

Appendix B – Objectives and Policies Assessment

The following provides an assessment of the objectives and policies of the relevant planning and policy documents.

Category	Relevant Planning Documents
National	- National Policy Statement for Infrastructure 2025 (NPS-I) - National Policy Statement on Urban Development (NPS-UD) - National Policy Statement for Freshwater Management 2020 (NPS-FM) - National Policy Statement for Highly Productive Land 2022 (NPS-HPL) - National Policy Statement for Indigenous Biodiversity 2023 (NPS-IB)
Regional	- Bay of Plenty Regional Policy Statement (October 2014) - Regional Natural Resources Plan (RNRP)
Local	- Tauranga City Plan (TCP) - Western Bay of Plenty District Plan (WBOPDP)

National	
National Policy Statement for Infrastructure 2025 (NPS-I)	
(1) <i>The objective of this National Policy Statement is to:</i> (a) <i>ensure the national, regional and local benefits of infrastructure are provided for;</i> (b) <i>enable infrastructure to support the social, economic and cultural wellbeing of people and communities and their health and safety;</i> (c) <i>enable infrastructure to support the development and change of urban and rural environments to meet the diverse and changing needs of present and future generations;</i> (d) <i>ensure infrastructure is well-functioning, resilient and compatible, as far as practicable, with other activities; and</i> (e) <i>ensure infrastructure is delivered in a timely and efficient manner while managing adverse effects from or on infrastructure.</i>	The Project is consistent with this objective. It comprises new and upgraded state highway infrastructure on SH29 and SH29A and is intended to improve travel time reliability, freight efficiency, safety, resilience and network performance within Tauranga's Western Corridor. It will also provide strategic transport capacity to support planned residential, commercial and industrial growth, including Tauriko West. These are significant national, regional and local benefits that support the social and economic wellbeing, health and safety of present and future communities.
Policy 1 <i>Providing for the benefits of infrastructure</i>	The Project provides significant national and regional benefits as set out in detail in the Substantive Application Report (SAR). These include more reliable and efficient strategic and freight connections between Ōmanawa Road and the Takitimu North Link, improved safety outcomes, increased network capacity, improved resilience and support for planned housing and employment growth. Those benefits are relevant when assessing the Project alongside its localised adverse effects.

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National Policy Statement for Infrastructure 2025 (NPS-I)

Policy 2 <i>Operational need or functional need of infrastructure to be in particular locations and environments</i>	The Project has both a functional and operational need to be located within the proposed corridor. It must connect fixed points on the existing state highway and local road networks, provide connections to the Tauriko West UGA and TBE, and accommodate the required interchanges, bridges and local road connections. Its location is also constrained by existing urban development, topography, floodplains, waterways, existing infrastructure and the need to maintain the safe and efficient operation of the transport network. These matters have informed the alternatives assessment and refinement of the proposed alignment.
Policy 3 <i>Considering spatial planning</i>	The Project has been anticipated through successive transport business cases and regional and sub-regional transport and growth planning. It forms part of the coordinated response to the distinct but complementary functions of SH29 as a nationally strategic freight corridor and SH29A as a regional urban connector, and to the planned development of Tauriko West and the wider Western Corridor.
Policy 6 <i>Recognising and providing for Māori interests</i>	NZTA has established a formal partnership framework with Ngāi Tamarāwaho, Ngāti Hangarau and Ngāti Kahu through the Tupenga mana whenua working group. Engagement through hui, workshops, site visits and technical discussions has informed the Project design, cultural assessments, mitigation and environmental management measures. The Project also provides for ongoing mana whenua involvement, including in relation to waterways, cultural monitoring, archaeological protocols and restoration outcomes.
Policy 7 <i>Assessing and managing the effects of proposed infrastructure activities</i>	The Project has been informed by technical assessment, alternatives evaluation and iterative design refinement. Higher-value features have generally been avoided, including direct effects on Puketoromiro Pā and minimising effects on the Kōpūrerua Valley wetlands through defining the stream realignments. Where effects cannot be avoided, they are proposed to be minimised, remedied, mitigated, offset or compensated through detailed design, management plans, monitoring and conditions. Some residual effects will remain, including permanent modification of terrestrial, wetland, stream, landscape and archaeological values. Where the Project affects environments or values recognised under section 6 of the RMA, Policy 9 is read alongside the applicable NPS-FM, NPS-IB and regional and district planning provisions. The enabling direction in Policy 9 does not displace those provisions, but provides the appropriate infrastructure context within which they are applied.
Policy 9 <i>Managing the effects of new infrastructure and major upgrades.</i>	Policy 9 directs that new infrastructure and major upgrades are to be enabled in all environments, subject to appropriate effects management and consistency with other relevant national direction. The Project constitutes new state highway infrastructure and a major upgrade of the transport network. Its effects have been assessed and managed in accordance with applicable national direction.
Policy 10 <i>Planning for and managing the interface and compatibility of infrastructure with other activities</i>	Design measures, including alignment selection, controlled access, separation distances and landscaping, maintain compatibility with adjacent activities and avoid reverse sensitivity effects, while ensuring the safe, efficient and effective operation and future upgrade of the state highway network is not compromised. The Project integrates with existing and planned infrastructure within the Western Corridor, supporting strategic land use outcomes. Sensitive activities, such as residential uses, are appropriately managed through design and mitigation, while compatible activities (including industrial and commercial uses) are generally co-located within the corridor. Overall, the proposal ensures infrastructure and other activities are appropriately integrated, and interface effects are effectively avoided, remedied or mitigated.
Policy 11	The Project recognises that noise, vibration, dust and visual effects are typical and unavoidable aspects of infrastructure, and while these effects are managed through design and appropriate mitigation measures, they

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Assessing and managing the interface between infrastructure and other activities

cannot be entirely avoided. The surrounding environment is already influenced by existing transport infrastructure, and changes in amenity values are expected as part of the development of strategic infrastructure within a growing urban corridor. Such changes are necessary to support a well-functioning transport network and broader urban development outcomes.

The Project adopts a site-specific approach to managing these effects, including through mitigation such as low-noise surfacing, landscaping and design responses, while recognising that some residual effects will remain.

National

National Policy Statement on Urban Development (NPS-UD)

Objective 1

New Zealand has well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.

The Project supports a well-functioning urban environment by improving the safety, reliability, resilience and capacity of the transport network and by supporting the efficient movement of people and freight. It also provides the strategic transport infrastructure required to support planned housing and employment growth within Tauriko West and the wider Western Corridor.

Objective 8

New Zealand's urban environments: support reductions in greenhouse gas emissions; and are resilient to the current and future effects of climate change.

The Project has been designed to improve the resilience of the transport network and associated infrastructure to current and future climate-related hazards, including through flood modelling, stormwater design and consideration of increased rainfall intensity. The Project also retains like-for-like walking and cycling connections.

Policy 1

Planning decisions contribute to well-functioning urban environments, which are urban environments that, as a minimum:

....

(c) have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport; and

(f) are resilient to the likely current and future effects of climate change.

The Project will improve accessibility between planned residential areas, employment centres and the wider strategic transport network. It maintains local connectivity through grade-separated crossings and includes walking and cycling links. Flood and stormwater design also addresses the resilience of the network and surrounding land to current and future rainfall and flood conditions.

Policy 6

When making planning decisions that affect urban environments, decision-makers have particular regard to the following matters:

...

(c) the benefits of urban development that are consistent with well-functioning urban environments (as described in Policy 1)

The Project is consistent with Policy 6 by recognising the benefits of urban development that supports well-functioning urban environments and contributes to meeting development capacity requirements. The Project provides clear benefits in terms of improved accessibility, connectivity, and network efficiency, which are key characteristics of well-functioning urban environments as described in Policy 1. In addition, the Project supports the realisation of development capacity within the Western Corridor by enabling planned urban growth, facilitating access to employment and commercial areas, and supporting the Tauriko West growth area identified in strategic planning documents. Overall, the Project contributes positively to both the functional performance of the urban environment and the ability to provide for future development capacity in an integrated and coordinated manner.

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National Policy Statement on Urban Development (NPS-UD)

(d) any relevant contribution that will be made to meeting the requirements of this National Policy Statement to provide or realise development capacity.

National

National Policy Statement for Freshwater Management 2020 (NPS-FM)

Objective 1

To ensure that natural and physical resources are managed in a way that prioritises:

- (a) first, the health and well-being of water bodies and freshwater ecosystems*
- (b) second, the health needs of people (such as drinking water)*
- (c) third, the ability of people and communities to provide for their social, economic, and cultural well-being, now and in the future.*

The Project has been developed having regard to the hierarchy of obligations in Te Mana o te Wai. The design seeks to avoid or minimise effects on freshwater bodies and freshwater ecosystems where practicable, including through refinement of stream alignments within the Kōpūrerua Valley and avoidance of effects on other freshwater features where possible. The Project will nevertheless result in permanent modification and realignment of some streams and effects on natural inland wetlands. These effects are proposed to be managed through stream realignment and enhancement measures, stormwater treatment systems, erosion and sediment controls, fish passage provisions, wetland restoration, and ecological offsetting or compensation where residual effects remain.

In terms of the second priority of Te Mana o te Wai, the Project is not anticipated to adversely affect the health needs of people, including the provision of drinking water. The management of water quality, contaminant discharges, sediment generation and stormwater runoff has been a key consideration in Project design, and measures are proposed to maintain and protect the health of freshwater resources and downstream receiving environments.

Having addressed the health and wellbeing of freshwater bodies and freshwater ecosystems, and the health needs of people, the Project's social, economic and cultural benefits can then be considered. In this regard, the Project will support significant transport, safety, resilience and growth outcomes for the western Bay of Plenty. Accordingly, the Project is considered to be consistent with the hierarchy of obligations established by Te Mana o te Wai and Objective 1 of the NPS-FM.

Policy 1

Freshwater is managed in a way that gives effect to Te Mana o te Wai.

The Project recognises the health and wellbeing of water bodies and freshwater ecosystems as the first priority. The values of tangata whenua associated with the Wairoa River, Kōpūrerua Stream, wetlands and other waterways have informed the design and proposed management framework. The Project avoids higher-value river environments but will modify some streams and wetlands; the remaining effects are proposed to be addressed through the effects management hierarchy, conditions, monitoring and restoration measures.

Policy 2

Tangata whenua are actively involved in freshwater management (including decision making processes), and Māori freshwater values are identified and provided for.

Tangata whenua have been actively involved through the mana whenua working group; Tupenga and wider iwi and hapū engagement. That involvement has informed cultural assessments, the understanding of freshwater values, stream and wetland design, archaeological and cultural protocols, and proposed monitoring and restoration measures.

Policy 3

Freshwater is managed in an integrated way that considers the effects of the use and development of land on a whole-of-catchment basis, including the effects on receiving environments.

The Project is consistent with Policy 3 by adopting an integrated, whole-of-catchment approach to freshwater management across the Wairoa River, Kōpūrerua Stream and Waiorohi Stream catchments. The assessment of effects and design of the Project has been informed by catchment-scale hydrological and hydraulic modelling, which considers upstream and downstream environments, floodplain processes, and interactions between land use and water systems. The Project incorporates stormwater management, erosion

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National Policy Statement for Freshwater Management 2020 (NPS-FM)

	and sediment control, and design measures to manage the effects of land use on receiving environments, including waterways and wetlands. This approach ensures that the effects of the Project are understood and appropriately managed within the broader catchment context, rather than on a site-by-site basis.
Policy 6 <i>There is no further loss of extent of natural inland wetlands, their values are protected, and their restoration is promoted.</i>	The Project will result in the permanent loss and modification of some natural inland wetlands, including effects associated with road construction, stream realignments and supporting infrastructure. However, the Project has sought to avoid and minimise effects on wetlands wherever practicable, particularly within the Kōpūrerua Valley. Due to the linear nature of the Project, the constrained transport corridor, and the requirement to maintain the hydrological function of remaining wetland systems, complete avoidance of all wetland effects is not achievable. Where adverse effects on wetlands cannot be avoided, the Project applies the effects management hierarchy through a package of measures that includes wetland restoration and creation, enhancement of wetland values, hydrological management, long-term maintenance and monitoring, and ecological offsetting and compensation. These measures will be secured through the proposed Wetland Management Plan and consent conditions. The Project does not fully achieve the "no further loss of extent" component of Policy 6, as some permanent wetland loss remains unavoidable. However, the Project has been developed and assessed through the specified infrastructure provisions of the NPS-FM, which recognise that some residual effects may remain following the application of the effects management hierarchy. In this regard, the Project has sought to avoid and minimise wetland loss to the extent practicable and to enhance remaining and created wetland habitat through a comprehensive remediation, restoration and offsetting package. The BCM undertaken on the basis of the Indicative Design demonstrates that a package capable of achieving no net loss of Natural Wetland values is available within the Proposed Designation. The proposed conditions require the actual wetland extent and values lost to be confirmed following final design, the BCM to be rerun, and the final remediation, offsetting and/or compensation package to demonstrate no net loss of Natural Wetland values. Accordingly, while the Project is not fully consistent with the strict no-loss-of-extent outcome sought by Policy 6, it is generally consistent with the broader intent of the policy to protect, restore and enhance wetland values through the application of the effects management hierarchy and the achievement of no net loss outcomes.
Policy 7 <i>The loss of river extent and values is avoided to the extent practicable.</i>	No works within or affecting the Wairoa River are proposed. The Project does not cross the Wairoa River and has been designed to avoid modification of its bed, banks, extent and associated values. The Ōmanawa River is crossed by a new bridge that is currently being constructed as part of the separately authorised Ōmanawa Bridge replacement. Those works do not form part of this Project. Accordingly, no works within or affecting the Ōmanawa River are proposed as part of this Application. Permanent realignments are required for the Kōpūrerua Stream, Nanako Stream and Belk Road watercourse. The proposed conditions require the detailed design, construction and monitoring of those realignments to maintain fish passage and achieve no net loss of watercourse extent, function and values. Temporary and permanent works affecting other modified watercourses will be managed through the effects management hierarchy, together with aquatic fauna management and erosion and sediment control measures. Policy 7 requires the loss of river extent and values to be avoided to the extent practicable, rather than absolutely avoided. The Project achieves that outcome in relation to the Wairoa and Ōmanawa Rivers because

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	no works within or affecting those rivers form part of the Project. Where works affecting other watercourses cannot be avoided, their effects are appropriately managed through realignment, restoration and other mitigation measures.
Policy 8 <i>The significant values of outstanding water bodies are protected.</i>	The Project is consistent with Policy 8 as it does not adversely affect any identified outstanding water bodies or their significant values. The freshwater features within the Project area, including the Wairoa River, Ōmanawa River and Kōpūrererua Stream, are not identified as outstanding water bodies within relevant planning instruments.
Policy 9 <i>The habitats of indigenous freshwater species are protected.</i>	The Project is not located within, and does not directly affect, any identified Outstanding Water Body. The freshwater features within the Project area, including the Wairoa River, Ōmanawa River and Kōpūrererua Stream, are not identified as Outstanding Water Bodies within relevant planning instruments. Nevertheless, the Project has the potential to indirectly affect downstream freshwater receiving environments through construction activities and operational stormwater discharges. Accordingly, the Project incorporates a range of measures to maintain water quality and protect freshwater values, including erosion and sediment controls during construction, stream restoration and enhancement measures, fish passage provisions, and comprehensive stormwater treatment systems. During operation, stormwater runoff from the transport corridor will be treated through a network of planted swales, treatment wetlands, treatment and attenuation wetlands, and other stormwater management devices prior to discharge to receiving environments. These measures are intended to reduce sediment and contaminant loads, maintain aquatic ecosystem health, and minimise adverse effects on downstream waterways. While the Project does not directly affect an identified Outstanding Water Body, it recognises the interconnected nature of freshwater systems and includes measures to manage potential effects on downstream receiving environments. Accordingly, the Project is considered consistent with the intent of Policy 8 to protect significant freshwater values.
Policy 15 <i>Communities are enabled to provide for their social, economic, and cultural wellbeing in a way that is consistent with this National Policy Statement.</i>	The Project will provide significant social, economic and cultural benefits, including improved transport connectivity, network resilience, safety, accessibility, and support for planned urban growth within the western Bay of Plenty. These outcomes are consistent with enabling communities to provide for their wellbeing, both now and in the future. Importantly, the Project has been developed having regard to, and consistent with, the hierarchy of obligations in Objective 1 of the NPS-FM. The Project incorporates a range of measures to avoid, minimise, remedy, offset or compensate for effects on freshwater values, including stream restoration and enhancement, wetland restoration and creation, fish passage provisions, stormwater treatment systems, erosion and sediment controls, and long-term ecological management measures. The Project is also not anticipated to adversely affect the health needs of people, including drinking water supplies. Accordingly, the Project's social, economic and cultural benefits are not being pursued at the expense of the outcomes sought by clauses (a) and (b) of Objective 1. Rather, the Project has demonstrated how those matters are addressed, allowing the benefits of the Project to be considered consistently with Te Mana o te Wai and Policy 15.

