

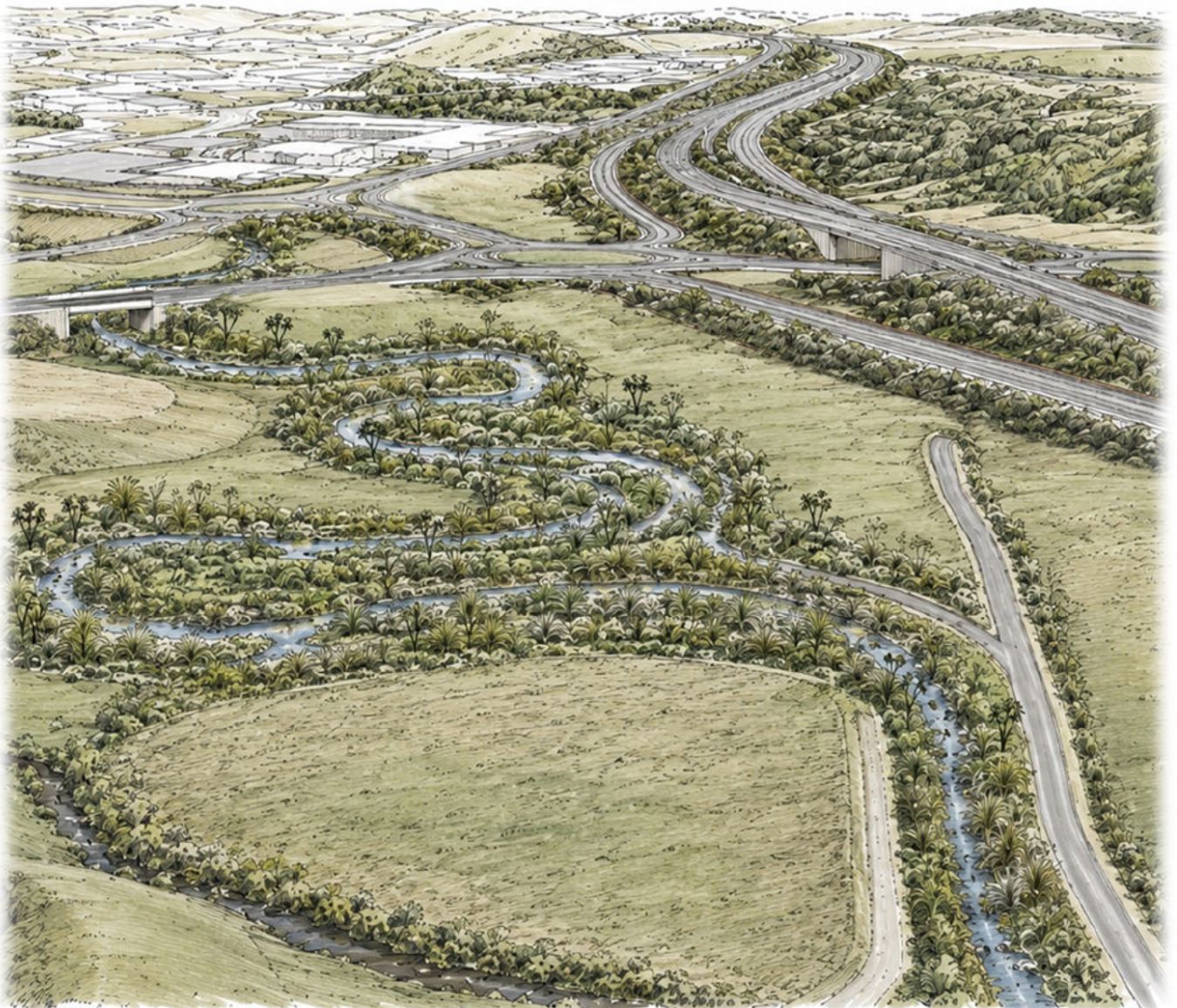
Boffa Miskell



Tauriko West - Tupenga

Landscape, Visual and Natural Character Assessment
Prepared for NZTA – Waka Kotahi

29 July 2026





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Executive Summary

The Tauriko West - Tupenga Project is a major transport infrastructure project extending from the Wairoa River and Ōmanawa area, across Tauriko West and Tauriko Village, and through the Kōpūrererua Valley to the SH29A/Pyes Pā corridor. This Landscape Assessment considers the potential natural character, landscape and visual effects of the Indicative Design, recognising that the detailed design will be refined within the Proposed Designation and managed through subsequent design, management plan and consent processes.

The Project traverses a varied and dynamic receiving environment comprising rural, peri-urban, industrial, reserve and developing urban landscapes. Key landscape sensitivities include the Wairoa River and Ōmanawa River corridor, the gully and escarpment systems associated with Tauriko West and Cambridge Road, and the culturally and ecologically significant Kōpūrererua Valley, including the Kōpūrererua and Nanako Streams. These landscapes have already experienced varying degrees of modification, including existing state highway corridors, industrial and residential growth areas, prior enabling works and ongoing reserve restoration.

Overall, the assessment finds that adverse landscape effects will generally range from very low to low-moderate. The Project has been assessed in two main landscape areas:

- Landscape Area A, between Ōmanawa and Tauriko Village, is assessed as having an overall low adverse landscape effect, with the greatest effects associated with the Belk Road / Redwood Lane interchange and raised corridor.
- Landscape Area B, from Cambridge Road through the Kōpūrererua Valley and SH29A / Pyes Pā corridor, is assessed as having low-moderate adverse landscape effects, primarily due to the scale of interchange works, landform modification and raised road structures within the valley setting.

