



1 Introduction

1.1 New Zealand Transport Agency

The New Zealand Transport Agency (NZ Transport Agency) is a Crown entity established on 1 August 2008 under the Land Transport Management Act 2003 (LTMA). As a Crown agent it must give effect to government policy as directed by the Minister of Transport.

The NZ Transport Agency's statutory objective under the LTMA is to undertake its functions in a way that contributes to an effective, efficient and safe land transport system in the public interest. In addition to this the NZ Transport Agency has the following function:

- To manage the State highway system, including planning, funding, design, supervision, construction, and maintenance and operations, in accordance with the LTMA and the Government Roadway Powers Act 1989 (GRPA).

In meeting its objective and undertaking its functions the NZ Transport Agency must adhere to, among others, the operating principle of the LTMA that it exhibits a sense of social and environmental responsibility.

In addition to the LTMA, the NZ Transport Agency must have regard to the content of the Government Policy Statement on Land Transport 2015/16-2024/25 (GPSLT) issued pursuant to the requirements of the LTMA, and which came into force on 1 July 2015. The GPSLT outlines the Government's strategic and policy goals for land transport, as well as the funding direction necessary to achieve them.

The overall strategic direction for land transport is to drive improved performance from the land transport system by focussing on:

- Economic growth and productivity;
- Road safety; and
- Value for money.

In its Statement of Intent 2015-2019 (SOI), the NZ Transport Agency identifies its purpose as being to create transport solutions for a thriving New Zealand on behalf of government. It states that its responsibility is to ensure an effective national transport network that integrates the various modes, services and systems to deliver a seamless 'one network' experience for transport users.

1.1.1 Roads of National Significance

In 2009, the Government identified Roads of National Significance (RoNS) and set priorities for investment in these as New Zealand's most important transport routes. The RoNS have been identified as roads which are critical to ensuring that users have access to significant markets and areas of employment and economic growth. The seven RoNS are the most visible elements of the NZ Transport Agency's investment to facilitate economic growth and productivity.

1.2 The Northern Corridor Improvements Project

The Northern Corridor is part of the primary route between Auckland and Northland, and forms the northernmost link of the Western Ring Route (WRR).

WRR was identified as a RoNS in 2009. The WRR comprises the State Highway 20 (SH20), State Highway 16 (SH16) and State Highway 18 (SH18) motorway corridors and, once completed, will consist of 48km of motorway linking Manukau, Auckland, Waitakere and North Shore.



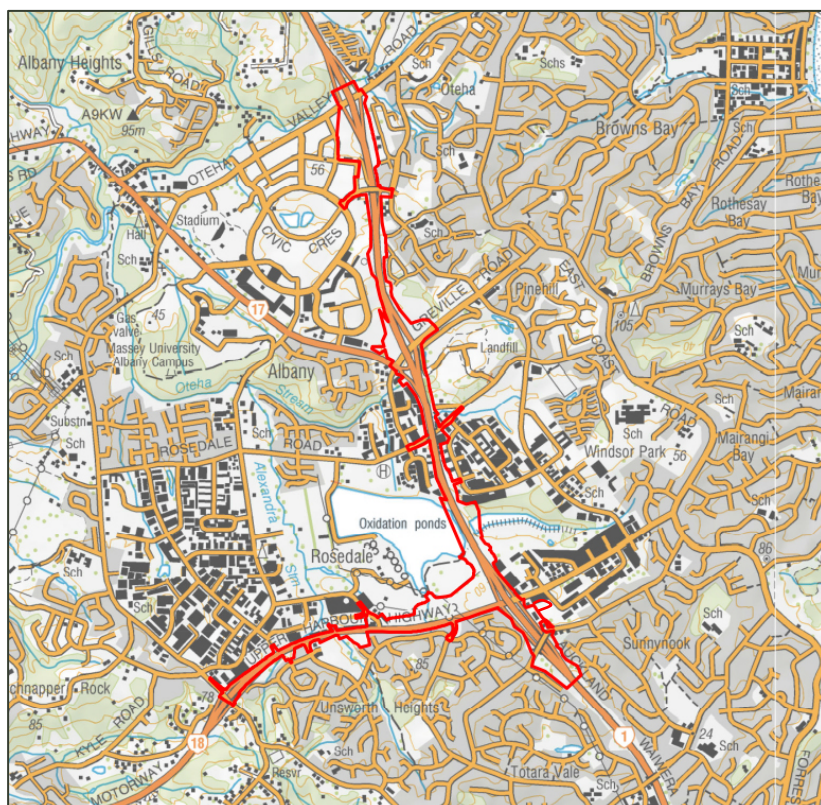
The strategic importance of the WRR is to provide an alternative route through the region to reduce dependency on State Highway 1 (SH1), particularly through the Auckland Central Business District (CBD) and over the Auckland Harbour Bridge. The WRR will also provide for economic growth, unlocking potential for development along its length by improving trip reliability and access from the west to the south and north of the region, and from the CBD to the airport.

Both SH1 and SH18 are classified as National (High Volume) roads pursuant to the One Network Road Classification, a framework that categorises all roads throughout the country. These are roads that make the largest contribution to the social and economic wellbeing of New Zealand by connecting major population centres, ports and international airports and have high volumes of heavy commercial vehicles or general traffic.

On 28 June 2013, the Prime Minister made an announcement regarding the Government's transport package for Auckland. The Government indicated an intention to accelerate three State highway projects in the Auckland region to address congestion and capitalise on the benefits of the WRR, and improve access to the airport. The 2014 Budget provided the new capital funding to the NZ Transport Agency to accelerate these projects.

The Northern Corridor Improvements Project (the Project) is one of these accelerated projects. The Project area covers the extent of SH18 between Albany Highway and Constellation Drive, and SH1 between Upper Harbour Highway (UHH) interchange to just beyond the Oteha Valley Road Interchange as indicated on **Figure 1** and **Figure 2** below and confirmed in the suite of plans provided in **Volume 5**.

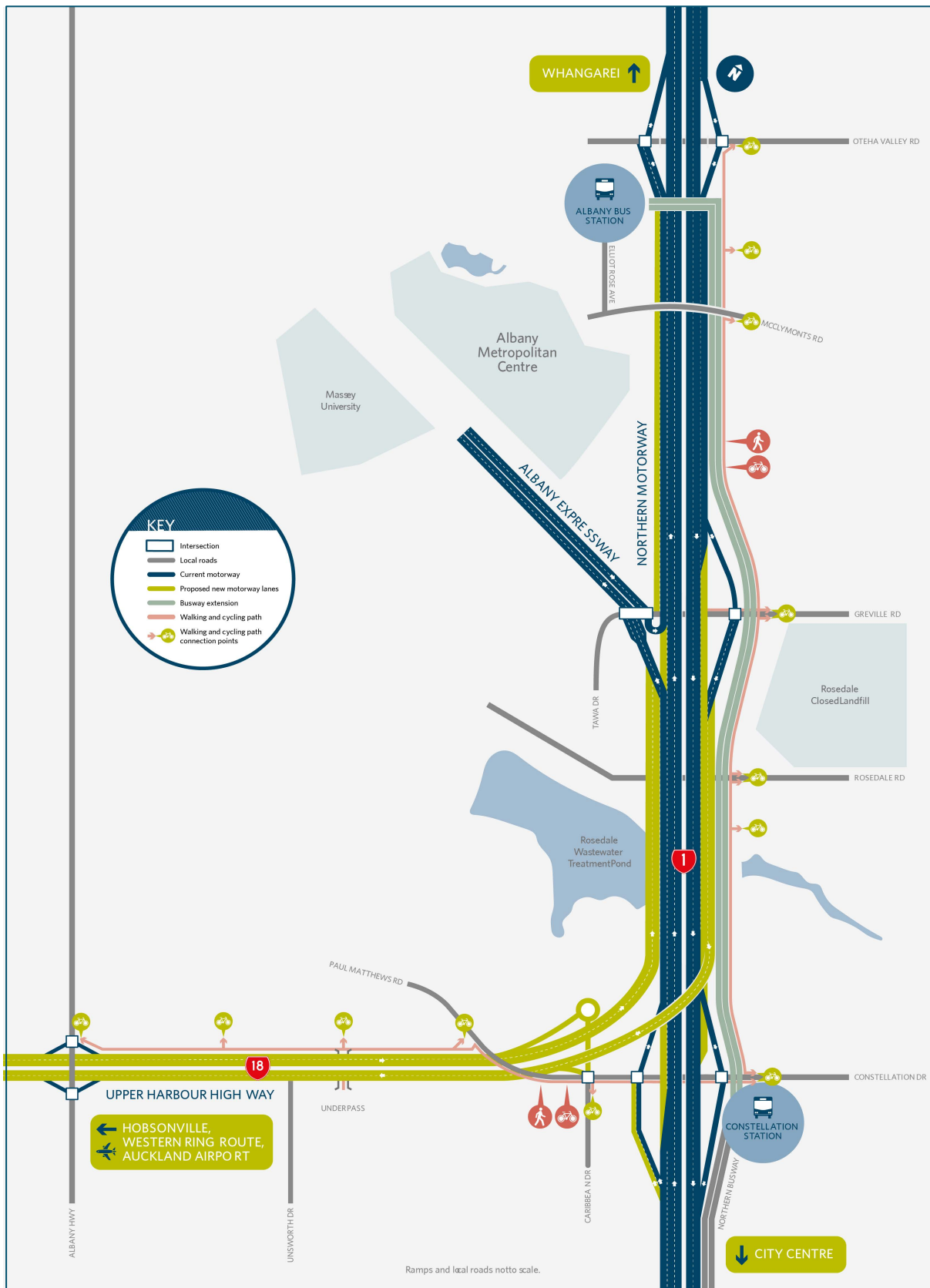
Figure 1 Extent of Project Area



Source: Base Map from LINZ



Figure 2 Schematic of the Project



Source: NZ Transport Agency



In summary, the key elements of the Project are as follows and are further described at **Section 5**:

- SH1 and SH18 Motorway Interchange connections;
- State highway capacity and safety improvements;
- Busway extension from Constellation Bus Station and a connection to Albany Bus Station;
- Shared Use Path (SUP) provision along existing SH1 and SH18 routes for the full extent of the Project:
 - Constellation Bus Station to Oteha Valley Road;
 - Constellation Drive to Albany Highway; and
 - Intermediate linkages to the local network.

As is apparent from the scope of the Project described above, there is a significant interface with elements of the local transport network of a multi-modal nature. Adopting a 'One Network' approach, the NZ Transport Agency has been working collaboratively with Auckland Transport (AT) to facilitate integration across all transport modes. Accordingly, connectivity to Albany Bus Station, and the existing and proposed local cycling network has informed the Project.

The objectives for the Project have been defined as follows:

- To help facilitate interregional travel between Auckland and Northland by completing the Western Ring Route to motorway standard;
- To improve connectivity of the SH1 and SH18 interchange;
- To improve safety, efficiency, reliability and the capacity of:
 - SH1 between SH18 and Albany; and
 - SH18 between SH1 and Albany Highway.
- To provide safe walking and cycling facilities adjacent to SH1 and SH18 and connections to local transport networks; and
- To extend the Northern Busway from Constellation Bus Station to the Albany Bus Station.

1.3 Notices of Requirement

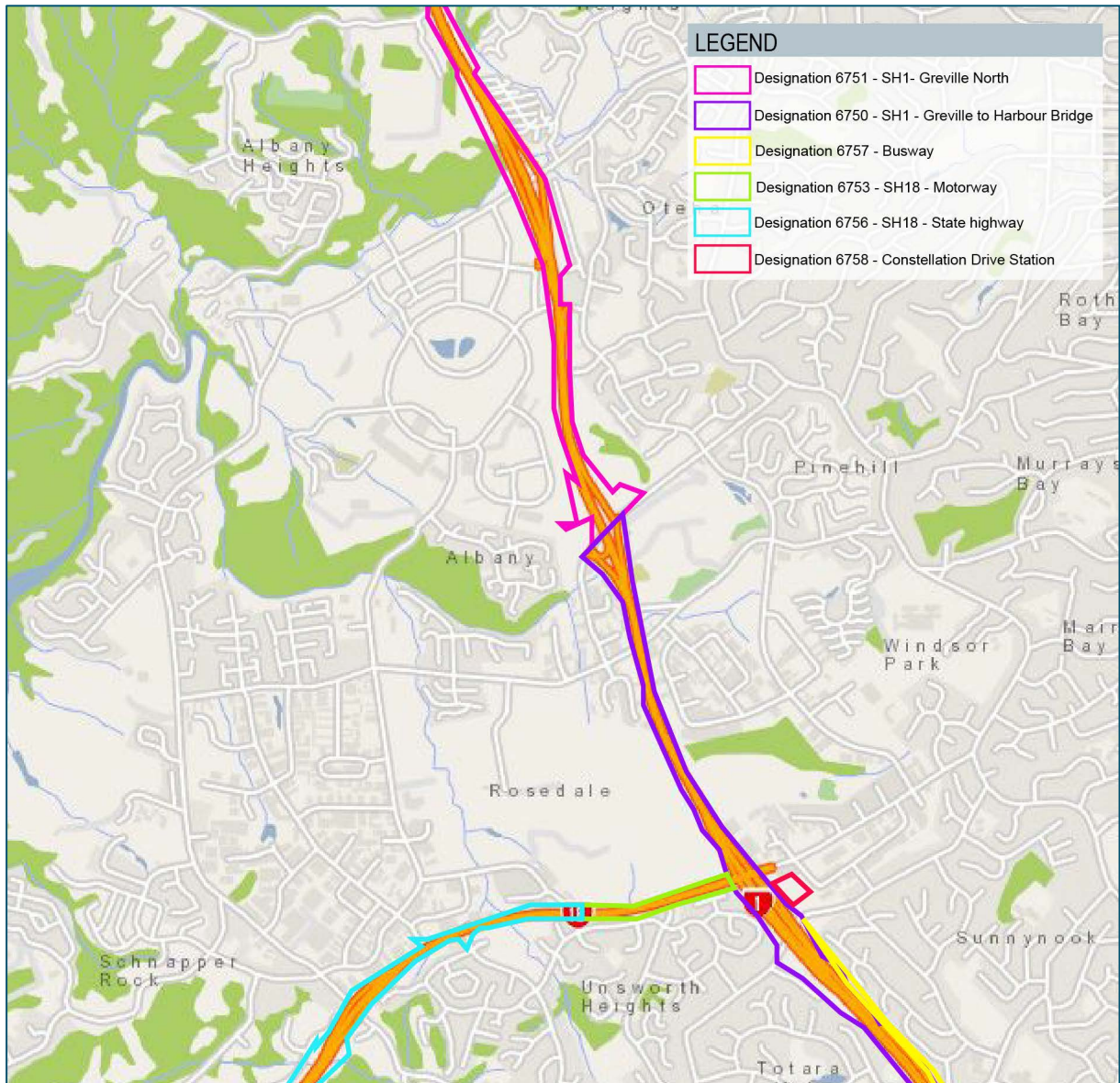
The NZ Transport Agency is a Requiring Authority as defined in section 166 of the Resource Management Act 1991 (RMA). Copies of the Gazette notices approving Transit New Zealand (NZ Transport Agency's predecessor) and the NZ Transport Agency as a requiring authority are attached as **Appendix A**.

The Project is the subject of Notices of Requirement (NoRs) for alterations to existing designations in the Auckland Unitary Plan Operative in Part (AUP) and new designations (Busway and SUP). In summary, the Project requires alterations to designations 6750 (SH1), 6751 (SH1), 6756 (SH18) and 6758 (Constellation Bus Station) and new designations for the Northern Busway extension and the new SUP. It is noted that designation 6753 is not being altered, but will be withdrawn once the alteration to 6756 (extending over the 6753 land area) is confirmed.

The Designation Plans in **Volume 1** show the described existing NZ Transport Agency designations and designations held by other Requiring Authorities, in addition to the required alterations to the NZ Transport Agency's designations and new designations proposed. **Figure 3** below is a schematic showing the location of the existing NZ Transport Agency designations as well as the Northern Busway designation.



Figure 3 Schematic showing the location of the existing NZ Transport Agency Designations in the Project Area



1.4 Outline Plans

The NZ Transport Agency will submit Outline Plan of Works (OPWs) once the Project's detailed design has been progressed to an appropriate level of detail and prior to the commencement of work. As such no OPW waiver is sought at this time.

1.5 Resource Consents

Regional resource consents are required to enable construction and operation of the Project. In particular, the following are required:

- Applications for land use consents pursuant to sections 9 and 13 of the RMA;
- Applications for the taking, using, damming and diversion of water pursuant to section 14 of the RMA; and
- Applications for discharge permits pursuant to section 15 of the RMA.



In addition, resource consent will be required under the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 (NES_{Soil}) (Regulation 11).

1.6 Purpose of the Assessment of Environmental Effects

This Assessment of Environmental Effects (AEE) is intended to support NoRs and applications resource consent as outlined above and detailed in **Sections 3 and 6** below. In accordance with the requirements of the RMA (particularly Schedule 4), this report provides the following information:

- A description of the Project;
- The objectives of the Project;
- An assessment of the Project in the context of relevant strategic documents;
- A description of the existing environment;
- An assessment of the actual and potential effects of the Project;
- An assessment of the Project in terms of the relevant statutory provisions;
- An assessment of the Project in terms of the provisions of the relevant planning documents;
- A summary of consultation undertaken;
- A consideration of alternatives; and
- Proposed conditions of consents and designation.

1.7 Supporting Documents

The supporting documentation for the designations and resource consents required for the Project is contained within the following volumes:

- Volume 1 - Notices of Requirement forms including a list of all owners and occupiers pursuant to Clause 2, Schedule 4 of the RMA, Resource Consent Applications and Other Statutory Approvals.
- Volume 2 - Assessment of Environmental Effects.
- Volume 3 - Technical Assessments:
 1. Assessment of Air Quality Effects
 2. Assessment of Archaeological Effects
 3. Assessment of Construction Noise and Vibration Effects
 4. Assessment of Construction Water Management
 5. Assessment of Freshwater Ecological Effects
 6. Assessment of Land Contamination Effects
 7. Assessment of Effects – Corridor Encroachment on Rosedale Landfill
 8. Assessment of Landscape and Visual Effects
 9. Assessment of Operational Noise and Vibration Effects
 10. Assessment of Social Effects
 11. Assessment of Stormwater Management
 12. Assessment of Surface Water Quality Effects
 13. Assessment of Terrestrial Ecological Effects
 14. Assessment of Transport Effects
 15. Design and Constructability Report



- Volume 4 – Urban Design and Landscape Framework
- Volume 5 – Scheme Plans and Drawings.