National

National Policy Statement for Highly Productive Land 2022 (NPS-HPL)

Policy 8 / Clause 3.9 <i>Protection from inappropriate use and development</i>	Clause 3.9 provides for the use or development of highly productive land in specified circumstances. The Project is infrastructure proposed by a requiring authority, and the affected land is required in relation to the proposed designations. The Project therefore falls within clause 3.9(2)(h). The Project is also specified infrastructure with a functional and operational need to be located within the proposed corridor, consistent with clause 3.9(2)(j). As a linear state highway project, it must connect fixed points within the transport network and respond to engineering, safety, topographical, environmental and land-use constraints. That functional and operational need is supported by the Project's business-case, alternatives assessment and design-refinement processes. Those processes considered the transport functions of SH29 and SH29A, fixed network connections, engineering requirements, environmental effects and planned urban growth before the preferred corridor was selected and subsequently refined. Accordingly, the Project is not considered to be an inappropriate use or development of highly productive land for the purposes of clause 3.9.
Clause 3.9(3) <i>Minimisation of loss and management of effects</i>	The Project has been developed to minimise the extent of highly productive land affected. In particular: • The proposed designation boundaries have been refined through the alternatives and design process; • The affected LUC Class 3 land is confined to parts of five properties; • The extent of highly productive land affected is limited relative to the wider Project area; and • The land requirement is limited to that necessary for the Project and its associated works. The Project is not an urban rezoning or general urban development proposal. The loss of highly productive land arises from the functional and operational requirements of nationally and regionally significant transport infrastructure.
Policy 9 / Clause 3.13 <i>Reverse sensitivity</i>	The Project will introduce transport infrastructure and associated operational effects, including traffic, lighting and noise. However, the Project corridor and surrounding environment are largely urbanised or identified for urban development through the Tauranga City Plan and wider urban growth planning framework. Much of the land adjoining the Project is zoned or planned for urban development, including Medium Density Residential development, and is no longer relied upon for long-term primary production purposes. While a limited extent of rural land remains at the south-western end of the Project area, the Project is not expected to create material constraints on existing lawfully established primary production activities. The majority of the corridor traverses land that has already transitioned, or is in the process of transitioning, from a rural production landscape to an urban environment. Accordingly, the Project is not expected to give rise to significant reverse sensitivity effects on land-based primary production, nor materially undermine the ongoing use and development of productive rural land. The Project is therefore considered consistent with the intent of Policy 9 and Clause 3.13.

National

National Policy Statement for Indigenous Biodiversity 2023 (NPS-IB)

2.1 Objective

- (a) *to maintain indigenous biodiversity across Aotearoa New Zealand so that there is at least no overall loss in indigenous biodiversity after the commencement date; and*
- (b) *to achieve this:*
- (i) *through recognising the mana of tangata whenua as kaitiaki of indigenous biodiversity; and*
 - (ii) *by recognising people and communities, including landowners, as stewards of indigenous biodiversity; and*
 - (iii) *by protecting and restoring indigenous biodiversity as necessary to achieve the overall maintenance of indigenous biodiversity; and*
 - (iv) *while providing for the social, economic, and cultural wellbeing of people and communities now and in the future.*

The Project affects a predominantly modified rural and peri-urban environment. Terrestrial vegetation within the Proposed Designation is dominated by pasture, plantation forestry and other exotic vegetation, with indigenous vegetation largely confined to planted and restored areas. Most terrestrial habitats are assessed as having negligible or low ecological value, while more established restoration planting within the Kōpūrerua Valley and alongside Takitimu Drive is assessed as having moderate value.

The Project will remove approximately 61.7 ha of low-value exotic vegetation, 6.5 ha of native amenity planting and 1.9 ha of restoration planting. The loss of restoration planting gives rise to moderate adverse effects before effects management.

Fauna values generally reflect the modified nature of the environment. Copper skink was recorded at one location, with most potential herpetofauna habitat assessed as having negligible or low value. The avifauna assemblage is typical of a modified rural and peri-urban landscape, although indigenous species, including at-risk and threatened species, use or may use habitats within the Project area. Higher-value avifauna habitat is generally associated with wetlands and restoration planting. Bat habitat is assessed as having low value.

Effects on terrestrial indigenous biodiversity are proposed to be managed through staged vegetation clearance, pre-clearance surveys, indigenous fauna management protocols, management of nesting birds, lizard management where required, measures addressing potential bat effects, erosion and sediment controls, and restoration planting.

The Project will nevertheless result in the permanent loss or modification of some indigenous planting and potential fauna habitat. Consistency with the objective does not therefore depend on the absence of localised adverse effects, but on whether the effects management measures maintain indigenous biodiversity overall.

The Project has sought to avoid or minimise effects on higher-value terrestrial habitats through route and design refinement. Where effects cannot be avoided, restoration planting will replace and enhance vegetation across the Proposed Designation and provide habitat and connectivity benefits over time. Approximately 84 ha of wider landscape planting is also proposed under the RoNS planting requirements, with the planting to be designed in consultation with a suitably qualified ecologist so that it is ecologically appropriate and viable.

The Project further recognises the role of tangata whenua as kaitiaki through engagement with iwi and hapū and the integration of cultural values into ecological design, restoration and environmental management measures.

In addition, the Project enables social and economic wellbeing by providing nationally significant transport infrastructure that supports planned urban growth and regional connectivity, while managing effects on indigenous biodiversity through the proposed effects management framework.

Overall, while some localised loss and modification of indigenous biodiversity will occur, the EclA concludes that the proposed terrestrial effects management measures will result in residual effects that are predominantly low. On that basis, and having regard to the recognition of tangata whenua as kaitiaki and the Project's social and economic benefits, the Project is considered consistent with Objective 2.1 of the NPS-IB.

Policy 1

Indigenous biodiversity is managed in a way that gives effect to the decision making principles and takes into account the principles of the Treaty of Waitangi.

The Project is consistent with Policy 1 by managing indigenous biodiversity in a manner that gives effect to the NPS-IB decision-making principles and takes into account the principles of the Treaty of Waitangi. Engagement with tangata whenua has been undertaken throughout the Project development process, and cultural values have informed the understanding of biodiversity, particularly in relation to the Wairoa River, Kōpūrerua Stream and associated wetlands. Cultural assessments for Ngāi Tamarāwaho and Ngāti Hangarau emphasise the role of kaitiakitanga, the importance of protecting mauri, and the need to maintain ecological function and connectivity within freshwater and terrestrial environments. The Project responds to these principles through an integrated design approach that incorporates

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National Policy Statement for Indigenous Biodiversity 2023 (NPS-IB)

	ecological restoration, naturalised stream design, native planting, and ongoing opportunities for cultural monitoring and partnership in implementation.
Policy 2 <i>Tangata whenua exercise kaitiakitanga for indigenous biodiversity in their rohe, including through:</i> (a) <i>managing indigenous biodiversity on their land; and</i> (b) <i>identifying and protecting indigenous species, populations and ecosystems that are taonga; and</i> (c) <i>actively participating in other decision-making about indigenous biodiversity.</i>	The Project is generally consistent with Policy 2 by recognising the role of tangata whenua as kaitiaki and providing opportunities for their involvement in decisions concerning indigenous biodiversity within their rohe. Engagement with iwi and hapū has been undertaken throughout Project development, and the cultural assessments identify the importance of protecting mauri, taonga species and culturally significant freshwater and terrestrial environments. The Project responds through the incorporation of tangata whenua values into ecological design, stream and wetland restoration initiatives, and environmental management measures. Through this process, tangata whenua have contributed to the identification of biodiversity values, taonga species and freshwater ecosystems of significance, and have helped shape the management responses proposed for these areas. The cultural mitigation package currently being developed with affected hapū also provides for ongoing tangata whenua participation in the implementation of biodiversity management measures, including opportunities for cultural monitoring, restoration activities and input into relevant environmental management plans. Accordingly, the Project supports the exercise of kaitiakitanga and active tangata whenua participation in indigenous biodiversity management and decision-making.
Policy 3 <i>A precautionary approach is adopted when considering adverse effects on indigenous biodiversity.</i>	The ecological assessments recognise uncertainty where species may be present despite not being detected, including native lizards and long-tailed bats. The effects management framework responds to that uncertainty through measures including pre-clearance surveys and checks, staged vegetation clearance, ecological supervision, nesting-bird protocols, lizard salvage and relocation where required, and further assessment and management of potential bat effects. These measures allow potential effects to be managed even where the presence, distribution or use of habitat by indigenous fauna cannot be confirmed before construction. The precautionary approach is therefore principally reflected in the survey, pre-clearance and fauna-management requirements, rather than in a general reliance on adaptive management.
Policy 4 <i>Indigenous biodiversity is managed to promote resilience to the effects of climate change.</i>	The proposed indigenous planting, riparian planting, wetland restoration and habitat reinstatement will increase habitat diversity and strengthen ecological connections across parts of the Project area. These outcomes will improve the capacity of indigenous species and habitats to respond to climate change associated events.
Policy 5 <i>Indigenous biodiversity is managed in an integrated way, within and across administrative boundaries.</i>	The Project is consistent with Policy 5 because it extends across the Tauranga City and Western Bay of Plenty District areas and has been assessed on a Project-wide basis. The EclA considers terrestrial vegetation, indigenous fauna, wetlands and freshwater habitats across the full Proposed Designation and their connections with the wider receiving environment. The Project has also been informed by coordinated ecological, hydrological, landscape and cultural assessments. The proposed effects management measures, including vegetation and fauna management, indigenous planting, stream realignment, wetland restoration and riparian planting, are intended to operate as an integrated package rather than as isolated site-specific responses. This approach allows ecological effects and habitat connectivity to be managed consistently across territorial boundaries and across the different ecological environments affected by the Project.

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National Policy Statement for Indigenous Biodiversity 2023 (NPS-IB)

Policy 10 Activities that contribute to New Zealand's social, economic, cultural, and environmental wellbeing are recognised and provided for as set out in this National Policy Statement.	The Project is consistent with Policy 10 by providing nationally and regionally significant transport infrastructure that will contribute to improved safety, strategic connectivity, network efficiency and planned urban growth. Those benefits must be considered alongside the Project's effects on indigenous biodiversity. The Project will result in permanent loss or modification of some indigenous planting and fauna habitat. However, the EclA concludes that those effects can be managed through route and design refinement, vegetation-clearance controls, fauna management, restoration planting, habitat reinstatement and the wider effects management package. Following implementation of the proposed effects-management measures, including vegetation-clearance controls, fauna management, restoration planting and wider indigenous landscape planting, the residual terrestrial ecological effects are expected to be predominantly low. The planting will also increase indigenous vegetation cover and habitat connectivity as it establishes. On that basis, the Project provides for social and economic wellbeing while applying the biodiversity-management framework required by the NPS-IB.
Policy 13 Restoration of indigenous biodiversity is promoted and provided for.	The Project is consistent with Policy 13 by providing for restoration planting and habitat reinstatement as part of the management of terrestrial ecological effects. The EclA identifies the removal of approximately 6.5 ha of native amenity planting and 1.9 ha of restoration planting. Restoration planting is proposed to replace and enhance vegetation within the Proposed Designation and to contribute to habitat quality and ecological connectivity over time. The wider landscape planting required for the Project will also provide opportunities to establish indigenous vegetation in areas currently dominated by pasture and exotic vegetation. The EclA recommends that planting intended to provide ecological outcomes be developed with ecological input and use species appropriate to the locality and relevant ecosystem types. The proposed stream and wetland restoration measures will also contribute to indigenous biodiversity outcomes, although those measures are principally assessed under the NPS-FM.
Policy 14 Increased indigenous vegetation cover is promoted in both urban and non-urban environments.	The Project is consistent with Policy 14 by providing substantial indigenous planting across the Project area, including restoration, riparian, wetland-margin and landscape planting. The Project will initially remove indigenous vegetation (as described above). However, the proposed restoration and landscape planting will establish indigenous vegetation across areas that are currently predominantly pasture or exotic vegetation. The EclA anticipates that the proposed planting package will replace the affected indigenous planting and residual effects are expected to be predominately low. The planting will also contribute to habitat connectivity and provide additional habitat for indigenous fauna as it establishes. Over time, the proposed planting is expected to increase indigenous vegetation cover relative to the post-construction environment.
Policy 15 Areas outside SNAs that support specified highly mobile fauna are identified and managed to maintain their populations across their natural range, and information and awareness of highly mobile fauna is improved.	The EclA identifies a range of highly mobile indigenous bird species that use, or may use, habitats within and adjoining the Proposed Designation. Based on desktop review and field surveys, 31 indigenous bird species use, or are likely to use, the Project area more than rarely, including eight at-risk and two threatened species. Higher-value habitat is generally associated with wetlands, freshwater margins and restoration planting within the Kōpūrerua Valley. Species recorded or identified as potentially using the Project area include Australasian bittern, New Zealand pipit, black shag, little black shag, little shag, New Zealand dabchick, North Island fernbird, North Island kākā, red-billed gull