Visual effects during construction will vary according to location, distance, elevation, orientation and existing screening. Most properties are expected to experience very low to low-moderate adverse visual effects, with isolated moderate effects for properties close to, or directly overlooking, interchange works, particularly in parts of the Kōpūrererua Valley. Following completion, visual effects are expected to reduce over time as landscape mitigation planting establishes alongside NZTA standard landscape treatments, with potential adverse visual effects generally assessed as:

- Landscape Area A – Low
- Landscape Area B – Low-Moderate

Natural character effects are generally assessed as very low adverse to benign, with opportunities for positive outcomes over time. While the Project will require modification to wetlands and watercourses, including the Belk

Road Watercourse, Kōpūrerua Stream and Nanako Stream, these systems are already modified. The proposed naturalised stream realignments, wider riparian margins, wetland enhancement and indigenous planting are expected to maintain and, in places, improve natural character through improving the abiotic, biotic and experiential values as the areas mature post completion.

Landscape mitigation is integral to the Project's landscape response. The assessment relies on implementation of the landscape mitigation plan treatments. These measures are intended to integrate the road corridor with surrounding landforms, reduce the prominence of structures and lighting, reinforce vegetated escarpments, and improve the interface between infrastructure, waterways and adjoining landscape patterns.

In conclusion, while the Project will result in unavoidable change to parts of the landscape, particularly at interchange locations and within the Kōpūrerua Valley, the overall effects can be appropriately managed through detailed design refinement, construction management and implementation of landscape mitigation treatments. With these measures in place, the Project is considered capable of being integrated into its landscape setting and of delivering improved naturalised streams and planting outcomes over time.

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Glossary of Abbreviations

Abbreviation/acronym	Term
ch.	Chainage
FTAA	Fast-track Approvals Act 2024
GIS	Geographic Information System
Ha	Hectares
IAL	Important Amenity Landscape
IPP	Indicative Planting Plan
km	Kilometres
km ²	Square Kilometres
LSCMP	Landscape Mitigation Plan
LVNCA	Landscape, Visual and Natural Character Assessment
m	Metres
m ²	Square metres
m ³	Cubic metres
MDRZ	Medium Density Residential Zone
NoR	Notice of Requirement
NZILA	Tuia Pito Ora New Zealand Institute of Landscape Architects
NZ	New Zealand
NZTA	New Zealand Transport Agency Waka Kotahi
P39	P39 Standard Specification for Highway Landscape Treatments; Waka Kotahi NZ Transport Agency 2013
RONs Standards	Standardised Designs; NZTA Standardised design solutions for use on State Highway Roads of National Significance, May 2025
RMA	Resource Management Act 1991
SAR	Substantive Application Report
SH(x)	State Highway (number)
SNA	Significant Natural Area
Tauriko West UGA	Tauriko West Urban Growth Area
TBE	Tauranga Business Estate
TCC	Tauranga City Council
TCP	Operative Tauranga City Plan (TCP), August 2018
TTatM	Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines (NZILA 2022)
WBOPDC	Western Bay of Plenty District Council
WBOPDP	Operative Western Bay of Plenty District Plan
ZTV	Zone of Theoretical Visibility

Defined Terms

The table below sets out the defined terms used in this report.

Term	Meaning
Amenity	Defined in Section 2 of the RMA as “...those natural or physical qualities and characteristics of an area that contribute to people’s appreciation of its pleasantness, aesthetic coherence, and cultural and recreational attributes.”
Chainage	A distance measured along a straight line. For this Project chainage is measured in metres and starts from the northern extent of the Project.
Construction phase	The construction phase relates to the works required to build the Project including machinery and activities. Landscape effects during this phase are generally temporary in nature.
Designation or Proposed Designation	Defined in section 166 of the RMA as: <i>a provision made in a district plan to give effect to a requirement made by a requiring authority under section 168 or section 168A or clause 4 of Schedule 1.</i> The area defined by the Designation boundary as shown on the Indicative Design Plans in Substantive Application Report.
Indicative Alignment	The indicative expressway design alignment within the Proposed Designation as shown on the Indicative Design drawings in the Substantive Application Report that will be confirmed during the detailed design.
Indicative Design	The indicative design within the Proposed Designation which will be confirmed during detailed design.
Natural character	‘Natural character’ has specific application in Aotearoa NZ because s6(a) of the RMA provides, as a matter of national importance, for: <i>the preservation of the natural character of the coastal environment (including the coastal marine area), wetlands, and lakes and rivers and their margins, and the protection of them from inappropriate subdivision, use, and development.</i> NZILA adopt the interpretation that natural character is a type of character—the distinct combination of an area’s natural characteristics and qualities, and that naturalness is one attribute of that natural character. Therefore ‘Natural Character’ is defined in this assessment as “an area’s distinctive combination of natural characteristics and qualities, including degree of naturalness.”
Operational phase	The operational phase relates to the permanent landscape effects once construction is completed, and mitigation measures have been implemented.
Project	Tupenga SH29 / SH29A Tauriko West Improvements

Qualifications, Experience and Code of Conduct

This report has been prepared by Rebecca Ryder and peer reviewed by Blair Clinch, both of Boffa Miskell Ltd.

My name is Rebecca Ryder. I am a Landscape Architect at Boffa Miskell Ltd, based in Tauranga, I have a Bachelor of Landscape Architecture (Honours) from Lincoln University. I am a Registered and Fellow member of the New Zealand Institute of Landscape Architects, and I am bound by the Institute's code of ethics.

I have worked as a Landscape Architect for 28 years, with a focus on master planning, landscape, visual and natural character assessment and evaluation. I have worked across a wide range of development and infrastructure projects at a wide range of scales. I have provided expert witness and peer review services for both applicants and District and Regional authorities on a range of landscape assessment matters.

My relevant project experience includes:

- **Wairakei South, 2025 – present:**
Author of the LVA for a current substantive application under the Fast-track Approvals Act for a circa 3000 lot residential, commercial and industrial development at Wairakei South, Papamoa East, Tauranga.
- **Tauriko Business Estate, 2005 – present:**
ongoing landscape and visual assessments for the overall industrial estate for various stages of development. Including detail design and construction management.
- **Tauriko West – Variation 1 to Plan Change 33 - 2022 – 2024:**
Provision of landscape assessment and expert advice for the public/private plan change for the Tauriko West Urban Growth Area. Included provision of technical assessment, development of provisions for the Tauranga City Plan and an open space network plan. Included review of Wairoa River landscape overlays for Tauranga City Council.
- **Tauranga City Council: District Plan Landscape Expert Advice, 2012:**
Provision of ongoing advice for landscape matters relating to appeals to the City Plan. This included the presentation of expert evidence at Environment Court and attendance at Environment Court mediation on behalf of Tauranga City Council.
- **Tauranga District Landscape Study, 2008:**
Review for Tauranga City Council of the Tauranga District Landscape Study. The review considers the character of the Tauranga District, its Outstanding Natural Features and Landscapes and considers the possible mechanisms for the implementation through the District Plan Review process.
- **Bay of Plenty Coastal Environment Plan Appeals, 2017 - 2019:**
Technical Advice and expert witness to Environment Court appeals to Outstanding Natural Features and Landscapes for Bay of Plenty Regional Council.
- **Bay of Plenty Natural Character Assessment of the Coastal Environment, 2011 – 2013:**
Assessment and mapping of the natural character values of the coastal environment for the Bay of Plenty region.

- **Bay of Plenty Region Coastal Environment Mapping, 2010 – 2011:**
Assessment and mapping of the Coastal Environment in light of the New Zealand Coastal Policy Statement 2010 (NZCPS 2010). The assessment comprised desktop analysis, Geographic Information Systems (GIS) analysis and fieldwork.
- **Kopurererua Valley Pedestrian Bridge, 2017 - 2018**
Urban design and landscape design development of culturally responsive pedestrian bridge over State Highway 29, Tauranga.
- **Plan Change 33 – Expert Witness – 2022 – 2023**
Provision of expert witness for Tauranga City Council on natural character matters addressing Plan Change 33, integrating the Medium Density Residential Standards (**MDRS**) and the National Policy Statement on Urban Development (**NPSUD**) into the Tauranga City Plan.
- **Pitau Development – Sanderson Group, 2022 - 2024**
Covid Fast Track Act landscape assessment for a high density development for a retirement apartments in a medium density zoned area. Successful application including provision of landscape effects mitigation measures integrated into the architectural design. This also included provision of expert witness role for Plan Change 33 for Sanderson Group as a submitter.

OTHER RELEVANT LANDSCAPE ASSESSMENT PROJECTS OUTSIDE OF THE REGION

- **Waikato Region Natural Character Assessment, 2014 – 2016:**
Assessment and mapping of the natural character values of the entire coastal environment for the Waikato region.
- **Hastings District Landscape Study, 2013:**
Review for Hastings District Council of their Landscape Study. The review considers the character of the Hastings District, its Outstanding Natural Features and Landscapes and considers the possible mechanisms for the implementation through the District Plan Review process.
- **Waikato District Landscape Assessment, 2016 – 2017:**
Assessment and mapping of the landscape character, outstanding natural features and landscapes and natural character values of the Waikato District.
- **Whakatane District Landscape Study, 2010 – 2012:**
Review for Whakatane District Council of their Landscape Study. The review considers the character of the Whakatane District, its Outstanding Natural Features and Landscapes and considers the possible mechanisms for the implementation through the District Plan Review process
- **Te Atatu Interchange, 2012 – 2013:**
Design and construction of new Te Atatu interchange including soft and hard landscape design, detailed costings and site supervision.

Code of Conduct

Although this matter is not before the Environment Court, I confirm that I have read the Code of Conduct for expert witnesses as contained in section 9 of the Environment Court Practice Note 2023. I agree to comply with that Code. My qualifications as an expert are set out above. I am satisfied that the matters which I address in this report are within my area of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions I express.

Date: 27th July 2026

s9(2)(a)

Rebecca Ryder

Partner | Landscape Architect

Registered Member and Fellow of the Tuia Pito Ora New Zealand Institute of Landscape Architects.



1.0 Introduction

1.1 Scope of the report

Boffa Miskell Limited has been engaged to undertake a Landscape, Visual and Natural Character Effects Assessment (**LVNCA**) for the Tauriko West – Tupenga Project (**Project**).

The purpose of this assessment is to:

- Describe the existing landscape and visual environment and natural character condition;
- Assess the potential landscape, natural character and visual effects on the environment; and
- Detail appropriate measures to manage or mitigate potential effects, as detailed in the Landscape Mitigation Plan (**LSCMP- Refer to Annexure 4**).

1.2 Project Overview

The Project and the surrounding area are described in the Substantive Application Report (**SAR**). This assessment assesses the actual and potential effects arising from the 'Indicative Design'. The Indicative Design represents a design that can be constructed within the Proposed Designation, identifies the location, scale and nature of the proposed works, and establishes the alignment and effects envelope for the Project. Where appropriate, sensitivity testing has been undertaken to account for potential refinements through detailed design and to confirm that the effects assessment remains valid.

It is acknowledged that the final design will be refined and confirmed at the detailed design stage but the Project works will remain within the Proposed Designation and will address the effects addressed in this assessment.

1.3 Other Relevant Technical Reports

Key documents reviewed in the preparation of this assessment include:

- Indicative Design drawings, *BBO, July 2026*;
- Tauriko West - Tupenga: Ecological Impact Assessment (Boffa Miskell Ltd, 2026).
- SH29 Ōmanawa Bridge Replacement Landscape Assessment, WSP, 14 January 2025;
- SH29 Ōmanawa Bridge Replacement – Issued for Construction Landscape Detailed Design Drawings, Beca, Sheets 1 – 8, 20 August 2025;
- SH29 Tauriko West Enabling Works Northern Access, Landscape and Visual Effects Assessment, WSP, October 2022;
- Redwood Enabling Works Tauriko West, Technical Assessment for Landscape and Visual Effects, WSP, October 2022 and the summary report;
- Tauriko West Enabling Works Pre Implementation Design, Urban Design and Landscape, Construction Issue, WSP, Dated 6th August 2025, Revision 4.
- Waka Kotahi, SH29 Tauriko West Enabling Works - Northern Access, Landscape and Visual Effects Assessment, WSP, October 2022 and the summary report;
- NZTA - Z/19 Taumata Taiao – Environmental and Sustainability Standard;
- NZTA Standardised design solutions for use on State Highway Roads of National Significance, May 2025, Version 3.0

1.4 Non-statutory material

The Western Bay of Plenty Landscape Study - The Visual Landscape (Boffa Miskell Ltd, 1993) identified the Wairoa River and its margins as an area of importance. A specific assessment was subsequently undertaken for the margins of the Wairoa River and Tauranga Harbour, whereby the values and methods for managing the landscape values at this interface were integrated into the Western Bay of Plenty District Plan (Boffa Miskell, 2008). As a result, the Wairoa River Landscape Management Area (S7 and S7a) applies a setback of 300m from the Wairoa River edge as an identified landscape area for managing landscape effects on the Wairoa River.

The Tauranga Landscape Study (Boffa Miskell Ltd, 2011) did not extend to cover the interface of the Wairoa River with the site. However, Variation 1 to Plan Change 33 of the Tauranga City Plan subsequently identified an Important Amenity Landscape (**IAL**) area along the margins of the Wairoa River.

The Project interfaces with the Wairoa River IAL and Western Bay of Plenty District Plan (**WBOPDP**) Landscape Policy Area at the Belk Road water course modifications which are on the margins of the Wairoa River and at the abutments of the consented Ōmanawa Stream bridge.

The Kōpūrererua Valley Reserve are addressed in the Tauranga Reserves Management Plan prepared under the Reserves Act 1977 (Tauranga City Council, 2019). This Reserve Management Plan¹ sets out the values and planned works proposed for the management of the Kōpūrererua Valley and Kōpūrererua Stream reserves.

1.5 Assessment Framework

This assessment has been undertaken with reference to the Te Tangi A Te Manu, Aotearoa New Zealand Landscape Assessment Guidelines 2022 (**TTatM**). TTatM applies an effects ratings based on a seven-point scale ranging from very low to very high.

The key matters to be considered include:

- Natural character impacts occur in relation to changes to any streams, wetlands and their margins. These are usually the result of hydrological modification and associated changes to in-stream and riparian flora and fauna from landform alteration and/or the introduction of structures into these waterbodies.
- Landscape impacts result from a change to the components, character or quality of the landscape. Usually these are the result of landform or vegetation modification or the introduction of new structures, facilities or activities into the landscape.
- Effects arising from change to the values associated with a landscape, not just as a result of the change itself. Visual effects result from a change to the physical landscape and the values associated with it by a viewing audience. The level of effect is influenced by the size or spatial scale, geographical extent, duration and reversibility of landscape change on the characteristics and values within the specific context in which they occur.
- The process of change itself, that is the construction process and/or activities associated with the development, may also result in natural character, visual amenity and landscape impacts. However, while construction impacts may result in a permanent change to the landscape, they are temporary in nature and distinct from the completed development.

The natural character, visual and landscape effects generated by any particular project can be:

¹

https://www.tauranga.govt.nz/Portals/0/data/council/plans/reserve_management/files/tga_rmp/final_tauranga_rmp_reserve_specific_info.pdf

- positive (beneficial), contributing to the visual character and quality of the environment;
- negative (adverse), detracting from the existing character and quality of the environment; or
- neutral (benign), with essentially no effect on existing character or quality of the environment.

Change in a landscape and ‘visibility’ of the Project does not, of itself, constitute an adverse landscape or visual effect. It is the effects on the characteristics, quality and values of the landscape (positive, adverse or benign) that need to be understood and evaluated.

The Level of Effect

Where the nature of effect is assessed as ‘adverse’, this assessment quantifies the level (degree or magnitude) of adverse effect. The level of effect has not been quantified where the nature of effect is neutral or beneficial. Assessing the level of effect entails professional judgement based on expertise and experience provided with explanations and reasons. The identified level of adverse natural character, landscape and visual effects adopts a universal seven-point scale from very low to very high consistent with Te Tangi a te Manu Guidelines and reproduced below.



To inform this landscape assessment a site visit was undertaken on 7 November 2025. A cultural induction and a separate field assessment were undertaken on the 9 December 2025. Photography was taken from identified private viewing locations during the site visits. A further site visit was undertaken on the 12 March 2026 to photograph additional private viewing locations and public viewing locations. These photographs are included in Appendix 3 – Photographic Supplement of this report.

1.5.1 Assessment Areas

For ease of assessment, this report divides the landscape into two main areas, and sub-areas as follows (*refer to Figure 1*):

Landscape Area A: Ōmanawa to Tauriko Village

- A1 Ōmanawa Bridge Catchment: Chainage 580 – 1140 and 1140 – 1440
- A2 Tauriko West Catchment: Chainage 1440 – 4100
- A3 Tauriko Village Catchment: Chainage 4100 – 5140

Landscape Area B: Cambridge Road to SH29A / Pyes Pā Catchment

- B1 Cambridge Road / Kōpūrererua Valley Catchment – SH29 Chainage 5140 – 6440
- B2 SH29A / Pyes Pā Catchment – SH29A Chainage 0 (roundabout) – 2100 (end)

² Refer to Annexure 1. Note: Low-Mod is an abbreviated term for Low-Moderate and Mod-High is also an abbreviated term for Moderate-High

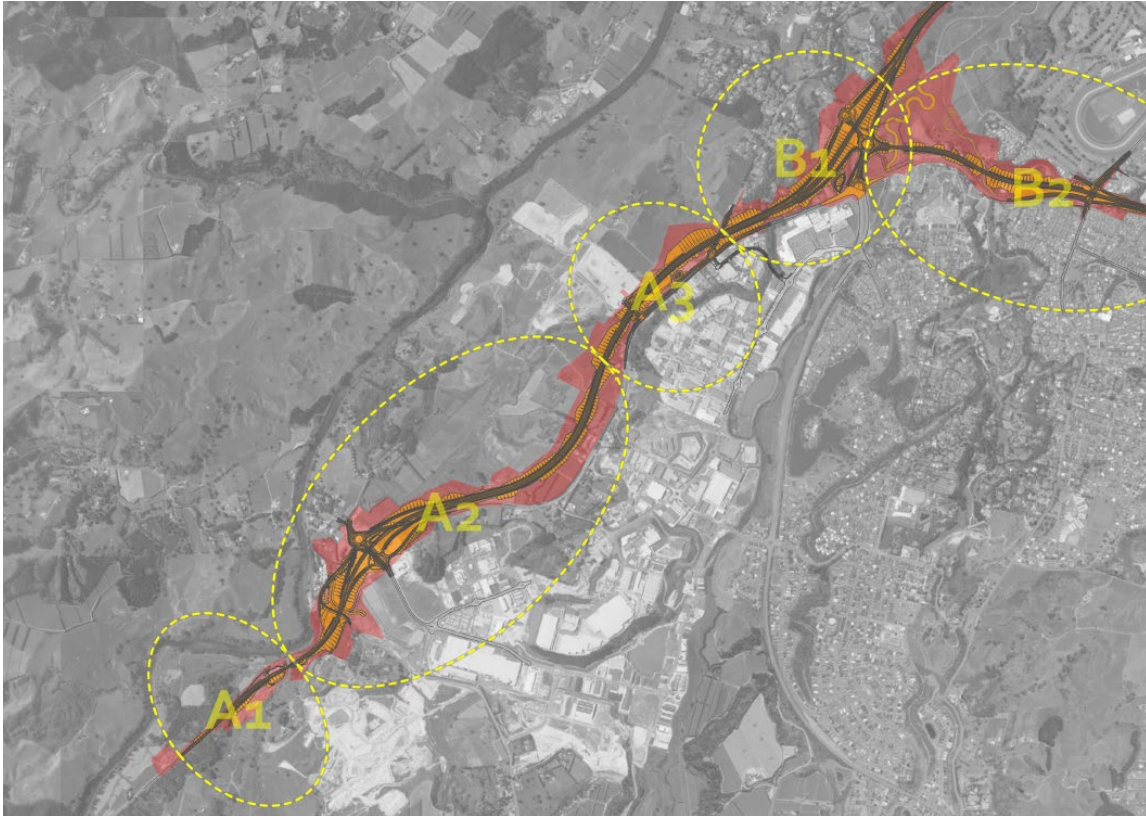


Figure 1– Map of Landscape Assessment Areas (Refer Annexure 2)

2.0 Existing Environment

2.1 Wider Landscape Context

The Project traverses a rural, urban and reserve³ landscape setting beginning at Ōmanawa Road and extending to Barks Corner and SH29A and through the Kōpūrererua Valley, adjoining the Takitimu North Link works. This landscape comprises three landscape types:

- the Lower Kaimai-Wairoa River;
- the Plateau Landscape: and,
- the Kōpūrererua Valley.

Within the Plateau Landscape, the upper plateau extends down from the Mamaku Plateau to the harbour foothills and plains around Tauranga and Te Puke. It is characterised by large flat elevated plateaux with deep incised ravines lessening to gullies at the northern extent.

2.1.1 Landform and Hydrology

At the southern end of the Project alignment, the Wairoa River and Ōmanawa River mark the boundary between the Western Bay of Plenty District and Tauranga City (*Refer Area A1 and A2 in Figure 1*). In this area the lower Kaimai-Wairoa River foothills landscape type extends up the Wairoa River Valley, encompassing the Tauriko West Urban Growth Area (**UGA**) (*Refer Area A2 in Figure 1*). Its landform is strongly rolling and dissected with river and stream systems and the placement of SH29. It is largely in pastoral farming with areas of remnant bush, some

³ Kōpūrererua Valley Reserve

forestry and stands of eucalypts. In the lower area there is more intensive pastoral farming, particularly around the river flats.

The wider landscape contains rolling to steep hills, terraces, and low-lying wetland areas, and is underlain by rhyolite ignimbrite with varied soil types. Traversing the rolling hillsides of the newly zoned Tauriko West UGA, the Project alignment also passes through the 'Whakamārama Plateau'⁴ which is a gently tilted landscape that falls into the Tauranga Basin from the Kaimai Range (Refer to **Figure 2**). The plateau is underlain by Pliocene, early Pleistocene dacitic and phylitic welded ignimbrites, e.g. Waiteariki Ignimbrite, Aongatete Ignimbrite. The Mamaku Plateau, in which the Project alignment traverses, gently dips towards the Tauranga Basin and is mainly underlain by the Mamaku Ignimbrite.

Within the Plateau Landscape, Tauriko Village is sited on an elevated terrace around 370 m from the Wairoa River, with higher ridgelines enclosing it to the east and west. Tall exotic shelterbelts strongly frame the landscape with other visible features including fences, overhead powerlines, Tauriko School and the existing two-lane state highway corridor.

Further east, the Project alignment drops down into the Kōpūrererua Valley, which forms a wide valley floor formation set between two north/south orientated ridgelines extending toward the Tauranga Harbour.

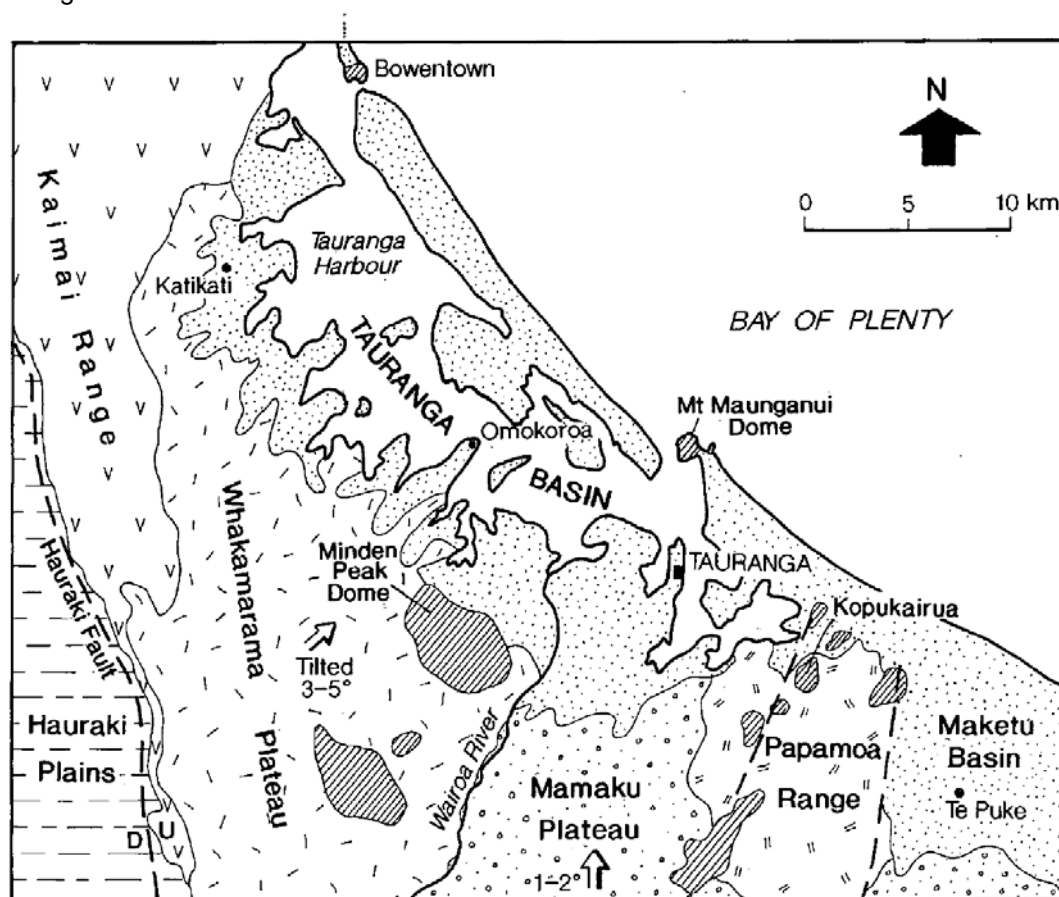


Fig. 2 Map showing the main physiographic features of the Tauranga area.

Figure 2 - Extract from The Geology of the Tauranga Area (Briggs, 1996)

⁴ <https://atlas.boprc.govt.nz/api/v1/edms/document/A1705483/content>

2.1.2 Land Use and Land Cover

Vegetation cover across the Project alignment is predominantly agricultural pastoral vegetation, horticultural blocks, before moving across rural residential, educational and reserve land uses. This area is characterised by low rolling hills, river flats, waterways, mixed agricultural and horticultural land uses, exotic shelterbelts, scattered mature trees, and rural residential properties. Land cover and land use varies across the alignment, varying from rural residential land use comprising large rural residential properties alongside SH29, Belk Road and Redwood Lane, with often pockets of large exotic trees dominating the land cover (*Refer Annexure 2, Figures 10 to 14*). Within these areas the land use includes lifestyle properties, grazing, equestrian activities, orchards, and agricultural businesses.

Atop of the Tauriko plateau area, land use activities comprise a mix rural residential, rural, commercial and education land uses, supporting what is known as the Tauriko Village area. This area is concentrated to the margins of SH29 and extends to meet the existing TBE industrial and commercial land use to the south and east (*Refer Figure 3 below*). To the immediate north of the Tauriko Village, the current land use to the north comprises agricultural grazing, with an underlying Medium Density Residential Zone (**MDRZ**) applying and a consented residential subdivision underway within this area.



Figure 3– Tauriko Village Plateau – looking east (Source NZTA Website) – October 2025

The intersection of Cambridge Road and SH29 supports a cluster of rural residential development with large exotic and native vegetation cover found atop and along the western facing escarpments. Moving further east, the land use transitions to a mixture of private and public land use as it drops into the Kōpūrererua Valley. Grazing blocks reside on the western

edge of the valley floor with rural residential subdivisions extending down spurs overlooking the valley floor. The commercial activity of 'The Crossing' frames the southern side of the existing SH29 with the remainder of the valley floor supporting the SH29 and SH29A road corridors and the lowland wetlands and Kōpūrererua Stream (*Refer Annexure 2, Figures 8, 9 and 32 to 46*). The valley floor is dominated by the 364ha Kōpūrererua Valley Reserve which supports large wetlands, walkways and cycleways and an historic pa site, Puketoromiro. Restoration work continues within this valley as part of continued work between TCC and Ngāi Tamarāwaho.

The Te Papa Peninsula and plateau extending along Cameron Road, forms the eastern bounding landform to the Kōpūrererua Valley. This area includes the urban and residential development which continues to the north and south of SH29A, as it intersects the landform. Land use comprises residential subdivisions with some pocketed commercial land use along the margins of SH29A and Marshalls Avenue (*Refer Annexure 2, Figures 15 to 31*). Further east, the existing SH29A interfaces with residential subdivision on its southern edge and commercial/industrial land use to its north (*Refer Annexure 2, Figure 24*). Vegetation cover includes native vegetation shrub and tree planting along the SH29A margin along with exotic tree species set within private property.

2.1.3 Cultural Landscape Value

The Wairoa River is recognised as a significant cultural landscape feature, associated with historic occupation, archaeological sites, traditional resource use and enduring cultural connections.

Cultural assessments undertaken by hapu identify associations with the Wairoa River, Ruangarara Stream, historic Māori occupation, traditional travel routes and the wider history of Tauranga Raupatu (land confiscation). The landscape is also associated with cultural narratives and traditions, including those relating to taniwha and other ancestral connections to waterways and place. Traditional travel routes traversed the area and linked settlements, waterways and resource areas, with a number of present-day transport corridors reflecting these historic patterns of movement.

A notable landscape value of the area is its substantial but largely concealed archaeological resource. Recent investigations within the Tauriko West area have identified numerous previously unrecorded storage pits, occupation sites and other archaeological features, demonstrating that significant Māori heritage remains embedded within the landscape despite limited surface expression. Associative values form an important component of landscape with the area is valued for its cultural memory, ancestral associations and ongoing cultural relationships with the whenua and waterways.

The Kōpūrererua Valley is widely recognised as a landscape of considerable cultural and heritage significance. It contains a range of archaeological and cultural features, including pā sites, storage pits, middens, historic gardening areas and traditional travel routes. The valley also has important historical associations with the events and consequences of the Tauranga land confiscations. The cultural and historical layers of the landscape contribute significantly to its identity and sense of place.

2.2 Identified Landscape Areas

The WBOPDC Outstanding Landscape Area intersects with the Ōmanawa Bridge and the Wairoa River interface. The Wairoa River Valley IAL extends along the Wairoa River's eastern margin but does not extend into the Proposed Designation footprint for the Project. The WBOPDC Wairoa River Landscape Management Area (S7 and S7a) overlays the Ōmanawa River to Ōmanawa Road section of the Project, as shown in Figure 4

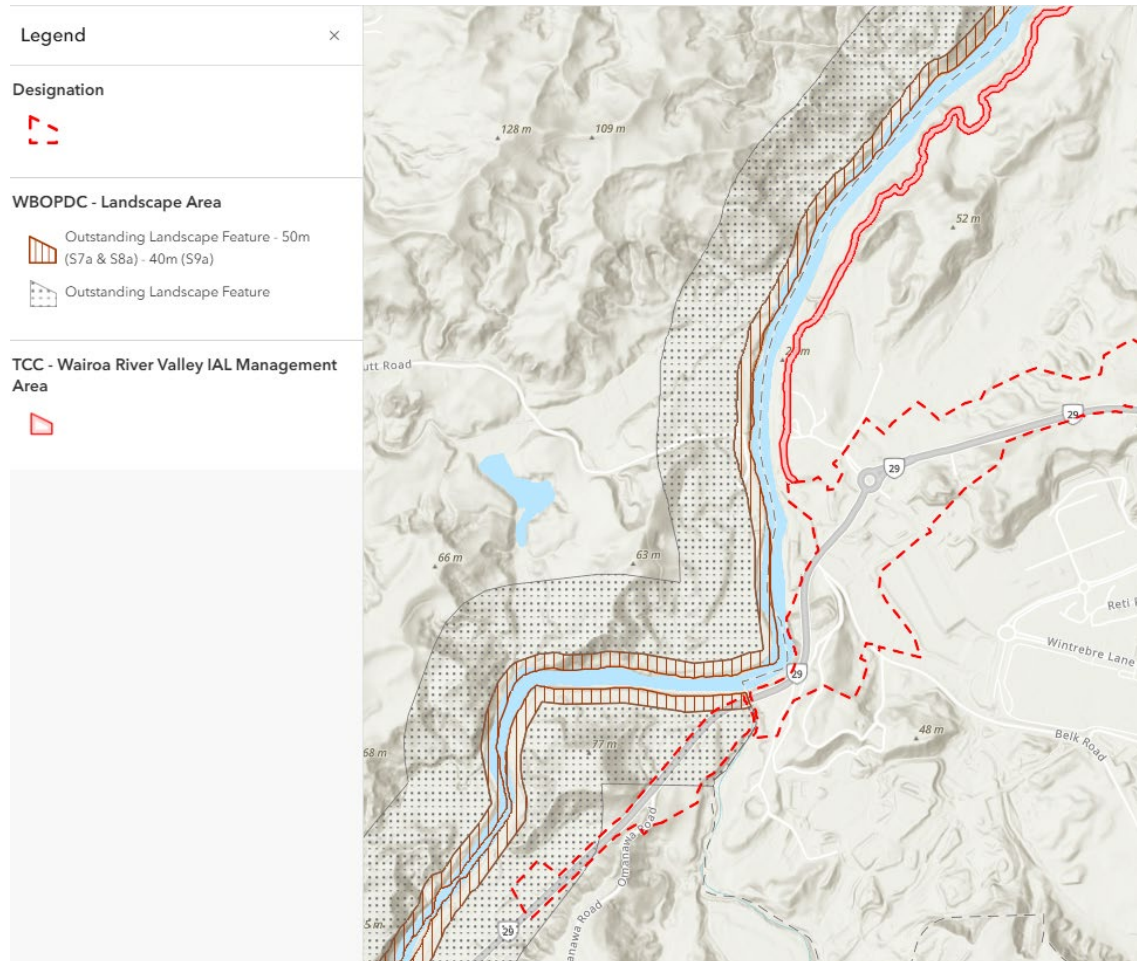


Figure 4– ARC GIS Viewer of proposed route with Outstanding Landscape Overlay (hatched) and Important Amenity Landscape Area (Red)

The Wairoa River valley forms the boundary between Tauranga City and the rural Western Bay of Plenty District, providing a peri-urban transition between urban and rural landscapes. Its distinctive river flats, harbour plains, rolling slopes, escarpments and plateau landforms contribute to the rural character, natural character and open space values of the wider river landscape.

The valley is valued for its remaining geomorphological, rural, open space, historical, archaeological and Māori associative values, including its significance to tangata whenua relationships with the Wairoa River and surrounding landscape. The landscape between the river mouth and State Highway 2 bridge provides a continuation of river and harbour plains, supports sites of ecological significance, and contributes to natural character values that are sensitive to development. Overall, the area includes moderate natural science values, low to moderate representative values, moderate to high historical values, high Māori values, and high rural character and open space values associated with the pastoral plains and river valley landscape patterns⁵.

⁵ Refer Appendix 6B, Tauranga City Plan

2.3 Visual Catchment

The extent of visibility across the Project area's viewing catchment varies depending on the localised topography, and intervening vegetation and structures. Visibility of the Project will also depend on the Project's finalised design levels and the type of construction used for the various built elements. Zone of Theoretical Visibility (**ZTV**) mapping has been carried out and provides a high-level understanding of the potential visual catchment (*refer Annexure 2, Figures 3 to 7*). This ZTV analysis, along with field assessment, has assisted in the identification of the visual catchment and associated viewing audience for the assessment.

At present, the visual catchment is confined to 5 main catchments:

- Ōmanawa Bridge Catchment: Ch 580 – 1140 and 1140- 1440;
- Tauriko West Catchment: Ch 1140 – 4100;
- Tauriko Village Catchment: Ch 4100 – 5140;
- Cambridge Road / Kōpūrerua Valley Catchment – Ch 5140 – 6440 and SH29A 1500 – 2100; and
- SH29A / