purpose, the NZTA’s objective is to “undertake its functions in a way that contributes to an effective, efficient, and safe land transport system in the public interest” (section 94). The relevant NZTA functions are outlined in Section 1.5 above.

The Project will meet the purpose of the LTMA through the provision of a new off-line alignment between Pūhoi and Warkworth to ensure that SH1 and the transport network between Auckland and Northland operate more effectively and provide a safer, more efficient roading corridor for freight and motor vehicles.

The Project will improve connectivity and accessibility between growth areas in the north of the Auckland Region, such as Warkworth, and inter-regionally between Northland and Auckland. As a result of the improved connectivity, the Project will provide opportunities for economic growth and productivity improvements at a local, regional and national level through more effective movement of freight and people between Auckland and Northland, thus leading to economic benefits at a local, regional and national scale. The Project’s relationship with key LTMA documents such as the GPS, NLTS and RLTP is discussed in Section 2.3.1 of this AEE.

3.3 Other legislative matters

This section provides a brief introduction to other legislation that will be relevant in the delivery of the Project. We have included this discussion to provide a context for other authorisations that may be necessary for the Project, but do not form part of the suite of consents and NORs required under the RMA.

3.3.1 Historic Places Act 1993

The purpose of the Historic Places Act 1993 (HPA) is set out in section 4 of the Act as being “to promote the identification, protection, preservation, and conservation of the historical and cultural heritage of New Zealand.”

Sections 9 to 19 of the HPA apply specifically to archaeological sites, which are defined in section 2 as any place in New Zealand that:

- (a) *Either –*
 - (i) *Was associated with human activity that occurred before 1900; or*
 - (ii) *Is the site of the wreck of any vessel where that wreck occurred before 1900; and*
- (b) *Is or may be able through investigation by archaeological methods to provide evidence relating to the history of New Zealand.*

All archaeological sites are afforded protection under sections 9 and 10 of the HPA (whether they are formally recorded and registered or not). It is unlawful for any person to modify, damage or destroy the whole or any part of an archaeological site without the prior authority of the New Zealand Historic Places Trust (NZHPT).

Applications to the NZHPT for an authority to modify, damage or destroy an archaeological site are made under sections 11 and 12 of the HPA. Under section 14, the NZHPT may, among other things, grant an authority (subject to conditions as it sees fit), or decline to grant an authority in whole or in part.

Prior to the commencement of construction of the Project, an application will be made to the NZHPT for a general authority to destroy, damage or modify known or unknown archaeological sites within the Project's designation boundary (refer Heritage Assessment Report).

3.3.2 Reserves Act 1977

The Reserves Act 1977 was established to acquire, preserve and manage areas for their conservation values or public recreational and educational values.

Section 3(1) of the Reserves Act states that the purpose of the Act is:

- (a) *providing, for the preservation and management for the benefit and enjoyment of the public, areas of New Zealand possessing—*
 - (i) *recreational use or potential, whether active or passive; or*
 - (ii) *wildlife; or*
 - (iii) *indigenous flora or fauna; or*
 - (iv) *environmental and landscape amenity or interest; or*
 - (v) *natural, scenic, historic, cultural, archaeological, biological, geological, scientific, educational, community, or other special features or value:*
- (b) *ensuring, as far as possible, the survival of all indigenous species of flora and fauna, both rare and commonplace, in their natural communities and habitats, and the preservation of representative samples of all classes of natural ecosystems and landscape which in the aggregate originally gave New Zealand its own recognisable character:*
- (c) *ensuring, as far as possible, the preservation of access for the public to and along the sea coast, its bays and inlets and offshore islands, lakeshores, and riverbanks, and fostering and promoting the preservation of the natural character of the coastal environment and of the margins of lakes and rivers and the protection of them from unnecessary subdivision and development.*

Part 3 of the Reserves Act outlines the classification and management of reserves.

The Project designation will include the Okahu Creek Scenic Reserve and the Hikauae Creek Marginal Strip, but the designation will skirt the western edge of the Pohuehue Scenic Reserve.

Okahu Creek is a Scenic Reserve under the Reserves Act, which is defined in section 19(1) of the Act as being:

- (a) *for the purpose of protecting and preserving in perpetuity for their intrinsic worth and for the benefit, enjoyment, and use of the public, suitable areas possessing such qualities of scenic interest, beauty, or natural features or landscape that their protection and preservation are desirable in the public interest;*

- (b) for the purpose of providing, in appropriate circumstances, suitable areas which by development and the introduction of flora, whether indigenous or exotic, will become of such scenic interest or beauty that their development, protection, and preservation are desirable in the public interest.*

The indicative alignment for the Project shows a very minor intrusion on the Okahu Creek Scenic Reserve as a result of the toe of an embankment in the north eastern corner of the reserve.

If necessary, any exchange of reserve land or revocation of reserve status as a result of the Project will be carried out in accordance with the Reserves Act 1977, after the designations for the Project have been confirmed.

3.3.3 Wildlife Act 1953

The Wildlife Act 1953 addresses the protection and control of wild animals and birds and the management of game. Permits are necessary under the Act to deal with certain wildlife. The Act also provides protection to a small number of terrestrial invertebrates and marine species.

Part 1 of the Wildlife Act addresses the protection of wildlife. It provides varying levels of protection to different species. Most native birds, reptiles, bats and frogs are protected under the Act. Some native and some introduced bird species have limited protection.

The potential effects of the Project on protected species are discussed in Section 11 (Freshwater ecology) and Section 14 (Terrestrial ecology) of this AEE. If required, an application will be made under the Wildlife Act for an authority to relocate any protected species prior to the commencement of construction of the Project.

3.3.4 Freshwater Fisheries Regulations 1983

Part 6 of the Freshwater Fisheries Regulations 1983 (FFR) relates to the provision of fish passage in dams and diversion structures within natural rivers, streams or freshwater.

The Project will require the culverting of a number of streams, and as such the provisions in Part 6 of the FFR are relevant.

Refer to Section 5.10.2 of this AEE and Section 7.7.2 of the Operational Water Assessment Report for detail on the fish passage proposed for the Project.

Requirements under the FFR will be confirmed once detailed design has established whether any fish passage will be impeded by the Project and any necessary approvals will be obtained.

3.4 Statutory planning documents

This section provides a brief description of the main statutory documents relevant to the Project. An analysis of the Project against the relevant provisions in these documents is contained in Section 27 of this AEE.

3.4.1 National documents

(a) New Zealand Coastal Policy Statement 2010

The New Zealand Coastal Policy Statement (NZCPS)³⁵ is New Zealand's principal policy for managing the coastal environment in order to achieve the purposes of the RMA. The NZCPS outlines a series of objectives and policies that relate to sustainable management of New Zealand's coastal environment and unitary, regional, and territorial authorities must give effect to the NZCPS in their statutory documents and decision making.

The objectives of the NZCPS focus on the following key matters:³⁶

Objective 1 - *To safeguard the integrity, form, functioning and resilience of the coastal environment and sustain its ecosystems, including marine and intertidal areas, estuaries, dunes and land*

Objective 2 - *To preserve the natural character of the coastal environment and protect natural features and landscape values*

Objective 3 - *To take account of the principles of the Treaty of Waitangi, recognise the role of tangata whenua as kaitiaki and provide for tangata whenua involvement in management of the coastal environment*

Objective 4 - *To maintain and enhance the public open space qualities and recreation opportunities of the coastal environment*

Objective 5 - *To ensure that coastal hazard risks taking account of climate change, are managed*

Objective 6 - *To enable people and communities to provide for their social, economic, and cultural wellbeing and their health and safety, through subdivision, use, and development*

Objective 7 - *To ensure that management of the coastal environment recognises and provides for New Zealand's international obligations regarding the coastal environment, including the coastal marine area*

Refer to Section 27.2 for the full analysis of the Project against the relevant NZCPS objectives.

³⁵ Department of Conservation, 2010, *New Zealand Coastal Policy Statement*

³⁶ Ibid pp 9-10

NZCPS Policy matters relevant to the Project are:

- The extent and characteristics of the coastal environment (Policy 1);
- The Treaty of Waitangi, tangata whenua and Maori heritage (Policy 2);
- Activities in the coastal environment (Policy 6)
- Indigenous biological diversity (Policy 11);
- Preservation of natural character (Policy 13);
- Natural features and natural landscapes (Policy 15);
- Public open space (Policy 18);
- Enhancement of water quality (Policy 21);
- Sedimentation (Policy 22); and
- Discharge of contaminants (Policy 23).

(b) National Policy Statement for Freshwater Management 2011

The National Policy Statement for Freshwater Management (NPSFM)³⁷ is New Zealand's principal policy for managing freshwater resources in order to achieve the purpose of the RMA. The purpose of the NPSFM is to promote sustainable management of New Zealand's freshwater resources, provide for economic growth and establish water quantity and quality limits. It contains objectives and policies that direct local government to manage water in an integrated and sustainable way, while providing for economic growth within set water quantity and quality limits.

The NPS sets out objectives and policies in terms of 'water quality', 'water quantity', 'integrated management' and 'Tangata whenua roles and interests' which are intended to provide policy direction for the Regional Policy Statement and consequently Regional and District Plans. An assessment of these provisions is contained in Section 27.6.1 of the AEE.

(c) National Environmental Standards

The National Environmental Standards (NES) for Air Quality 2004 (AQNES) and Assessing and Managing Contaminants in Soil to Protect Human Health 2012 (Soil NES) are regulations issued under the RMA.

NES for Air Quality

The AQNES sets minimum standards that are intended to protect human health. Five ambient air quality standards in the AQNES are relevant to the Project given the proposed vehicle emissions. Specifically, Schedule 1 of the Regulations sets out ambient air quality concentration limits for the following contaminants:

- Carbon monoxide (CO);
- Nitrogen dioxide (NO₂);
- Sulphur dioxide (SO₂);
- Ozone; and
- Fine particulate matter that is less than 10 micron in diameter (PM10).

³⁷ New Zealand Government 2011, National Policy Statement for Freshwater Management

An assessment of the Project in relation to the air quality is contained in Section 18 of this AEE.

NES for Assessing and Managing Contaminants in Soil to Protect Human Health

The Soil NES establishes a nationally consistent set of planning controls and soil contaminant values.

The Soil NES contains a national set of soil contaminant standards for 12 priority contaminants for five standard land use scenarios (rural residential, residential, high density residential, recreational and commercial/industrial).

Preliminary investigations of historic and current land use activities within the proposed designation have not raised any cause for concern regarding contaminated land. The sites identified that may be potentially contaminated are typical of working rural farm land, including sites such as sheep dips and workshops, and potential contamination issues are addressed in Section 20 of this AEE. Due to the scale of the Project, consent will be required under the Soil NES to disturb contaminated soil. The Soil NES consent will be sought prior to the commencement of construction of the Project, and upon confirmation by the contractors of the likely sites affected and remediation options identified.

(d) Hauraki Gulf Marine Park Act 2000

The Hauraki Gulf Marine Park Act 2000 (HGMPA) recognises the national significance of the Hauraki Gulf, including 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.

The HGMPA outlines broad policy matters, which recognise the features that contribute to the national significance of the Hauraki Gulf and appropriate objectives for the Gulf's management. The purpose of the HGMPA is to (among other things):³⁸

- (a) Integrate the management of the natural, historic, and physical resources of the Hauraki Gulf, its islands, and catchments;*
- (b) Establish the Hauraki Gulf Marine Park;*
- (c) Establish objectives for the management of the Hauraki Gulf, its islands, and catchments; and*
- (d) Recognise the historic, traditional, cultural, and spiritual relationship of the tangata whenua with the Hauraki Gulf and its islands;*

Section 7 of the HGMPA recognises the Hauraki Gulf as an area of national significance, providing direction on this specific area of the CMA pursuant to the matters of section 6 of the RMA.

Section 8 of the HGMPA provides further specific direction on those resource management matters that contribute to the Hauraki Gulf's significance.

³⁸ Hauraki Gulf Marine Park Act 2000, section 3

The Project area is located in the Pūhoi and Mahurangi catchments, both of which are catchments of the Hauraki Gulf. The Okahu Viaduct at the southern extent of the Project will be within the CMA (the Pūhoi Estuary).

Section 10(1) of the HGMPA requires that sections 7 and 8 of the HGMPA be treated as a NZCPS under the RMA³⁹.

An assessment of the above legislation is provided in Section 27.3 of this report.

3.4.2 Regional documents

Further to the key regional documents described in Section 2.3 above, the following regional planning documents are relevant to the Project.

(a) Auckland Regional Policy Statement 1999

The Auckland Regional Policy Statement (ARPS)⁴⁰ is a strategic document, which sets out the direction of management for the use, development and protection of natural and physical resources in the Auckland Region. Regional Plans and the District Plan must be consistent with the ARPS.

Chapters of the ARPS relevant to the Project include:

- Regional Overview and Strategic Direction (Chapter 2);
- Resource Management Matters of Significance to Iwi (Chapter 3);
- Transport (Chapter 4);
- Heritage (Chapter 6);
- Coastal Environment (Chapter 7);
- Water Quality (Chapter 8);
- Air Quality (Chapter 10);
- Natural Hazards (Chapter 11); and
- Soil Conservation (Chapter 12).

These chapters contain issues, objectives, policies, methods, reasons, environmental results anticipated and monitoring. The relevant objectives and policies from the ARPS are outlined in Section 27.4 of this AEE.

The concept of regionally significant infrastructure is outlined in Chapter 4 'Transport' of the ARPS, which is directly relevant to the Project. Regionally significant infrastructure is defined in Appendix D of the ARPS as:

*.... infrastructure which is of greater than local significance. This can include infrastructure that is nationally significant.*⁴¹

³⁹ It is noted that section 10(2) provides qualification that for any conflict between the HGMPA and a NZCPS prepared under the RMA, then that NZCPS will take precedence.

⁴⁰ Auckland Regional Council, Auckland Regional Policy Statement 1999

⁴¹ Auckland Regional Council, Auckland Regional Policy Statement Appendix D:11

Proposed Change 8 to the ARPS was notified in 2005 and separated into two parts in 2007 – ‘Volcanic Features and Viewshafts’ and ‘Landscape’. The Volcanic Features and Viewshafts part of Proposed Change 8 became operative on 21 March 2012. The Landscape part of Proposed Change 8 remains subject to appeal. Proposed Change 8 introduces several ‘outstanding natural landscapes’ within the Project area, which need to be considered in any section 104 analysis, (refer Section 29.4.3 of this Report and the Landscape and Visual Assessment Report).

(b) Other Regional Plans

There are three Regional Plans relevant to the Project. These Plans enable Council to exercise their functions pursuant to section 30 of the RMA and are:

- Auckland Regional Plan: Air, Land and Water 2012 (ARP:ALW);
- Auckland Regional Plan: Coastal 2004 (ARP:C); and
- Auckland Regional Plan: Sediment Control 2011 (ARP:SC).

(i) Auckland Regional Plan: Air, Land and Water 2012

The ARP:ALW was notified in October 2001. The Plan is now considered operative and known as the Auckland Council Regional Plan: Air, Land and Water (2012). There are no outstanding appeals relevant to the consideration of this Project under the ARP:ALW.

The ARP:ALW assists the Council in its management of air, land and water resources within the Region.

The NPSFM must be considered when assessing an application under the ARP:ALW and the ARP:ALW has incorporated the transitional provisions of the NPSFM in relation to water quality and water quantity.

The Project is located within the Mahurangi catchment and the Pūhoi catchment. The Mahurangi catchment, along with its sub-catchments, is identified as ‘a High Use Stream Area’ in the ARP:ALW. High Use Stream Areas are defined in the ARP:ALW as those streams that are under pressure and have stream values that are under threat from demands for water take, or use by a number of users.

One section of the Project is indicatively located within a Natural Stream Management Area (NSMA) (refer to **Appendix D** of this AEE), identified in the ARP:ALW as being stretches of streams that retain a significant amount of natural character mainly through the retention of significant indigenous riparian vegetation. We have applied the definition of NSMA from Chapter 3 of the ARP:ALW to this site and consider that the area does not meet the definition. Auckland Council has agreed with this analysis (refer Appendix D). Accordingly, we have not considered NSMAs any further.

Consents for the Project are required under the ARP:ALW for the discharge of contaminants to air, discharge of contaminants to water, stream works (the diversion of watercourses, the disturbance of a watercourse and the placement of structures in, on, under, over or above a watercourse), diversion of groundwater, and discharge from an industrial or trade premises. Refer to Section 1.8 of this AEE, which outlines the specific consents sought for the Project.

Additional consents for the Project may be sought by the contractor, once appointed and the detailed design is progressed.

(ii) Auckland Regional Plan: Coastal 2004

The ARP:C applies to activities within the CMA of the Auckland Region, and covers related parts of the coastal environment. The purpose of the ARP:C is to provide a framework to promote the integrated and sustainable management of Auckland's coastal environment.⁴² The coastal environment is defined in the ARP:C as including three distinct parts, namely the coastal marine area, active coastal zone, and landward component.⁴³

The Project will pass through the Okahu Inlet CMA at the southern end of the Project area south of Billing Road. The Okahu Inlet (referred to in the ARP:C as *Okahu Creek*) is identified as Coastal Protection Area 1 (CPA1)⁴⁴ in the ARP:C and forms part of the Pūhoi River coastal environment and is identified as an Area of Significant Conservation Value (ASCV).

Consent is sought under the ARP:C for the Project for the occupation and use of the CMA, and for the placement of structures and mangrove removal within CPA1 at Okahu Inlet.

(iii) Auckland Regional Plan: Sediment Control 2001

The ARP:SC⁴⁵ provides a framework for the Council to manage the effects of sediment discharge in the Auckland Region. The ARP:SC seeks to promote a sediment control programme, through the introduction of objectives and policies, rules and methods to avoid, remedy or mitigate adverse effects resulting from sediment laden discharges entering the receiving environment.

The ARP:SC was amended in 2012 to include the transitional water quality provisions contained within Part 4 of the NPSFM.

Applications for resource consents for the Project for bulk earthworks and sediment control are being made under the ARP:SC.

3.4.3 Auckland Council District Plan – Operative Rodney Section 2011

The ACDP is applicable to the Rodney Section of Auckland in which the Project is located. The overarching focus of the ACDP is “to ensure sustainable management of the District's natural and physical resources”⁴⁶

⁴² Auckland Regional Council, Auckland Regional Plan 2004

⁴³ Auckland Regional Council, Auckland Regional Plan Coastal 2004:2

⁴⁴ CPA 1 includes those areas which, due to their physical form, scale or inherent values, are considered to be the most vulnerable to any adverse effects of inappropriate subdivision, use and development. These areas include regionally or nationally rare habitat types, such as saline herbfields, as well as the best examples of saltmarshes and mangroves in the Auckland Region.

⁴⁵ Auckland Regional Council, Sediment Control Plan 2001

⁴⁶ Auckland Council, Auckland Council District Plan – Operative Rodney Section 2011: Chapter 4:9.

The Plan contains objectives, policies and methods to avoid, remedy or mitigate the effects of development and activities in a range of zones including rural, residential, business, future development and open space.

Refer to Section 4.1.4 of this AEE for additional detail in relation to the planning environment of the Project.

3.4.4 Other relevant non-statutory documents

A number of national and regional policy documents are relevant to the Project as “other matters” under s104 and s171 of the RMA. The key documents are outlined below with planning analysis provided in Section 29.4.6 of this AEE.

In terms of the national context, key non-statutory documents include the National State Highway Strategy (2007), the Upper North Island Freight Story (2013), the National Infrastructure Plan (2011) and the Road Safety Strategy 2010-2020. These documents are in addition to previously discussed documents including the GPS and the NZTS. Relevant regional policy documents include the Integrated Transport Plan 2012-2014 and the Regional Asset Management Plan 2012-2015.

(a) National State Highway Strategy 2007

The National State Highway Strategy (NSHS) outlines the NZTA’s goals, objectives, policies and priorities for the State highway network. It also outlines how the State highway system will support economic transformation and the objectives of the NZTS, while meeting the needs and expectations of road users and communities.

The NSHS incorporates five goals that contribute to the objectives of the NZTA and provide context for this Project, namely:⁴⁷

- Ensure State highway corridors make the optimum contribution to an integrated multi-modal land transport system;
- Provide safe State highway corridors for all users and affected communities;
- Ensure State highways enable improved and more reliable access and mobility for people and freight;
- Improve the contribution of State highways to economic development; and
- Improve the contribution of State highways to the environmental and social wellbeing of New Zealand, including energy efficiency and public health.

The NSHS identifies sections of SH1 between Auckland and Northland as being some of the most dangerous stretches of road in the country. Road user safety is a key driver of the NSHS and one of the main motivations for the Project. Further, the NSHS indicates that capacity development between Pūhoi and Wellsford is required to relieve congestion and enhance functionality of this section of the State highway network. The NSHS anticipates the upgrading of SH1 between Pūhoi and Wellsford to increase future capacity.

⁴⁷ Transit New Zealand, National State Highway Strategy 2007:5

(b) Upper North Island Freight Story 2013

The Upper North Island Freight Story⁴⁸ is the product of a partnership between central and local government organisations. It identifies critical issues for the upper North Island in relation to freight efficiencies and the cost of trade that are limiting New Zealand's economic productivity. One of the key elements is the need for integration of networks inter-regionally, and not just between Auckland and Northland, but realising the freight potential from Northland south to the Bay of Plenty, the Waikato and further south. The Story identifies the "lack of strategic, integrated land use and transport planning and investment" as a critical issue.

The Story notes that the current section of SH1 between Pūhoi and Warkworth is of a variable and generally low standard. The Story identifies this as a key constraint for freight movement in the Upper North Island⁴⁹.

(c) National Infrastructure Plan 2011

The National Infrastructure Plan⁵⁰ is a 20-year vision relating to the provision of infrastructure in New Zealand. The Plan identifies the direct linkages between economic growth, good living standards and the provision of infrastructure. It acknowledges the role of the State highway network, in particular the national RoNS programme in connecting regions, and enabling the movement of people and freight.

(d) Road Safety Strategy 2010-2020

The Safer Journeys Strategy (2010) is the Government's strategy for "a safe road system increasingly free of death and serious injury",⁵¹ which will be achieved by safe speeds, safe vehicles, safe road use, and safe roads and road sides. As identified in the Strategy, road safety is an integral consideration in the RoNS programme as those roads are designed to a high level of safety (in fact the highest level of safety in NZ).

(e) Integrated Transport Plan 2012-2014

The ITP is a 30-year investment programme (2012-2041) developed by Auckland Transport and the NZTA in conjunction with Auckland Council. The ITP outlines a four stage process to optimise the operation, maintenance and renewal of transport infrastructure, managing demand efficiently and safely, and investment in new infrastructure, services and technology. The Project is identified as a network improvement to a strategic road.

(f) Regional Asset Management Plan 2012-2015

The Regional Asset Management Plan describes the planning, delivery and operations of Auckland Transport assets with a view to ensuring it is consistent with the guiding strategic documents. The

⁴⁸ Upper North Island Strategic Alliance in partnership with Auckland Transport, KiwiRail and NZTA, 2013, *Upper North Island Freight Story*

⁴⁹ *Upper North Island Freight Story* Shared Evidence Base pg 13

⁵⁰ National Infrastructure Unit, 2011, *National Infrastructure Plan*

⁵¹ Ministry of Transport, *Safer Journeys 2010-2020:3*

Plan recognises the importance of the Ara Tūhono P-W RoNS in terms of influencing growth in Warkworth, identified as a growth area in the Auckland Plan.