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	and royal spoonbill. The EclA also assesses the potential presence of long-tailed bats, although no bats were recorded during Project-specific surveys and the available bat habitat is assessed as low value. Potential effects on highly mobile fauna will be managed through habitat avoidance and minimisation where practicable, pre-construction surveys and checks, controls on vegetation clearance, protection of active nests and breeding areas, fauna-management procedures, and restoration planting. Measures addressing potential bat effects will also apply where further surveys identify bats or potential roost habitat. The proposed restoration, wetland and riparian planting will assist in maintaining habitat availability and connectivity for mobile indigenous fauna across the Project corridor. On that basis, the Project appropriately identifies and manages habitats outside SNAs that may support specified highly mobile fauna.
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Regional

Bay of Plenty Regional Policy Statement

Policy Title	Relevant Objectives and Policies	Project Response
Air Quality	Objective 1: <i>The adverse effects of odours, chemical emissions and particulates are avoided, remedied or mitigated so as to protect people and the environment.</i> Policy AQ 2A: <i>Managing adverse effects from the discharge of odours, chemicals, and particulates</i>	Potential air quality effects arise primarily during construction from dust generated by earthworks, vehicle movements, exposed surfaces and material handling, together with emissions from construction plant. These effects are temporary and will be managed through the Construction Air Quality Management Plan and related construction controls, including stabilisation, water suppression, monitoring and response procedures. The Application does not identify material operational air quality effects requiring specific mitigation. The Project is therefore consistent with the objective and policy insofar as construction discharges are avoided, remedied or mitigated through the proposed management framework.
Energy and Infrastructure	Objective 6: <i>Provide for the social, economic, cultural and environmental benefits of, and the use and development of nationally and regionally significant infrastructure and renewable energy</i> Policy EI 3B: <i>Protecting nationally and regionally significant infrastructure</i> Policy EI 4B: <i>Recognising the benefits from nationally and regionally significant infrastructure and the use and development of renewable energy</i> Policy EI 5B: <i>Managing adverse effects of regionally significant infrastructure on matters of national importance</i> Objective 7: <i>Provide for the appropriate management of:</i> <i>(a) any adverse environmental effects (including effects on existing lawfully established land uses) created by the development and use of infrastructure and associated resources;</i>	The Project is consistent with Objectives 6 and 7 and Policies EI 3B, EI 4B and EI 5B of the RPS, which recognise the benefits of nationally and regionally significant infrastructure while requiring adverse effects to be appropriately managed. The Project is a RoNS project that delivers substantial social, economic and safety benefits, including improved freight efficiency, network resilience and support for planned urban growth in Tauriko West and the wider western corridor. The functional and operational requirements of the Project necessitate its location and design, and these constraints have been carefully balanced through route selection and iterative design refinement. Adverse environmental effects have been comprehensively assessed and, where practicable, avoided through alignment and design responses, and otherwise mitigated through measures including stormwater treatment, ecological restoration, landscape integration and management plans secured by conditions. Effects on existing land uses are appropriately managed through

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		design and mitigation, including addressing noise, vibration and amenity effects. Overall, the Project appropriately recognises the benefits of regionally significant infrastructure while ensuring that adverse effects are avoided, remedied or mitigated, consistent with the RPS.
Integrated Resource Management	Objective 10: Cumulative effects of existing and new activities are appropriately managed Policy IR 5B: Assessing cumulative effects Objective 11: An integrated approach to resource management issues is adopted by resource users and decision makers Policy IR 2B: Having regard to the likely effects of climate change Policy IR 3B: Adopting an integrated approach	The Project is consistent with Objectives 10 and 11 and Policies IR 5B, IR 2B and IR 3B, which require an integrated approach to resource management and the management of cumulative effects, including consideration of climate change. The Project has been developed and assessed through an integrated, multidisciplinary approach, drawing on a comprehensive suite of technical assessments including transport, stormwater, hydrology, ecology, landscape, geotechnical and cultural inputs. Potential cumulative effects have been considered within the wider western Tauranga growth context, where the Project forms part of a coordinated package of infrastructure and land use change, and are appropriately managed through design, mitigation and alignment with strategic planning. Climate change has been incorporated into the assessment and design, including consideration of long-term flood risk, rainfall intensity and infrastructure resilience. The Project adopts a whole-of-catchment approach to effects on freshwater systems and integrates land use, infrastructure and environmental management responses. Overall, the Project demonstrates a high level of integrated resource management and appropriately manages cumulative and cross-domain effects.
Iwi Resource Management	Objective 15: Water, land, coastal and geothermal resource management decisions have regard to iwi and hapū resource management planning documents Policy IR 4B: Using consultation in the identification and resolution of resource management issues Policy IW 4B: Taking into account iwi and hapū resource management plans Policy IW 6B: Encouraging tangata whenua to identify measures to avoid, remedy or mitigate adverse cultural effects Policy IW 2B: Recognising matters of significance to Māori Policy IW 5B: Adverse effects on matters of significance to Māori Policy UG 18B: Te Tiriti o Waitangi Principles	The Project is consistent with Objectives 15 and 17 and relevant iwi resource management policies, which require recognition of tangata whenua values, kaitiakitanga and the safeguarding of mauri. Engagement has been undertaken with tangata whenua, including Ngāti Tamarāwaho, Ngāti Kahu and Ngāti Hangarau. The Project recognises matters of significance to Māori, including the cultural importance of the Wairoa River, Kōpūrererua Stream and associated tributaries, and incorporates measures to avoid, remedy or mitigate adverse cultural effects where practicable. Opportunities for tangata whenua involvement in monitoring and implementation, including cultural monitoring and restoration initiatives, support the ongoing exercise of kaitiakitanga. The Project also integrates cultural values into ecological restoration, landscape design and freshwater management, contributing to the safeguarding and, where appropriate, enhancement of mauri. Overall, the Project appropriately takes into account iwi and hapū resource management planning and gives effect to the relevant RPS provisions.

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	Objective 17: <i>The mauri of water, land, air and geothermal resources is safeguarded and where it is degraded, where appropriate, it is enhanced over time</i> Policy WQ 3B: <i>Allocating water</i>	
Matters of National Importance	Objective 18: <i>The protection of historic heritage and outstanding natural features and landscapes from inappropriate subdivision, use and development.</i> Policy IW 2B: <i>Recognising matters of significance to Māori</i> Policy IW 5B: <i>Adverse effects on matters of significance to Māori</i> Objective 21: <i>Recognition of and provision for the relationship of Māori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga</i>	The Project traverses an area containing waterways, landscapes, cultural associations and archaeological values that are of significance to tangata whenua. The Project has been informed by CIAs prepared by affected hapū, which identify cultural values associated with freshwater environments, indigenous biodiversity, wāhi tapu, archaeological sites and the wider cultural landscape. Through this process, matters of significance to Māori have been identified and have informed Project design, environmental management measures and the cultural mitigation package being developed in partnership with tangata whenua. The Project is generally consistent with <i>Policy IW 2B</i> as it recognises matters of significance to Māori through the preparation and consideration of CIAs, engagement with iwi and hapū, incorporation of cultural values into ecological and freshwater management responses, and the development of cultural mitigation measures. The Project recognises the relationship of tangata whenua with ancestral lands, waterways and taonga, including the Kōpūrerua Stream, Wairoa River and associated tributaries that contribute to the wider health of Tauranga Moana and Te Moana ā Toi. The Project is also generally consistent with <i>Policy IW 5B</i>, which seeks to avoid, remedy or mitigate adverse effects on matters of significance to Māori. While some adverse effects on freshwater environments, wetlands, indigenous biodiversity and cultural values cannot be completely avoided, these have been and can be addressed through a range of measures including design refinement, stream and wetland restoration, fish passage, ecological enhancement, archaeological management measures, accidental discovery protocols, cultural monitoring and the cultural mitigation package being developed with affected hapū. The Project is therefore considered to be consistent with <i>Objectives 18</i> and <i>21</i>, and with <i>Policies IW 2B</i> and <i>IW 5B</i>, by recognising matters of significance to Māori, providing for tangata whenua participation in Project development, and implementing measures to avoid, remedy or mitigate adverse effects on cultural values and taonga.
Urban and Rural Growth Management	Objective 24: <i>An efficient, sustainable, safe and affordable transport network, integrated with the region's land use patterns</i>	The Project is consistent with Objective 24 and Policies UG 1A and UG 12B, which seek an efficient, integrated transport network aligned with land use patterns. The Project forms a key component of the strategic transport network and is explicitly aligned with growth planning for the western Bay of Plenty,

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	Policy UG 1A: Protecting the national and regional strategic transport network Policy UG 12B: Promoting the integration of land use and transportation	including the Tauriko West urban growth area. By improving connectivity, accessibility and network performance, the Project supports the integration of land use and transport and enables planned urban development to occur in a coordinated manner. The Project also protects and enhances the function of the strategic transport network, ensuring it can accommodate current and future demand. Overall, the Project supports efficient, safe and sustainable growth by aligning infrastructure delivery with planned land use outcomes.
Water Quality and Land Use	Objective 27: The quality and mauri of water in the region is maintained or, where necessary to meet the identified values associated with its required use and protection, enhanced Policy WL 3B: Establishing limits for contaminants entering catchments at risk Policy WL 7B: Minimising the effects of land and soil disturbance	The Project is consistent with Objective 27 and Policies WL 3B and WL 7B, which seek to maintain or enhance water quality and minimise the effects of land disturbance. The Project incorporates a comprehensive erosion and sediment control framework and stormwater management system designed in accordance with best practice to minimise contaminant discharge to receiving environments. Construction-phase effects, including sediment generation, will be managed through robust controls and staging, while operational stormwater is treated prior to discharge to maintain water quality. The design also includes measures to stabilise disturbed areas and manage soil erosion, particularly in sensitive catchments. The Project adopts a catchment-based approach to water quality management and integrates land use and freshwater considerations. Overall, adverse effects on water quality are appropriately avoided, minimised and mitigated, consistent with the RPS.
Water Quantity	Objective 30: The quantity of available water: (a) provides for a range of uses and values; (b) is allocated and used efficiently; (c) safeguards the mauri and life supporting capacity of water bodies; and (d) meets the reasonably foreseeable needs of future generations. Policy WQ 1A: Promoting efficient water use, water harvesting and water transfers	The Project is consistent with Objective 30 and Policy WQ 1A, which seek to ensure the efficient use and management of water resources while safeguarding the life-supporting capacity of water bodies. The Project does not involve significant consumptive use of water resources, and construction-related water management is focused on maintaining natural hydrological function within the Wairoa River and Kōpūrerua catchments, which form the primary receiving environments. Any modifications to water quantity, including temporary diversions, detention and conveyance associated with stream works and stormwater infrastructure, are designed to maintain downstream flow regimes and avoid adverse effects on water availability and system capacity. The Project design adopts a catchment-based approach, recognising that the works occupy only a very small proportion of the overall catchments and therefore do not materially alter the wider hydrological regime. Construction methodologies prioritise the separation and conveyance of clean water through or around works areas and the stabilisation of new channels prior to activation, ensuring continuity of flow and minimising disruption to natural processes. Stormwater management and erosion and sediment control measures further support the attenuation and control of runoff, promoting flow patterns that are consistent with natural systems and reducing the potential for

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		downstream effects. Overall, the Project maintains the availability and function of water resources and gives effect to the efficient and sustainable management of water quantity consistent with the RPS.
Natural Hazards	Objective 31: Avoidance or mitigation of natural hazards by managing risk for people's safety and the protection of property and lifeline utilities Policy NH 1B: Taking a risk management approach Policy NH 11B: Providing for climate change	The Project is consistent with Objective 31 and Policies NH 1B and NH 11B, which require a risk-based approach to natural hazards and consideration of climate change. The Project has been informed by detailed flood modelling and geotechnical investigations, including consideration of current and future hazard risks such as flooding and slope instability. Design responses will incorporate flood conveyance capacity and resilience to increased rainfall intensity associated with climate change. The Project avoids increasing natural hazard risk where practicable and incorporates mitigation measures where avoidance is not possible. Infrastructure is designed to maintain function during hazard events and to protect people and property. Overall, the Project adopts a risk-based, forward-looking approach to natural hazard management consistent with the RPS.

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3. Kaitiakitanga	KT O3 (Objective 3): Consultation with tangata whenua that recognises their societal structures, practices, protocols, and procedures, and status under the Act. KT O4 (Objective 4): The water, land and geothermal concerns of tangata whenua are taken into account and addressed as part of resource management processes, while recognising that different iwi and hapu may have different concerns or practices. KT O6 (Objective 6): Maintain the biological and physical aspects of the mauri of water, land and geothermal resources; and where practicable achieve the ongoing improvement of the biological and physical aspects of the mauri where it has been degraded... KT O7 (Objective 7): The extent of the spiritual, cultural and historical values of water, land and geothermal resources (including waahi tapu, taonga and sites of traditional activities) to tangata whenua are identified. KT P1 (Policy 1): To recognise that tangata whenua, as indigenous peoples, have rights protected by the Treaty of Waitangi (Te Tiriti o	The Project is consistent with the Kaitiakitanga objectives and policies, which recognise the role of tangata whenua, the protection of cultural values, and the maintenance and enhancement of the mauri of natural resources. Engagement with tangata whenua, including Ngāi Tamarāwaho, Ngāti Kahu and Ngāti Hanganau, has informed the identification of cultural values associated with the Project area, particularly in relation to waterways, landscapes and sites of significance. The Project incorporates measures to recognise and provide for these values, including cultural monitoring, input into design, and restoration initiatives that support mauri and ecological health. Opportunities for tangata whenua participation in ongoing management and decision-making support the exercise of kaitiakitanga. Overall, the Project appropriately recognises Treaty principles, takes into account tangata whenua values, and provides for the protection and enhancement of cultural and environmental relationships.

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	<i>Waitangi) and that consequently the Act accords Māori a status distinct from that of interest groups and members of the public.</i> KT P2 (Policy 2): To take into account the principles of the Treaty of Waitangi in the management of land, water and geothermal resources. KT P5: To ensure that resource management issues of concern to tangata whenua are taken into account and addressed, where these concerns are relevant and within the functions of the Regional Council. KT P7 (Policy 7): To make provision for kaitiaki to manage their ancestral land, water, and geothermal resources where this is consistent with the Act. KT P9 (Policy 9): To have particular regard to kaitiakitanga, including customary use and management practices relating to water, land and geothermal resources, including mahinga kai whenua and mahinga kai awa, waahi tapu and taonga raranga, in accordance with tikanga Maori, and the mana and responsibilities of Nga Tangata Pukenga, where this is consistent with the Act. KT P10 (Policy 10): To identify the extent of cultural values associated with rivers, streams, lakes, wetlands, geothermal resources and land, where this is considered appropriate by tangata whenua. KT P15 (Policy 15): To consult all appropriate tangata whenua holding mana whenua in circumstances where rohe (tribal boundaries), or areas of ancestral or historic interest overlap.	
4. Integrated Management of Land and Water	IM O1 (Objective 8): Integrated management of land and water resources. IM P1A: The loss of river extent and values is avoided, unless the council is satisfied: (a) that there is a functional need for the activity in that location; and (b) the effects of the activity are managed by applying the effects management hierarchy. <i>For the purposes of this policy, effects management hierarchy and loss of value have the meaning given by the National Policy Statement for Freshwater Management 2020.</i> IM P8 (Policy 32): To allow resource use and development where there are beneficial effects on the social, cultural and economic wellbeing of people and communities; and adverse effects on the environment are avoided, remedied or mitigated.	The Project is consistent with the objectives and policies for integrated land and water management, including Policy IM P1A and IM P8, which require that loss of river extent and values is avoided unless there is a functional need and effects are appropriately managed. The Project has a clear functional need as regionally significant transport infrastructure and has been designed to avoid effects on higher value waterways where practicable, including the use of bridging for major rivers. Where works within waterways are required, effects are managed through the application of the effects management hierarchy, including avoidance, minimisation and ecological restoration through naturalised channel design and fish passage. The Project adopts a catchment-based approach to hydrology and water quality and integrates land use, stormwater and ecological design. Overall, the Project provides for significant social and economic benefits while ensuring adverse effects are appropriately avoided, remedied or mitigated.

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5. Land Management	LM O1 (Objective 9): Land use and land management practices are appropriate to the environmental characteristics and limitations of the site, and avoid, remedy or mitigate adverse effects on the life-supporting capacity of soil resources, the receiving environment and heritage values. LM O2 (Objective 17): Riparian margins are appropriately managed to protect and enhance their soil conservation, water quality and heritage values. LM O3 (Objective 19): Protect vulnerable areas from erosion.	The Project is consistent with the land management objectives, which require land use practices to avoid, remedy or mitigate adverse effects on soil resources, receiving environments and erosion-prone areas. The design and construction of the Project incorporate comprehensive erosion and sediment control measures in accordance with best practice guidelines, including staged earthworks, stabilisation of exposed surfaces and management of runoff. Riparian margins associated with waterways are managed through avoidance where practicable and enhancement through riparian planting and restoration. Areas susceptible to erosion, including steep slopes and escarpments, are addressed through geotechnical design and earthworks management. These measures ensure that land disturbance effects are appropriately controlled and that soil conservation and downstream environmental values are maintained.
6. Discharges to Water and Land	DW O4 (Objective 27): Discharges of water to water avoid, remedy or mitigate adverse effects on the environment as appropriate to the values, uses and existing environmental quality of the activity site. DW P5 (Policy 42): To recognise and provide for the effects on the mauri of the receiving environment caused by the discharge of contaminants to water DW P10 (Policy 48): To encourage, as appropriate, discharge activities to comply with current best engineering practices and best practicable options to avoid or mitigate adverse effects on the environment so that the requirements of this regional plan and other Regional Council requirements are met. Best engineering practices are relevant where the scale, intensity and potential adverse effects require such engineering practices.	The Project is consistent with the objectives and policies relating to discharges, which require adverse effects on receiving environments, including mauri and water quality, to be avoided, remedied or mitigated using best practicable options. Construction-related discharges, including sediment-laden runoff, are managed through a comprehensive erosion and sediment control framework incorporating best practice design, chemical treatment where required, and ongoing monitoring and maintenance. The approach prioritises minimisation of sediment generation and maximises treatment efficiency prior to discharge. Operational discharges, including stormwater, are treated prior to discharge to maintain water quality and protect downstream environments. Cultural values associated with receiving environments are recognised and addressed through engagement and management measures. Overall, discharges are managed using best practice to ensure effects are minimised and acceptable.
7. Water Quantity and Allocation	Objective 39: Efficient use of water resources in the Bay of Plenty. WQ O12 (Objective 47): Damming and diversion activities avoid, remedy or mitigate adverse effects on the environment, as appropriate to the values, uses and existing environmental quality of the water body and downstream of the activity. WQ O13 (Objective 48): Land use and development activities avoid, remedy or mitigate adverse effects on the natural flow of water, including flood flows.	The Project is consistent with the objectives for water quantity and allocation, which seek to ensure efficient use of water resources and maintain natural flow regimes. The Project does not involve significant abstraction of water and is not expected to adversely affect water availability within catchments. Where watercourses are diverted or modified, these are designed to maintain natural flow characteristics, hydraulic capacity and downstream values.

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		Construction methodologies ensure that flows are appropriately conveyed through or around works areas, and operational stormwater design supports attenuation and management of runoff to maintain hydrological function. Overall, the Project maintains water quantity and flow processes in a manner consistent with the RNRP.
8. Beds of Water Bodies	BW O3 (Objective 57): Adverse effects on fish passage and migration along rivers and streams is avoided, remedied or mitigated. BW O3A: The passage of fish is maintained, or is improved, by instream structures, except where it is desirable to prevent the passage of some fish species in order to protect desired fish species, their life stages, or their habitats. BW O4 (Objective 58): Activities in, on, under or over the beds of streams, rivers and lakes: (a) Do not significantly impede the flow of flood waters, except where the activity is necessary for flood control purposes. (b) Provide for water flow and volume requirements in downstream areas, including authorised water abstractions and non-consumptive uses. (c) Avoid, remedy or mitigate adverse effects on natural hydrological processes of the stream, river or lake, or downstream areas. (d) Do not lead to accelerated erosion of the beds and banks of streams, rivers and lakes. (e) Maintain existing public access to and along the margins of rivers and lakes, where appropriate. (f) Avoid or mitigate the contamination of water by sediment. (g) Avoid adverse effects on areas of significant natural character. (h) Avoid, remedy or mitigate adverse effects on ecological values. BW O5 (Objective 59): Structures in, on, under or over the beds of streams, rivers and lakes are: (a) Designed to commonly accepted design standards (including flood design standards) in relation to the use and location of the structure. (b) Constructed to a standard to withstand flood events. (c) Designed and used to account for natural lake level fluctuations. BW P1 (Policy 98): To require activities in the beds of rivers, streams and lakes to be undertaken in a comprehensive and integrated manner that recognises and provides for the water quality, water quantity	The Project is consistent with the objectives and policies for activities within the beds of water bodies, which seek to maintain ecological values, fish passage, and natural hydrological processes. Works within river and stream beds, including culvert installation, bridge construction and stream realignment, have been designed to avoid or minimise adverse effects on flow, sediment transport and ecological function. Fish passage is maintained or improved through the design of instream structures in accordance with best practice guidelines. Naturalised channel design, erosion protection and stabilisation measures ensure that bank stability, sediment control and habitat values are appropriately managed. Overall, adverse effects on aquatic ecosystems and hydrological processes are appropriately avoided, remedied or mitigated.

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	(including flood hazards), soil conservation, aquatic ecosystem issues in the water body, and areas of significant natural character. BW P3 (Policy 100): To avoid, remedy or mitigate adverse effects on aquatic ecosystems, the aquatic habitats of indigenous fauna, important trout habitats, and fish migration. BW P4 (Policy 101): New structures in, on, under or over the beds of rivers, streams and lakes, and the reconstruction of existing structures, are to be designed, constructed and maintained to comply with the requirements of BW P2 and BW P3... BW P5 (Policy 102): To provide for the use and maintenance of any lawfully existing structure in, on, under or over the bed of a stream, river or lake, except where such structures are causing adverse effects on the environment that cannot be avoided, remedied or mitigated. BW P10 (Policy 107): Reclamation of the bed of a river, stream or lake is to comply with WQ P34 and the following standards: (b) Reclamations are to use material that will not lead to the discharge of contaminants to water, excluding minor sediment. BW P11 (Policy 108): The introduction of plants into the beds of rivers, streams and lakes is to comply with BW P3, and the following standards: (a) Plants introduced into the bed of a surface water body are to be of a species and at a location suitable to maintain or enhance the values and uses of the water body. (b) (b) Aquatic plant pests are not to be introduced into the beds of streams, rivers and lakes.	
9. Wetlands	WL O1 (Objective 73): The preservation of the remaining wetlands in the Bay of Plenty. WL O3 (Objective 75): Creation of new wetland habitats where appropriate and practicable. WL P1 (Policy 133): To protect existing wetlands, including small wetlands, to maintain their natural functions. WL P7 (Policy 139): The loss of extent of natural inland wetlands is avoided, their values are protected, and their restoration is promoted, except where: (b) the Regional Council is satisfied that: (i) the activity is necessary for the purpose of the construction or upgrade of specified infrastructure; and	The Project is consistent with the objectives and policies for wetlands, which seek to protect wetland extent and values while providing for specified infrastructure where there is a functional need and significant benefit. The EclA identifies that wetlands within the Project area comprise a range of values, with most features being small, modified and of low ecological value, while more significant wetlands, particularly within the Kōpūrerua Valley, exhibit higher ecological value and support a greater diversity of indigenous species. In response, the Project has been designed to avoid higher value wetlands where practicable and to limit the extent of direct effects. Where impacts cannot be avoided, they are managed through the application of the effects management hierarchy, including minimisation through design, and

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	(ii) <i>(ii) the specified infrastructure will provide significant national or regional benefits; and</i> (iii) <i>there is a functional need for the specified infrastructure in that location; and</i> (iv) <i>(iv) the effects of the activity are managed through applying the effects management hierarchy;</i>	restoration, enhancement and, where necessary offsetting or compensation to address residual effects. Wetland hydrological function, connectivity and habitat values are maintained and improved through integrated stormwater and ecological design, including wetland enhancement and creation. Overall, the Project meets the specified infrastructure pathway, appropriately responds to the differing values of wetlands within the Project area, and ensures that adverse effects are managed in a manner consistent with the RNRP.
10. Tauranga Harbour	TH O1 (Objective 18): <i>Achieve the sustainable management of riparian margins (excluding artificial watercourses, and ephemeral flowpaths), which may include retirement, in the following priority catchment:</i> (a) <i>Tauranga Harbour</i> (i) <i>Harbour margins – 100% by 2010.</i> (ii) <i>(ii) Rivers and streams in the Tauranga Harbour catchment – 80% by 2020.</i>	The Project is consistent with the objectives relating to the Tauranga Harbour catchment, which seek to improve riparian management and reduce sediment inputs to coastal receiving environments. The Project incorporates extensive erosion and sediment control measures during construction to minimise sediment discharge to downstream environments, including the Tauranga Harbour. Riparian margins associated with waterways within the Project area are enhanced through planting and restoration, contributing to improved filtration of runoff and long-term water quality benefits. The Project's integrated catchment approach supports broader initiatives aimed at improving harbour health. Overall, the Project contributes positively to sediment management and riparian enhancement within the catchment.
20. Natural Hazards	NH O1 (Objective 49): <i>The effects of flood hazards on the region's people, communities, and natural and physical resources are avoided or mitigated.</i> NH P1 (Policy 87): <i>To adopt and promote an integrated, catchment-based approach to flood hazard mitigation.</i>	The Project is consistent with the natural hazards objectives and policies, which promote an integrated, catchment-based approach to managing hazard risk. The design of the Project has been informed by detailed flood modelling and geotechnical investigations, ensuring that infrastructure is appropriately located and designed to avoid or mitigate flood and slope instability risks. The Project maintains flood conveyance capacity, avoids increasing hazard risk elsewhere, and incorporates design measures to manage climate change effects, including increased rainfall intensity. Overall, the Project adopts a risk-based approach that protects people, property and infrastructure while maintaining natural hazard functions.

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4B. Transportation	1.1 Objective - Promoting an Integrated Transport Network <i>Subdivision, use and development of land facilitates and encourages the use of alternative modes of transport, in particular walking, cycling and public transport.</i> Policy 1.1.1 - Providing Multi-Modal Transport Opportunities <i>Activities provide for multi-modal transport outcomes in a manner that is commensurate to their nature and scale and potential impact on the transportation network, with particular regard to:</i> • <i>Integration with existing and planned public transport services and facilities and existing and planned walking and cycling networks;</i> • <i>The incorporation of facilities such as on-site bicycle parking and end of journey facilities, such as changing and shower facilities;</i> • <i>Activities including their operation are designed and operated to enable and support multi-modal transport outcomes.</i> Policy 1.1.2 - Transport Facilities and Network <i>By ensuring that land-use and subdivision activities that have significant transport implications must address:</i> <i>Limitations of the existing transport network;</i> <i>Any initiatives, including improvements to the existing transport network that will be implemented to provide for multi-modal and in particular active modes of transport outcomes;</i> <i>Whether adverse effects on infrastructure can be mitigated;</i> <i>Identify and address the use of Travel Demand Management measures to help facilitate the use of walking, cycling, and public transport options to minimise travel by single occupancy vehicle.</i> 1.2 Objective – Maintaining a Sustainable Transport Network <i>Transport-related effects of the subdivision, use and development of land do not compromise the integrated, safe, sustainable and efficient function of the transport network within the sub-region.</i>	Objective 1.1 – Promoting an Integrated Transport Network The Project is consistent with Objective 1.1 by facilitating an integrated transport network that supports a range of transport modes, including walking, cycling, public transport, freight and private vehicles. The Project separates strategic through-traffic and freight movements from local traffic, creating opportunities for the existing SH29 and SH29A corridors to function more effectively as local roads that better support public transport, walking and cycling connections. The Project like-for-like shared path connections, improved crossing opportunities, local road improvements and grade-separated interchanges that maintain and enhance connectivity across the transport network. These measures support a more integrated and efficient transport system while enabling planned growth within Tauriko West and the wider Western Corridor. Policy 1.1.1 – Providing Multi-Modal Transport Opportunities The Project is consistent with Policy 1.1.1 as it incorporates and supports multi-modal transport outcomes appropriate to the scale and function of a nationally significant transport corridor. The Project maintains and enhances connectivity for walking and cycling through improved cross-corridor connections, local road upgrades and enhanced facilities at key locations, including Barkes Corner. By diverting strategic and freight traffic to the new SH29 and SH29A corridors, the Project also supports the future development of improved public transport services along the existing corridors by reducing traffic volumes and improving local network function. Overall, the Project has been designed to support the efficient operation of all transport modes while recognising the strategic role of the state highway network. Policy 1.1.2 – Transport Facilities and Network The Project is consistent with Policy 1.1.2 as it directly addresses existing and forecast constraints on the transport network within Tauranga's Western Corridor. Transport modelling demonstrates that, without intervention, increasing growth would result in worsening congestion, reduced network performance, and declining safety outcomes. The Project responds to these limitations through the provision of new SH29 and SH29A corridors, grade-separated interchanges at Redwood Lane, Takitimu Drive and Barkes Corner, widening of Takitimu Drive, and improvements to local road connections. These upgrades improve network capacity, reliability, safety and resilience while supporting planned urban growth. The Project also enhances opportunities for active modes through shared path connections and improved local road environments and supports future public transport outcomes through the repurposing of the existing SH29 and SH29A corridors. As demonstrated by the Transport Assessment, adverse effects on the transport network are appropriately managed and the Project contributes positively to the long-term functioning of the wider transport system.

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		Objective 1.2 – Maintaining a Sustainable Transport Network The Project is consistent with Objective 1.2 as it improves the safe, efficient, integrated and sustainable operation of the transport network across Tauranga's Western Corridor and the wider sub-region. Transport modelling indicates that the Project substantially improves network performance, travel time reliability and freight efficiency while reducing pressure on the existing SH29 and SH29A corridors. The Project provides significant safety benefits through the introduction of median-separated highways, grade-separated interchanges and the reduction of conflict points associated with existing at-grade intersections. It also improves network resilience by providing increased capacity and route reliability for strategic and freight movements. Overall, the Project supports the long-term sustainability and functioning of the transport network while accommodating planned population, housing and employment growth within Tauranga and the Western Bay of Plenty. Overall Conclusion – Chapter 4B Transportation Overall, the Project supports the objectives and policies of Chapter 4B Transportation. The Project provides nationally significant transport infrastructure that improves safety, efficiency, network resilience and connectivity while supporting planned urban growth within Tauriko West and the wider Western Corridor. The Project also facilitates improved opportunities for active transport and future public transport outcomes through the repurposing of existing state highway corridors and enhancement of local transport connections. As a result, the Project promotes an integrated, sustainable and efficient transport network consistent with the intent of the TCP transportation provisions.
4C Earthworks Provisions	1.1 Objective - Earthworks <i>Earthworks are provided for and managed to ensure they do not adversely affect the environment, Plan Areas or cultural and heritage values.</i> 1.1.1 Policy – Stability <i>By ensuring that areas of cut and fill associated with site earthworks are managed to minimise the risk of instability and damage to other properties both during and after construction.</i> 1.1.2 Policy – Sediment Run-Off <i>By ensuring earthworks are managed to minimise sediment run-off from a site, particularly into the Council's stormwater system, through the adoption of suitable sediment and erosion controls.</i> 1.1.3 Policy – Flood Hazard Plan Area	Objective 1.1 – Earthworks The Project is consistent with Objective 1.1 as it provides for large-scale earthworks necessary to facilitate nationally significant transport infrastructure while ensuring that adverse effects on the environment, surrounding properties, cultural values and heritage values are appropriately avoided, remedied or mitigated. The Project has been informed by detailed geotechnical, construction water, ecological, cultural and contaminated land assessments, which identify potential risks associated with earthworks and establish appropriate management and mitigation measures. Earthworks will be undertaken in accordance with best-practice erosion and sediment control measures, detailed geotechnical design recommendations, and contaminated land management procedures, ensuring that effects on land stability, water quality, ecological values and human health are appropriately managed throughout construction. The Project also incorporates measures that recognise and respond to the cultural significance of freshwater environments and the importance of protecting the mauri of waterways within the Wairoa River and Kōpūrererua catchments.

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	<i>By ensuring the potential adverse flooding effects to property are minimised where earthworks occur on land containing watercourses, overland flow paths, ponding areas and/or land subject to inundation by harbour and coastal waters.</i> 1.1.4 Policy – Contaminated Soils <i>By managing the potential adverse effects to human health and the environment when earthworks are undertaken that involve contaminated soils.</i>	Policy 1.1.1 – Stability The Project is consistent with Policy 1.1.1 as the design and management of cut and fill earthworks have been informed by geotechnical assessments that identify potential geohazards and recommend appropriate mitigation measures to ensure long-term stability. Proposed earthworks include cuts and fills of up to approximately 25 metres in height, with geotechnical design recommendations including appropriate batter gradients, retaining structures where required, subsoil drainage, ground improvement, engineered fill placement and embankment reinforcement. The geotechnical assessment confirms that potential risks associated with slope instability, settlement, liquefaction and groundwater can be managed through the recommended design and construction methodologies. Accordingly, earthworks are designed to minimise the risk of instability and avoid adverse effects on adjacent properties and infrastructure during both construction and operation. Policy 1.1.2 – Sediment Run-Off The Project is consistent with Policy 1.1.2 as extensive erosion and sediment control measures will be implemented to minimise sediment discharges and protect receiving environments throughout the construction period. The Construction Water Assessment identifies a comprehensive erosion and sediment control framework based on BOPRC best practice guidelines, including chemically treated sediment retention ponds, decanting earth bunds, clean water diversions, staged earthworks, progressive stabilisation and continuous monitoring. Detailed modelling and sediment yield assessments indicate that, with implementation of these measures, sediment discharges represent only a very small contribution to overall catchment sediment loads within both the Wairoa River and Kōpūrerua catchments. The Project will also be subject to certified ESCPs, environmental monitoring, adaptive management and contingency measures to ensure sediment-related effects remain temporary and appropriately managed. Policy 1.1.3 – Flood Hazard Plan Area The Project is consistent with Policy 1.1.3 as earthworks within flood-prone environments have been informed by detailed flood modelling, hydrological assessment and drainage design. The Project traverses a number of floodplain environments associated with the Wairoa River, Kōpūrerua Stream and associated tributaries, and incorporates design measures that maintain floodplain connectivity, conveyance and storage functions. Bridge structures, stream realignments and stormwater infrastructure have been designed to minimise adverse flooding effects and avoid the creation or exacerbation of flood hazards to surrounding properties. Flood modelling demonstrates that changes in flood levels are generally minor and localised, with effects appropriately managed through the Project design. As a result, earthworks within areas containing watercourses, wetlands, overland flow paths and

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		flood-prone land are managed to minimise adverse flooding effects consistent with the intent of the policy. Policy 1.1.4 – Contaminated Soils The Project is consistent with Policy 1.1.4 as potential contaminated land risks have been identified through a PSI and will be appropriately investigated and managed prior to construction. The assessment identified a number of properties with current or historic activities listed on the HAIL, including former industrial activities, fuel storage, orchards, stock treatment facilities, workshops and waste disposal areas. The assessment also identified potential risks associated with asbestos-containing materials, contaminated fill, agrichemicals, hydrocarbons and historic roading materials. DSI's will be undertaken where required and management measures will be implemented through a Contaminated Site Management and Remediation Action Plan, ensuring any contaminated soils encountered during earthworks are appropriately handled, reused, remediated or disposed of in accordance with relevant statutory requirements. Through this process, risks to human health and the environment arising from contaminated soils will be effectively managed. Overall Assessment Overall, the Project is consistent with the Earthworks objectives and policies of the TCP. While the Project involves substantial earthworks across a range of terrain and environmental settings, detailed geotechnical, hydrological, erosion and sediment control, and contaminated land investigations have informed the design and proposed management framework. The Project incorporates robust measures to manage land stability, sediment runoff, flooding and contaminated soils, ensuring that adverse effects are appropriately avoided, remedied or mitigated while enabling the delivery of nationally significant transport infrastructure.
4E Noise Provisions	1.1 Objective – Noise <i>The generation of noise is reasonable for the nature and scale of individual activities, recognising the purpose and character of the underlying zone whilst minimising annoyance and disturbance on surrounding activities and sensitive zones.</i>	Objective 1.1 – Noise The Project is consistent with Objective 1.1 as it appropriately manages the generation of both construction and operational noise in a manner that recognises the scale, function and strategic importance of the proposed transport infrastructure, while seeking to minimise disturbance to surrounding activities and sensitive receivers. The Project traverses a variety of environments, including rural, residential, commercial and open space areas, and has therefore been informed by detailed construction and operational noise assessments. These assessments identify existing acoustic conditions, predict future noise effects, and recommend mitigation measures where required to ensure that noise effects remain acceptable. Construction noise will be temporary in nature and managed through the implementation of a CNVMP,

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		incorporating measures such as work programming, equipment management, communication procedures, and site-specific mitigation where necessary. For the operational phase, the Project includes mitigation measures designed to manage traffic noise effects on nearby sensitive receivers. These measures include low-noise road surfacing. The operational noise assessment confirms that, with the proposed mitigation measures in place, the majority of receivers will experience noise levels that meet the relevant performance criteria, while any residual effects are appropriately managed and reflect the established function of the transport corridor. Overall, the generation of construction and operational noise is reasonable when considered in the context of the nature, scale and purpose of the Project, and appropriate mitigation measures ensure that adverse effects on surrounding activities and sensitive environments are minimised. Accordingly, the Project is consistent with Objective 1.1 of the TCP.
7C Māori Heritage Provisions	4.5 Objective – Recognition of other Ancestral Areas <i>To recognise and provide for the relationship of Tangata Whenua with their ancestral lands, water, areas, waahi tapu and other taonga through other methods.</i> 4.5.1 Policy – Recognition of other Ancestral Areas <i>Recognising other ancestral areas not currently recognised as Significant Maori Areas through GIS alert layers, Iwi/Hapu Management Plans or Iwi/Hapu Protocols or other similar methods to promote the involvement of Tangata Whenua through the subdivision, use and development of land.</i>	Objective 4.5 – Recognition of Other Ancestral Areas The Project is consistent with Objective 4.5 by recognising and providing for the relationship of tangata whenua with ancestral lands, waterbodies, wāhi tapu, cultural landscapes and other taonga throughout the Project area. The Project has been developed through ongoing engagement with tangata whenua and builds on the wider Tauriko for Tomorrow programme, through which mana whenua have participated in planning, assessment and project development processes. Cultural values identified through these processes have informed Project design, freshwater management, ecological restoration initiatives, stream naturalisation, fish passage considerations, cultural monitoring and environmental mitigation measures. The Project also provides for the continued involvement of tangata whenua through cultural monitoring, accidental discovery procedures and participation in relevant design and management processes. Accordingly, the Project recognises and provides for the relationship of tangata whenua with their ancestral lands, waterbodies and taonga, consistent with Objective 4.5. Policy 4.5.1 – Recognition of Other Ancestral Areas The Project is consistent with Policy 4.5.1 by recognising ancestral areas, tangata whenua knowledge and ongoing engagement processes, rather than relying solely on formally identified Significant Māori Areas. Expressed cultural values have informed Project design and mitigation measures, including ecological restoration, freshwater enhancement initiatives, cultural monitoring and accidental discovery procedures. The engagement undertaken throughout the development of the Project has enabled tangata whenua to actively contribute to the identification of values, potential effects and opportunities for cultural and environmental enhancement. Ongoing involvement during detailed design and

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		construction will ensure these values continue to be recognised and appropriately provided for. Accordingly, the Project gives effect to Policy 4.5.1 by recognising other ancestral areas and promoting meaningful tangata whenua involvement in the development and implementation of the Project.
7E Significant Archaeological Areas Provisions	1.3 Objective – Other Archaeological Sites <i>The opportunity to manage other archaeological sites values through subdivision, use and development is recognised.</i> 1.3.1 Policy – Other Archaeological Sites <i>By managing subdivision, use and development to assist the New Zealand Historic Places Trust to minimise the risk of modification, damage or destruction to archaeological sites where they exist, or are likely to exist.</i>	The Project recognises the archaeological values of the wider Tauriko landscape and the potential for recorded and unrecorded subsurface sites within the Proposed Designation. Several recorded archaeological sites are identified within the designation. Further effects on Puketoromiro Pā are minimised through the alignment and a specific designation condition. Where other archaeological effects cannot be avoided, they will be managed through the archaeological authorities, Archaeological Management Plan, investigation and recording requirements, contractor briefings, accidental discovery procedures and mana whenua involvement. The Project is therefore consistent with the policy framework, while recognising that some archaeological material may be permanently modified or destroyed.
8A Natural Hazards Provisions	1.1 Objective - Adverse effects of Natural Hazards on People, Property and Infrastructure <i>People, property and infrastructure are not adversely affected by natural hazards.</i> 1.1.1 Policy - Avoidance and Mitigation of Natural Hazards <i>By ensuring that subdivision, use and development avoid or mitigate the adverse effects of natural hazards.</i> 1.1.2 Policy - Functional Need to Undertake Subdivision, Use or Development <i>By ensuring that where there is a functional need to undertake subdivision, use or development in an area subject to natural hazard risk, that activity is specifically designed to mitigate against those adverse effects.</i>	Objective 1.1 – Adverse Effects of Natural Hazards on People, Property and Infrastructure The Project is generally consistent with Objective 1.1 as it seeks to ensure that people, property and infrastructure are not adversely affected by natural hazards through a comprehensive programme of flood modelling, stormwater management, geotechnical assessment and infrastructure design. The Project traverses areas subject to flooding, erosion and geotechnical constraints, including portions of the Wairoa River and Kōpūrerua catchments. Accordingly, the Project has been informed by detailed technical assessments that identify natural hazard risks and develop appropriate mitigation responses. The Project incorporates a range of measures to manage natural hazard risks, including bridge structures that maintain floodplain connectivity, appropriately sized culverts (as drainage infrastructure), stormwater attenuation where required, erosion protection measures, and geotechnical design solutions for cut and fill slopes. Flood modelling demonstrates that changes in flood levels are generally minor and that flood hazard effects on surrounding properties can be appropriately managed through the proposed design. The Project also incorporates climate change allowances and resilience measures to ensure infrastructure continues to function effectively over the long term. As a result, natural hazard risks to people, property and infrastructure are appropriately managed and minimised. Policy 1.1.1 – Avoidance and Mitigation of Natural Hazards The Project is consistent with Policy 1.1.1 by avoiding or mitigating adverse effects associated with natural hazards through both route selection and design. Natural hazard considerations formed part of the Project's assessment and design process, with floodplain function, overland flow paths, stormwater management requirements

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		and geotechnical constraints informing the development of the alignment and infrastructure components. Where natural hazards cannot be entirely avoided due to the linear nature of the Project, appropriate mitigation measures have been incorporated. These include hydraulic structures designed to maintain flood conveyance, stormwater systems that manage runoff and erosion effects, and geotechnical measures that address slope stability and earthworks-related risks. The Project's flood modelling and geotechnical investigations confirm that residual risks can be appropriately managed and that adverse effects on surrounding properties and infrastructure are generally no more than minor. Accordingly, the Project gives effect to the policy by avoiding or mitigating natural hazard effects to the extent practicable. Policy 1.1.2 – Functional Need to Undertake Subdivision, Use or Development The Project is consistent with Policy 1.1.2 as the proposed state highway corridor has a clear functional need to traverse areas that are subject to natural hazards, including floodplains, watercourses and areas with geotechnical constraints. As linear transport infrastructure, the Project must connect specific origins and destinations and interface with the existing transport network, limiting opportunities to entirely avoid all hazard-prone areas. Recognising this functional need, the Project has been specifically designed to mitigate the effects of those hazards. Detailed flood modelling, stormwater assessments and geotechnical investigations have informed the design of bridges, embankments, retaining structures and drainage systems to ensure that flood risk, erosion, slope instability and other natural hazard effects are appropriately managed. The Project also incorporates climate change allowances and resilience measures to ensure the infrastructure remains safe and functional over time. Through these design measures, the Project demonstrates that where development within areas subject to natural hazards is necessary, it can be undertaken in a manner that appropriately mitigates associated risks, consistent with Policy 1.1.2.
9B Contaminated Land Provisions	1.1 Objective – Managing Risks of Potentially Contaminated Land <i>Significant risks to human health and the environment posed by potentially contaminated land are identified and addressed as part of the subdivision or development process.</i> 1.1.1 Policy – Investigation of Potentially Contaminated Land <i>By requiring subdivision and/or development sites that have a history of land use that could have resulted in contamination of the soil to undertake soil testing to confirm whether that land is fit for increased exposure to humans and the environment.</i>	Objective 1.1 – Managing Risks of Potentially Contaminated Land The Project is consistent with Objective 1.1 as it has identified areas of potentially contaminated land and established an appropriate process to investigate and manage any risks to human health and the environment as part of the development process. A PSI has been undertaken across the Project corridor, identifying sites with current or historic HAIL activities, including horticultural operations, fuel storage, workshops, stock treatment facilities, waste disposal activities and areas of potentially imported fill. The PSI provides a framework for further investigation where required and ensures that contamination risks are appropriately identified before construction commences. Through this staged approach, the Project enables potentially

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	1.2 Objective - Managing Risks for Contaminated Land <i>Significant risks to human health and the environment posed by remediation, subdivision, use and development of contaminated land are prevented or mitigated.</i> 1.2.1 Policy – Prevention or Mitigation of Adverse Effects for Contaminated Land <i>By ensuring that all remediation, subdivision, use and development of land affected by soil contamination prevents or mitigates adverse effects and significant risk on human health and the environment.</i> 1.2.2 Policy – Management Measures for Contaminated Land <i>By requiring management measures for contaminated land that provide for remediation, or containment, or disposal of contaminated soil, so the level of contamination is appropriate for any likely future use of the land.</i> 1.2.3 Policy – Risk Management for Use of Contaminated Land <i>By ensuring that exposure from the on-going use of land affected by soil contaminants is managed in a way that prevents or mitigates any adverse effects on human health and the environment.</i>	contaminated land to be appropriately assessed and managed prior to disturbance, consistent with the objective. Policy 1.1.1 – Investigation of Potentially Contaminated Land The Project is consistent with Policy 1.1.1 as it adopts a risk-based approach to investigating sites that have a history of land use potentially resulting in soil contamination. The PSI identifies properties affected by current or historic HAIL activities and recommends targeted intrusive investigations where earthworks or construction activities have the potential to disturb contaminated soils. These investigations will confirm the nature and extent of any contamination and inform the development of appropriate management measures. This approach ensures that land subject to potential contamination is appropriately assessed prior to earthworks and development activities, consistent with the intent of the policy. Objective 1.2 – Managing Risks for Contaminated Land The Project is consistent with Objective 1.2 as it incorporates measures to prevent or mitigate significant risks to human health and the environment that may arise from the disturbance, remediation or ongoing management of contaminated land. Potential contamination risks have been identified through the PSI and will be addressed through further investigation, site-specific management measures and statutory approvals where required. The Project recognises that construction activities may encounter contaminated soil, groundwater, asbestos-containing materials or contaminated fill and provides a framework to ensure these risks are appropriately managed throughout construction. Policy 1.2.1 – Prevention or Mitigation of Adverse Effects for Contaminated Land The Project is consistent with Policy 1.2.1 as potential adverse effects associated with contaminated land will be prevented or mitigated through site investigation, management planning and implementation of appropriate controls during construction. Where contamination is identified, measures such as controlled excavation practices, dust suppression, stockpile management, worker health and safety procedures, contamination testing and appropriate disposal or reuse protocols will be implemented. These measures will ensure risks to human health, groundwater, surface water and the wider environment are appropriately managed. Policy 1.2.2 – Management Measures for Contaminated Land The Project is consistent with Policy 1.2.2 as it provides for the implementation of management measures that enable contaminated material to be appropriately remediated, contained, reused or disposed of based on the nature and extent of contamination encountered. Where required, site-specific management plans will be prepared to guide excavation, handling, stockpiling, transport and disposal activities.

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		Any contaminated soils unsuitable for onsite reuse will be disposed of at appropriately licensed facilities, while soils that can be safely reused will be managed in accordance with relevant environmental and human health criteria. This approach ensures that contamination levels are appropriate for the future use of the land and transport corridor. Policy 1.2.3 – Risk Management for Use of Contaminated Land The Project is consistent with Policy 1.2.3 as it adopts a long-term risk management approach for areas affected by soil contamination. Following investigation and any necessary remediation or management works, residual contamination risks will be addressed through engineered controls, management measures and ongoing compliance with relevant environmental and health standards where required. The Project's contaminated land framework ensures that any ongoing exposure pathways are appropriately managed, preventing or minimising adverse effects on human health and the environment during both construction and operation. Accordingly, the Project provides a robust and precautionary approach to the management of contaminated land consistent with the intent of the policy provisions. Overall Conclusion Overall, the Project is consistent with the contaminated land objectives and policies of the TCP. Potentially contaminated land has been identified through a comprehensive PSI process, with further investigation and management proposed where necessary. Through the implementation of appropriate investigation, remediation, containment and risk management measures, the Project will appropriately prevent or mitigate adverse effects on human health and the environment arising from contaminated land.
10A Network Utilities Provisions	3.1 Objective – Provision of Network Utilities (a) <i>The importance of network utilities to the City's, regions and nations existing and future social and economic wellbeing is recognised;</i> (b) <i>The sustainable, secure and efficient use and development of network utilities within the City is provided</i> 3.1.1 Policy – Provision of Network Utilities (a) <i>By providing for a range of network utilities to operate throughout the City to meet the existing and future community's needs;</i> (b) <i>By ensuring that the provision for network utilities that cross jurisdictional boundaries are managed in an integrated manner;</i>	Objective 3.1 – Provision of Network Utilities The Project is consistent with Objective 3.1 as it provides nationally significant transport infrastructure that contributes to the social and economic wellbeing of Tauranga, the western Bay of Plenty and the wider region. The Project will improve connectivity, safety, resilience and network efficiency, while supporting planned residential and employment growth within the Western Corridor and Tauriko West growth area. As strategic transport infrastructure that crosses both TCC and WBOP District Council jurisdictions, the Project has been developed through an integrated planning process involving multiple agencies, infrastructure providers and stakeholders. The Project therefore supports the sustainable, secure and efficient development of network utility infrastructure and is consistent with the objective. Policy 3.1.1 – Provision of Network Utilities The Project is consistent with Policy 3.1.1 as it enables the establishment and operation of a strategically important transport corridor that provides for current and

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	(c) <i>By enabling the efficient establishment, operation, maintenance and minor upgrading (in relation to electric lines) of network utilities;</i> (d) <i>By recognising the functional, technical and operational requirements of network utilities and the benefits they provide when assessing resource consent applications.</i> 3.2 Objective – Efficient Operation of Established Network Utilities <i>The efficient operation and maintenance of established network utilities is not adversely affected by subdivision, use and development.</i> 3.3 Objective – Construction, Operation and Maintenance of Network Utilities (a) <i>The construction (and minor upgrading in relation to electric lines) of network utilities avoids or mitigates any potential adverse effects on amenity, landscape character, streetscape and heritage values;</i> (b) <i>The operation (and minor upgrading in relation to electric lines) and maintenance of network utilities mitigates any adverse effects on amenity, landscape character, streetscape and heritage values.</i> 3.3.2 Policy - Effects on the Environment <i>By ensuring that network utilities are designed, sited, operated and maintained to address the potential adverse effects:</i> (a) <i>On other network utilities;</i> (b) <i>Of emissions of noise, light or hazardous substances;</i> (c) <i>On the amenity of the surrounding environment, its landscape character and streetscape qualities;</i> (d) <i>On the amenity values of sites, buildings, places or areas of heritage, cultural and archaeological value.</i> 3.4 Objective - Health and Safety of Community <i>The health and safety of the community is not adversely affected by the construction, operation and maintenance of network utilities.</i>	future community needs. The Project has been designed and assessed recognising the functional, technical and operational requirements of state highway infrastructure, including its role in supporting regional freight movements, economic productivity, housing growth and network resilience. Network utility operators have been engaged throughout the Project and utility investigations will continue through detailed design to facilitate the efficient operation, relocation and protection of affected services. Objective 3.2 – Efficient Operation of Established Network Utilities The Project is consistent with Objective 3.2 as it has been designed to avoid or appropriately manage adverse effects on existing network utilities. Existing utility infrastructure has been identified through investigations and engagement with network utility operators, and the Project includes provision for utility protection, relocation and coordination where required. Through ongoing design refinement and utility investigations, the Project seeks to maintain the efficient operation, maintenance and future development of established network utility services while enabling construction and operation of the transport corridor. Objective 3.3 – Construction, Operation and Maintenance of Network Utilities The Project is consistent with Objective 3.3 as potential adverse effects associated with the construction, operation and maintenance of the state highway network have been identified and appropriately managed through the Project design and mitigation framework. Potential effects relating to noise, lighting, visual amenity, landscape character, ecological values and cultural heritage have been assessed through specialist technical reporting and addressed through measures including low-noise surfacing, landscape planting, earth bunding, lighting design, ecological restoration and cultural monitoring. While some changes to landscape and amenity values will occur, these effects are generally avoided, minimised or mitigated to the extent practicable, reflecting the scale and function of the infrastructure and the surrounding receiving environment. Policy 3.3.2 – Effects on the Environment The Project is consistent with Policy 3.3.2 as it has been designed, sited and operated to appropriately manage potential effects on the environment and surrounding activities. Potential adverse effects relating to noise, lighting, visual amenity, cultural values, ecological systems and archaeological resources have been assessed through detailed specialist investigations and are addressed through embedded design measures and proposed management plans. The Project also avoids or manages potential conflicts with existing network utilities through ongoing utility coordination via the Network Utilities Forum that has been established as well as design integration. Overall, the Project appropriately addresses environmental

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		effects while recognising the operational requirements of strategic transport infrastructure. Objective 3.4 – Health and Safety of Community The Project is consistent with Objective 3.4 as one of its primary purposes is to improve the safety and resilience of the transport network. The Project introduces grade-separated interchanges, improved intersections, separation of local and strategic traffic movements, median-separated highway sections and improved walking and cycling connections. These measures will reduce conflict points, improve travel reliability and enhance overall network safety for motorists, freight operators, pedestrians and cyclists. Construction-related health and safety risks will also be managed through industry-standard construction practices, traffic management measures and environmental management plans. Accordingly, the Project contributes positively to the health and safety of the community while providing for nationally significant transport infrastructure.
12G Service and Infrastructure Provisions	1.1 Objective – Services and Infrastructure <i>The provision of effective, efficient, functional, safe and sustainable services, infrastructure and network utilities throughout the City.</i> 1.2 Objective – Transport Network <i>A safe transport network that provides a place for the access, interaction; connection and movement of people, vehicles, goods and services and a corridor for infrastructure, network utilities and amenity where appropriate.</i> 1.2.1 Policy – Transport Network <i>Ensuring the transport network is designed and constructed to:</i> (a) <i>Deliver roads that are appropriate for their position in the road hierarchy and enable the safe passage of vehicles, including emergency services vehicles;</i> (b) <i>Provide adequate vehicle crossings, walkways and cycleways that are designed and constructed for safe movement and their intended capacity;</i> (c) <i>Makes appropriate provision for network utilities and other infrastructure;</i> (d) <i>Incorporate stormwater systems that control the adverse effects of surface water;</i>	Objective 1.1 – Services and Infrastructure The Project is consistent with Objective 1.1 as it provides nationally significant transport infrastructure that contributes to the effective, efficient, functional, safe and sustainable operation of the transport network within Tauranga and the wider western Bay of Plenty. The Project supports existing and future residential, commercial and industrial growth through the provision of a resilient transport corridor, while also accommodating associated infrastructure and network utilities. The Project has been developed in conjunction with stormwater, transport, utility, geotechnical and environmental assessments, ensuring services and infrastructure are integrated and capable of supporting long-term growth and community needs. Objective 1.2 – Transport Network The Project is consistent with Objective 1.2 as it provides a safe and efficient transport network that facilitates the movement of people, vehicles, freight, goods and services while supporting active transport, network utilities and associated infrastructure. The Project separates strategic and local traffic movements, improves connectivity across the Western Corridor, and provides a high-quality transport corridor capable of supporting future urban growth, freight movement and access needs. Through the provision of grade-separated interchanges, local road connections, shared path infrastructure and improved network resilience, the Project enhances the transport network's role as both a movement corridor and a place that supports access and connection.

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	(e) <i>Includes soft and hard landscaping elements that contribute to urban landscape character of that area;</i> (f) <i>Includes appropriate streetlighting that is located and designed to facilitate the safe and secure movement of vehicular and pedestrian traffic.</i> 1.3 Objective – Stormwater <i>People, property, infrastructure and network utilities are safeguarded from the adverse effects of flooding associated with stormwater run-off and discharge.</i> 1.3.1 Policy – Stormwater <i>Ensuring stormwater systems are designed and constructed to:</i> (a) <i>Consist of a combination of primary and secondary systems;</i> (b) <i>Have capacity to service the anticipated demand whilst accommodating anticipated flows, pressures and loads;</i> (c) <i>Utilise ground soakage in appropriate locations;</i> (d) <i>Incorporate measures to avoid, remedy or mitigate:</i> (i) <i>The risk of blockages;</i> (ii) <i>Flooding effects associated with stormwater discharge;</i> (iii) <i>Pollutant loads;</i> (iv) <i>The increase in runoff associated with additional development;</i> (v) <i>The erosion caused by stormwater at discharge points.</i>	Policy 1.2.1 – Transport Network The Project is consistent with Policy 1.2.1 as it has been designed and will be constructed to support the safe and efficient operation of the transport network while providing for associated infrastructure and amenity outcomes. • The new SH29 and SH29A corridors, interchanges and local road connections are designed in accordance with the function of the state highway network and road hierarchy and provide for the safe movement of vehicles, including freight and emergency service vehicles. • Any existing pedestrian and cycling paths affected by the project will be reinstated or realigned where applicable to support safe active transport movements and network connectivity. • Provision is made for existing and future network utilities through ongoing utility coordination via the established Network Utilities Forum and relocation where required. • Integrated stormwater infrastructure has been designed to manage runoff, flooding and erosion effects associated with the transport corridor. • Landscape planting, ecological restoration and urban design measures are proposed throughout the corridor to integrate the Project into its surrounding environment and contribute positively to landscape and amenity values. • Street lighting associated with interchanges, intersections and transport facilities will be designed in accordance with relevant standards to support the safe movement of vehicles, pedestrians and cyclists while managing adverse amenity effects. Objective 1.3 – Stormwater The Project is consistent with Objective 1.3 as it has been designed to safeguard people, property, infrastructure and network utilities from the adverse effects of flooding and stormwater runoff. Detailed hydrological, hydraulic and stormwater assessments have informed the design of the Project, including flood modelling within the Wairoa River, Kōpūrererua and Waiorohi catchments. The Project incorporates a range of stormwater management measures to ensure flood risks are appropriately managed, while maintaining floodplain function, hydraulic connectivity and the safe operation of transport infrastructure. Policy 1.3.1 – Stormwater The Project is consistent with Policy 1.3.1 as the stormwater system has been designed using an integrated catchment-based approach that manages both water quantity and quality effects.

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		• The Project incorporates a combination of primary and secondary stormwater systems, including pipes, culverts, swales, wetlands, overland flow paths and attenuation infrastructure. • Stormwater infrastructure has been sized to accommodate anticipated flows, including future climate change-adjusted rainfall events and long-term catchment growth. • Ground soakage is utilised where site conditions are appropriate and where it forms part of the preferred stormwater management response. • Design measures have been incorporated to avoid, remedy or mitigate stormwater-related effects, including: - o minimising the risk of blockages through appropriate infrastructure design and maintenance access; - o managing flooding effects through flood modelling, attenuation measures and hydraulic design; - o treating stormwater runoff to reduce sediment and contaminant loads entering receiving environments; - o controlling peak flows where additional runoff could adversely affect downstream environments; and - o managing erosion risks through energy dissipation structures, naturalised stream design and stabilisation measures. The flood and stormwater assessments demonstrate that changes in flood levels are generally minor and that adverse effects on people, property, infrastructure and receiving environments can be appropriately managed through the proposed design. Overall Conclusion Overall, the Project is consistent with the Services, Infrastructure, Transport and Stormwater provisions of the TCP. The Project delivers strategically important transport infrastructure while providing for network utilities, active transport, stormwater management and future growth. Through detailed design, flood modelling, transport planning and integrated infrastructure provision, the Project ensures people, property, infrastructure and the wider environment are appropriately protected while enhancing the long-term functionality, resilience and safety of the transport network.

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4B. Transportation, Access, Parking & Loading	4B.2.1 Objectives <i>1. To provide an integrated, efficient, safe and sustainable transportation network that supports the social and economic wellbeing, and land use pattern of the sub-region as defined in this District Plan and that maintains or enhances the regional strategic linkages.</i> <i>2. To provide for more efficient land use, development and subdivision of existing areas in a way that recognises and integrates with the functions of different road types, transport modes and the defined transportation network.</i> <i>3. To encourage the use and development of alternative modes of transport including, but not limited to, public transport, cycling, walking and other non-vehicular forms of transport that provide for an integrated, efficient, safe and sustainable transport network.</i> 4B.2.2 Policies <i>1. To recognise and provide for the existing and future transport network including the linkages to other districts and regions.</i> <i>4. To ensure the integrated management of road, rail, sea and air transport networks to facilitate the long-term efficient and sustainable management of the wider transportation network.</i> <i>5. To recognise and provide for network wide effects of land use change on transport networks by assessing the effects of land use change across the networks affected.</i> <i>9. To maintain or enhance the sustainable and efficient use of arterial and collector roads through the use of transport optimisation methods and techniques (for example traffic demand management) that encourage adjacent land uses to provide access in keeping with the function of the road in the roading hierarchy and support alternative modes of transport.</i> <i>12. Provide safe, usable and attractive networks and associated linkages for pedestrians, cyclists and motor vehicles.</i>	Objective 1 - The Project is consistent with Objective 1. The Project provides nationally and regionally significant transport infrastructure that enhances the safety, efficiency, resilience and connectivity of the transport network within the western Bay of Plenty and wider sub-region. The Project supports the planned growth of Tauriko West and the Western Corridor by providing transport capacity necessary to accommodate future residential, commercial and industrial development while maintaining critical freight and transport connections to the Port of Tauranga and the wider region. By separating local and strategic traffic movements and improving network efficiency and reliability, the Project maintains and enhances regional linkages and supports the social and economic wellbeing of current and future communities. Objective 2 - The Project is consistent with Objective 2 as it has been specifically developed to integrate with the planned land use pattern of the Western Corridor and Tauriko West growth areas. The Project recognises the differing functions of transport infrastructure by separating strategic freight and through-traffic from local movements and providing a hierarchy of state highway, arterial and local road connections. This approach supports more efficient land use and development by ensuring that future growth occurs alongside appropriately scaled transport infrastructure and that the function of key transport corridors is maintained. Objective 3 - The Project is consistent with Objective 3 as it supports opportunities for active and multi-modal transport throughout the corridor. The Project incorporates pedestrian and cyclist connections where existing facilities have been affected, improved crossing opportunities, and local road improvements that enhance network connectivity. By transferring strategic traffic from the existing highway network onto the new corridor, the Project also creates opportunities for improved public transport operation and safer walking and cycling environments on the existing SH29 and SH29A corridors. These outcomes contribute to a more integrated, efficient and sustainable transport network. Policy 1 - The Project is consistent with Policy 1 as it provides for both the current and future transport needs of the western Bay of Plenty and wider region. The Project improves connectivity between Tauranga, the western Bay of Plenty, Waikato and the Port of Tauranga, while also supporting planned urban growth within Tauriko West. The Project recognises the strategic importance of SH29 and SH29A as key regional freight and passenger transport routes and enhances their role within the wider state highway network.

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		Policy 4 - The Project is consistent with Policy 4 as it supports the integrated operation of the wider transport network by improving the efficiency, reliability and resilience of strategic road connections serving regional freight movements and economic activity. Improved access to and from the Port of Tauranga is a key outcome of the Project, supporting the movement of goods through the wider transport system. The Project has also been developed within the context of regional growth planning and wider transport investment programmes, ensuring integration with existing and future transport infrastructure. Policy 5 - The Project is consistent with Policy 5 as it has been developed in response to existing and forecast land use change within the Western Corridor and wider sub-region. The Transport Assessment includes consideration of future population growth, employment growth and development within Tauriko West and the surrounding area, together with the resulting demand on the transport network. The Project provides the infrastructure necessary to accommodate these growth pressures while maintaining the function, efficiency and safety of the wider transport system. Policy 9 - The Project is consistent with Policy 9 as it reinforces the intended function of roads within the transport hierarchy by separating strategic, freight and local traffic movements. The Project reduces reliance on existing state highway corridors for local access functions and supports more efficient use of arterial and collector roads through grade-separated interchanges, controlled access arrangements and improved local road connectivity. The Project also supports alternative transport modes through the provision of active transport infrastructure and improved network integration. Policy 12 - See response to Objective 3. Additionally, landscape planting, ecological restoration and urban design elements further contribute to creating an attractive transport corridor that integrates with the surrounding environment. Overall, the Project provides safe and usable transport links that support both active and vehicular travel throughout the corridor.
4C - Amenity	1.2.1 Objective <i>An environment free of unreasonable noise in accordance with the character and amenity of the zone within which the noise is generated and received.</i> 5.2.1 Objective <i>Avoidance or mitigation of the potential adverse visual effects of activities situated in prominent locations or adjacent to residential areas.</i> 5.2.2 Policy	Objective 1.2.1 – Noise The Project is consistent with Objective 1.2.1 as the generation of noise associated with both construction and operation is reasonable for the nature and scale of a nationally significant transport corridor. The operational and construction noise assessments confirm that the Project has been designed and assessed in accordance with recognised national standards, including NZS 6806 and NZS 6803, and incorporates mitigation measures to manage adverse effects on surrounding receivers.

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	<i>Ensure appropriate landscaping and screening is established in conjunction with activities so as to minimise potential adverse visual impact.</i>	The existing environment is already influenced by the operation of SH29, SH29A and associated transport infrastructure, and the Project represents an enhancement and reconfiguration of an established transport corridor. While some increases in noise will occur for certain receivers, these effects have been assessed and managed through the best practicable option approach. Construction noise effects will be temporary and managed through a Construction Noise and Vibration Management Plan. Overall, the Project appropriately balances the operational requirements of strategic transport infrastructure with the need to minimise annoyance and disturbance, consistent with the character and amenity of the receiving environment. Objective 5.2.1 – Avoidance or Mitigation of Visual Effects The Project is consistent with Objective 5.2.1 as it incorporates a range of design, landscape and mitigation measures to avoid, reduce and mitigate potential visual effects within the rural environment. Under the District Plan, the Project traverses predominantly rural landscapes comprising pastoral land, rural-residential properties, stream corridors and areas of existing transport infrastructure. A detailed landscape and visual assessment has informed the design of the alignment, earthworks, structures and landscape treatment, with particular consideration given to prominent landforms, open rural views and sensitive viewing audiences. Potential visual effects associated with road embankments, cut slopes, bridges, interchanges and associated infrastructure have been addressed through an integrated landscape approach that includes earthworks shaping, retention of existing vegetation where practicable, extensive indigenous planting, ecological restoration and the naturalisation of stream and wetland environments. These measures assist in integrating the Project into the surrounding rural landscape and reducing its visual prominence over time. While the Project will introduce visible transport infrastructure into parts of the rural environment and result in changes to existing visual amenity, these changes are an anticipated consequence of significant transport infrastructure. The Project has been designed to avoid or mitigate adverse visual effects to the extent practicable while maintaining its operational and functional requirements. Accordingly, the Project is consistent with Objective 5.2.1. Policy 5.2.2 – Landscaping and Screening The Project is generally consistent with Policy 5.2.2. While the policy appears primarily directed toward the screening of activities such as industrial or commercial activities adjacent to residential areas, the Project incorporates extensive landscape planting and vegetation establishment that achieves

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		similar outcomes in reducing visual effects and integrating the infrastructure within the surrounding environment. Landscape treatment forms a key component of the Project design and includes indigenous riparian planting, wetland restoration, corridor planting, slope planting and ecological enhancement measures. These planting proposals soften the appearance of transport infrastructure, assist in integrating the Project with adjacent land uses, and contribute positively to landscape character and visual amenity. In some locations, planting also provides a degree of visual screening for nearby residential properties, although this is not the primary purpose of the landscape strategy. Overall, the Project adopts an integrated landscape approach that minimises visual effects while enhancing ecological and amenity outcomes, which is consistent with the broader intent of Policy 5.2.2.
6. Landscape	6.2.1 Objective <i>The unique visual quality and character of the District's outstanding natural features, landscapes and viewshafts are protected from inappropriate subdivision, use and development.</i> 6.2.2 Policies 1. <i>Within areas identified as being outstanding natural features and landscapes, landscape character should be protected and enhanced by managing the adverse effects of inappropriate land use and development activities.</i>	Objective 6.2.1 The Project is generally consistent with Objective 6.2.1. A portion of the Project is located within the Wairoa River Landscape Management Area (S7/S7a), which has been identified due to the visual significance of the Wairoa River corridor and its associated landscape character. The Project includes transport infrastructure, earthworks and stormwater management components within this area, including an attenuation pond, carriageway and associated embankments. While these works will introduce change to the existing landscape, they are associated with nationally significant transport infrastructure and have a demonstrated functional need to locate within this corridor. A detailed Landscape Assessment has informed the Project design, including the location and form of earthworks, stormwater infrastructure and associated structures. The Project incorporates extensive indigenous planting, riparian restoration, wetland planting and landform integration measures that assist in reducing visual prominence, reinforcing existing vegetation patterns and maintaining the broader landscape character of the Wairoa River corridor. The scale of modification is localised relative to the wider landscape management area and does not diminish the overall visual quality or character of the Wairoa River landscape. Accordingly, while some visual effects will occur, these have been appropriately avoided and mitigated to the extent practicable and the Project is generally consistent with the objective. Policy 6.2.2(1) The Project is generally consistent with Policy 6.2.2(1). The Wairoa River Landscape Management Area is recognised for its visual and landscape

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		values, and these values have been considered throughout the design process. The Project has been developed to minimise adverse landscape effects through careful alignment selection, integrated earthworks design, the use of bridge structures where appropriate, and a comprehensive planting and restoration programme. Within the Wairoa River corridor, proposed landscape treatment includes indigenous riparian planting, ecological restoration and naturalised stormwater features that assist in integrating the Project into the surrounding landscape and reinforcing existing vegetation patterns. These measures help soften the appearance of infrastructure, reduce visual contrast and contribute positively to the long-term landscape character of the river environment. While the attenuation pond, earthworks batters and carriageway will result in localised modification of the existing landscape, the effects are appropriately managed through design and mitigation measures and do not compromise the wider landscape values for which the Wairoa River Landscape Management Area was identified. In some areas, restoration planting and enhancement of riparian margins will contribute positively to landscape and ecological outcomes. Accordingly, the Project manages adverse landscape effects in a manner consistent with the intent of Policy 6.2.2(1).
7. Historic Heritage	Objective 7.2.1 <i>1. Protection and preservation of a unique or representative range of historic heritage items of value to the community and to the nation.</i> <i>2. The protection and conservation of buildings and objects of historic heritage value to the District.</i> <i>3. That the Kaitiakitanga of tāngata whenua in relation to sites and objects of cultural and natural heritage is respected.</i> <i>4. The effects of activities and development which could damage or destroy the historic heritage values associated with scheduled buildings and objects should be minimised.</i> <i>6. Identified sites and objects of significant cultural and natural heritage value to tāngata whenua should be protected.</i> <i>7. Tāngata whenua should be consulted regarding the identification, protection and management of sites and objects considered to be of cultural and natural heritage value.</i>	Objective 1 – Protection and Preservation of Historic Heritage The Project is generally consistent with Objective 7.2.1(1). Archaeological investigations confirm that the wider Tauriko and Wairoa River landscape contains significant archaeological and cultural heritage values associated with pre-European Māori occupation and subsequent historic land use. While the Project will affect several recorded archaeological sites located within the Project footprint, these effects have been identified through detailed archaeological assessment and will be managed through the archaeological authority process under the Heritage New Zealand Pouhere Taonga Act 2014. The archaeological assessment has informed the Project design and mitigation framework and recognises that the Project is located within a broader archaeologically significant landscape, including areas associated with the Wairoa River corridor and the nearby Tupenga Pā. Through the implementation of archaeological management measures, monitoring, investigation, recording and appropriate authorisations, the Project seeks to protect and preserve archaeological values to the extent practicable while enabling nationally significant transport infrastructure. Accordingly, the Project is generally consistent with the objective.

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		Objective 2 – Protection and Conservation of Buildings and Objects of Historic Heritage Value The Project is consistent with Objective 7.2.1(2). The archaeological assessment did not identify any scheduled heritage buildings or heritage structures within the WBOPDC section of the Project that would be directly affected by the works. Objective 3 – Kaitiakitanga of Tangata Whenua The Project is consistent with Objective 7.2.1(3) by recognising and respecting the role of tangata whenua as kaitiaki of sites, places and objects of cultural and natural heritage. Tangata whenua values have informed the Project design, assessment and mitigation framework, including archaeological investigations, cultural monitoring provisions and ongoing tangata whenua involvement in the management of cultural heritage matters. The Project therefore recognises and respects the kaitiakitanga role of tangata whenua consistent with the objective. Policy 4 – Minimise Effects on Historic Heritage Values The Project is generally consistent with Policy 7.2.2(4). The archaeological assessment identifies a number of recorded archaeological sites within the Project footprint and acknowledges the archaeological sensitivity of the wider landscape. While complete avoidance of all archaeological sites is not practicable given the linear nature of the Project and the distribution of heritage values across the corridor, the Project has sought to avoid and minimise effects where practicable through alignment development and design refinement. Residual effects on archaeological sites will be managed through the Archaeological Authority process and implementation of appropriate archaeological investigation, recording, monitoring and management measures. These measures ensure that adverse effects on archaeological values are appropriately minimised and managed. Policy 6 – Protection of Sites and Objects of Significance to Tangata Whenua The Project is generally consistent with Policy 7.2.2(6). The archaeological and cultural assessments confirm the presence of sites, cultural landscapes and heritage values that are significant to tangata whenua within the wider Project area. These include recorded archaeological sites, areas associated with historic Māori occupation and use, and culturally significant waterways and landscapes within the Wairoa River catchment.

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		The Project recognises these values through ongoing engagement with tangata whenua, the incorporation of cultural recommendations into Project development, and the implementation of cultural and archaeological management measures. While some effects on archaeological sites cannot be completely avoided, the Project includes a comprehensive framework for managing these effects and protecting cultural heritage values to the extent practicable. Policy 7.2.2(7) – Consultation with Tangata Whenua The Project is consistent with Policy 7.2.2(7). Tangata whenua have been actively involved throughout Project development through cultural partnership arrangements, direct engagement with iwi and hapū representatives, and ongoing discussions regarding archaeological, freshwater, ecological and landscape values. Cultural values and recommendations identified through these processes have informed the design, assessment and management framework for the Project. The Project also provides for continued tangata whenua participation through cultural monitoring, accidental discovery procedures, archaeological investigations and implementation of relevant management plans. Accordingly, tangata whenua have been consulted and involved in the identification, protection and management of cultural and heritage values associated with the Project area, consistent with the intent of the policy.
8. Natural Hazards	8.2.1 Objectives <i>1. Minimisation of the risk of natural hazards to human life and the natural and built environment.</i> 8.2.2 Policies <i>1. Adopt the best practicable options (including the ‘do nothing’ option) in the management of areas actually or potentially at risk from natural hazards and where possible adopt avoidance rather than mitigation or remedial measures.</i> <i>2. Control or prevent the establishment of activities which have the potential to increase the extent to which natural hazards have or may have an adverse effect on human life or the natural or built environment.</i> <i>3. Enable the development or redevelopment of land already subdivided or otherwise developed for urban purposes in areas now known to be at risk from natural hazards only where any likely adverse effects can be avoided or appropriately mitigated.</i>	Objective 1 – Minimisation of the Risk of Natural Hazards to Human Life and the Natural and Built Environment The Project is consistent with Objective 8.2.1(1) as it has been designed and assessed to minimise natural hazard risks to people, property, infrastructure and the wider environment. A portion of the Project traverses the identified Wairoa Floodable Area, including areas associated with the Wairoa River floodplain. Detailed hydrological and hydraulic assessments have been undertaken to understand the existing flood regime and the potential effects of the Project on flood behaviour. These assessments demonstrate that flood risks can be appropriately managed through the Project design, including the use of structures, culverts, stormwater infrastructure and earthworks design that maintain floodplain conveyance and storage functions. Climate change allowances have also been incorporated into the assessment and design process. As a result, the Project minimises natural hazard risk while maintaining the safe and effective operation of the transport corridor.

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	<i>4. Ensure that new subdivision, land use activities or other development is located and designed so as to avoid the need for further hazard protection works.</i> <i>5. Ensure that where hazard protection works are necessary their form, location and design are such as to avoid or mitigate potential adverse environmental effects.</i>	Policy 1 – Best Practicable Options The Project is consistent with Policy 8.2.2(1). Development of the alignment and associated infrastructure has been informed by a range of alternatives investigations, engineering assessments and flood modelling. The design has sought to avoid adverse flood hazard effects where practicable and, where avoidance is not possible due to the functional requirements of a linear transport corridor, appropriate mitigation measures have been incorporated. Within the Wairoa Floodable Area stormwater management systems will be specifically developed to minimise effects on floodplain function and flooding behaviour. The Project therefore adopts a best practicable option approach that balances hazard avoidance, mitigation and operational requirements. Policy 2 – Avoid Increasing Natural Hazard Effects The Project is consistent with Policy 8.2.2(2) as it does not give rise to significant increases in natural hazard risk to human life, property or the natural and built environment. Detailed flood modelling demonstrates that changes in flood levels are generally minor and localised, with the majority of changes outside the designation footprint remaining below recognised significance thresholds. The Project has been specifically designed to avoid creating new flood hazards or materially increasing existing flood risks through careful management of floodplain storage, conveyance and stormwater discharge. Accordingly, the Project avoids increasing the extent to which flooding and related natural hazards adversely affect surrounding properties and infrastructure. Policy 4 – Avoid the Need for Further Hazard Protection Works The Project is consistent with Policy 8.2.2(4) because it has been designed to function within the existing floodplain environment without creating a reliance on future flood protection works. The alignment, structures and stormwater systems have been informed by detailed flood modelling and incorporate appropriate freeboard, conveyance capacity and climate change allowances. As a result, the Project does not create a requirement for additional hazard protection works beyond those incorporated as part of the infrastructure itself. The design approach recognises the natural floodplain processes associated with the Wairoa River and seeks to work with those processes rather than requiring future intervention to address Project-generated hazards. Policy 5 – Hazard Protection Works The Project is consistent with Policy 8.2.2(5). To the extent that flood management and protection measures are required as part of the transport

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		infrastructure, these can be designed to minimise adverse environmental effects while maintaining hydraulic performance. Proposed structures and stormwater infrastructure can be integrated with the surrounding environment through landform design, landscape treatment, ecological restoration and naturalised stormwater management approaches. The flood and stormwater assessments confirm that the form, location and design of these works appropriately manage flooding effects while avoiding or mitigating adverse effects on the surrounding environment. Consequently, the Project is consistent with the intent of Policy 8.2.2(5).
10. Infrastructure, Network Utilities & Designations	<i>1. Development, operation, maintenance and upgrading of infrastructure and network utility systems and services so as to efficiently and effectively meet the current and foreseeable needs of the District.</i> <i>2. To recognise that infrastructure and network utility systems and services provide both direct and indirect local, sub-regional and national benefits (social, economic, cultural and environmental).</i> <i>3. The protection of water supply sources particularly for municipal use by both the Western Bay of Plenty District and Tauranga City.</i> <i>4. The effective and efficient provision of infrastructure and network utilities across territorial local authority boundaries.</i> <i>5. Fulfilment of the functional, locational, technical and operational requirements of different infrastructure and network utilities whilst avoiding, remedying or mitigating the actual or potential adverse environmental effects of such activities.</i> <i>6. The establishment and management of land use activities, or undertaking of subdivision in a way that avoids, remedies or mitigates potential reverse sensitivity effects that may impact on the safe, effective and efficient operation of infrastructure and network utilities.</i> <i>7. Avoidance or mitigation of adverse effects and risks from the development, operation, maintenance and upgrading of infrastructure and network utilities, on the health and safety of the community.</i> <i>10. The efficient and effective functioning of flood protection devices.</i>	Objective 1 – Development, Operation, Maintenance and Upgrading of Infrastructure and Network Utility Systems The Project is consistent with Objective 10.2.1(1) as it provides nationally and regionally significant transport infrastructure that will efficiently and effectively meet the current and foreseeable transport needs of Tauranga, the Western Bay of Plenty and the wider region. The Project has been developed in response to existing and future network constraints associated with growth within the Western Corridor and Tauriko West Urban Growth Area and will improve network capacity, resilience, safety and connectivity. The Project also recognises and integrates with existing infrastructure and network utility assets throughout the corridor, including water supply, wastewater, telecommunications, electricity and stormwater infrastructure. Objective 2 – Recognition of Local, Sub-Regional and National Benefits The Project is consistent with Objective 10.2.1(2). The Project delivers significant local, sub-regional and national benefits through improved safety, freight efficiency, travel time reliability, accessibility and support for planned urban and economic growth. The Project forms part of a strategic transport network connecting Tauranga, the western Bay of Plenty, Waikato and the Port of Tauranga, and therefore provides substantial economic and social benefits well beyond the immediate Project area. These benefits are recognised throughout the transport, economic and strategic planning assessments that support the Project. Objective 3 – Protection of Water Supply Sources The Project is consistent with Objective 10.2.1(3). Water supply infrastructure and associated water resources have been identified within the Project area and considered through the design and assessment process. Existing water supply assets will be protected, relocated or managed as required through detailed design in consultation with the relevant infrastructure providers. Stormwater treatment, erosion and sediment control measures and

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		construction management procedures will ensure adverse effects on water supply sources are appropriately avoided, remedied or mitigated. Objective 4 – Provision Across Territorial Boundaries The Project is consistent with Objective 10.2.1(4). The Project extends across both TCC and WBOPDC jurisdictions and provides a critical transport linkage between the two districts. In addition, a number of important infrastructure corridors cross these territorial boundaries, including TCC water and wastewater infrastructure, high-voltage electricity assets and telecommunications services. Existing TCC water, wastewater, Chorus fibre, Powerco fibre and high-voltage electricity infrastructure cross the Nanako Stream corridor and have been specifically considered through design development and utility investigations to ensure their ongoing operation and protection. The Project therefore supports the effective and efficient provision of infrastructure across territorial authority boundaries. Objective 5 – Functional, Locational, Technical and Operational Requirements The Project is consistent with Objective 10.2.1(5). The proposed state highway alignment has a clear functional and operational requirement to provide a connected transport corridor between existing sections of the state highway network and associated local roads. The alignment has been developed through a comprehensive route selection and design process that balances transport objectives with environmental, cultural and community considerations. Where infrastructure interfaces with ecological, landscape, cultural or residential environments, mitigation measures can be incorporated to avoid, remedy or mitigate adverse effects to the extent practicable. Objective 6 – Reverse Sensitivity The Project is consistent with Objective 10.2.1(6). The Project has been designed to minimise reverse sensitivity effects through controlled access arrangements, corridor design and protection of the state highway function through designation. It also recognises and protects the ongoing operation of existing infrastructure and network utility assets by coordinating with utility providers and incorporating utility crossings, relocations and protection measures where required. The designation framework will assist in maintaining the long-term safe and efficient operation of both the transport corridor and associated infrastructure. Objective 7 – Health and Safety of the Community The Project is consistent with Objective 10.2.1(7). One of the primary drivers for the Project is the improvement of safety outcomes within the transport

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		network. The Project introduces grade-separated interchanges, improved intersections, median separation, better active transport connections and safer network operation for both freight and general traffic. Construction and operational risks associated with infrastructure and utility crossings will be managed through best practice engineering design, industry standards and construction management procedures. Objective 10 – Efficient and Effective Functioning of Flood Protection Devices The Project is consistent with Objective 10.2.1(10). Flood modelling and stormwater assessments demonstrate that existing floodplain functions and associated flood management systems will continue to operate effectively. The Project has been designed to maintain flood conveyance, storage and drainage function through bridge structures, culverts and integrated stormwater management measures. Accordingly, the Project does not compromise the operation of existing flood management infrastructure and systems. Policy 1 – Sequencing of Infrastructure The Project is consistent with Policy 10.2.2(1) as it forms part of a coordinated programme of infrastructure delivery associated with Tauriko West, the Western Corridor and wider regional growth strategies. The Project aligns with long-term growth planning, transport investment programmes and infrastructure funding frameworks developed by central and local government agencies and directly supports planned urban development. Policy 12 – Protection of Existing Infrastructure Corridors The Project is consistent with Policy 10.2.2(2). Existing utility corridors and strategic infrastructure assets have been identified and incorporated into Project planning and design. Through detailed utility investigations, engagement with affected network utility operators, and the ongoing Network Utility Operators Forum, existing infrastructure constraints and requirements have informed the development of the Project. Where necessary, the Project provides for the protection, relocation, replacement or accommodation of existing infrastructure to maintain the continued operation of electricity, telecommunications, water, wastewater and other utility services. The design also maintains opportunities for future infrastructure upgrades and development. Policy 3 – Avoid, Remedy or Mitigate Adverse Effects The Project is consistent with Policy 10.2.2(3). The transport corridor has a clear functional and operational need to occupy its proposed location. A

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		detailed programme of environmental assessment has informed the design and mitigation framework, including landscape planting, ecological restoration, stormwater treatment, noise mitigation, archaeological management and cultural monitoring. At the time of detailed design, utility crossings and interfaces will be considered to minimise effects on other infrastructure providers. As a result, adverse effects on landscape, cultural values, nearby properties and existing infrastructure are appropriately avoided, remedied or mitigated to the extent practicable. Policy 4 – Functional and Operational Requirements The Project is consistent with Policy 10.2.2(4). The route, design and construction methodology reflect the functional, technical and operational requirements of a nationally significant transport corridor. The Project has been developed with regard to the constraints and operational needs of state highway infrastructure and associated utility networks. Policy 6 – Environmental Effects The Project is consistent with Policy 10.2.2(6). Potential adverse environmental effects associated with the construction and operation of the transport corridor have been comprehensively assessed through specialist technical reporting. Measures addressing noise, landscape and visual effects, ecology, freshwater values, cultural values, heritage, contaminated land and stormwater management have been incorporated into the design and proposed conditions. Overall, the Project adopts a robust framework that avoids, remedies or mitigates environmental effects while recognising the significant benefits associated with the infrastructure. Policy 10 – Route, Site and Methodology The Project is consistent with Policy 10.2.2(10). The route selection has been informed by extensive investigation and assessment of environmental, cultural, engineering and land use considerations. Existing utility assets, including TCC water and wastewater infrastructure, have been considered in the indicative design. The detailed design phase will ensure there are measures to protect, relocate or accommodate these assets where required, ensuring that adverse effects on existing infrastructure and network utilities are appropriately avoided, remedied or mitigated.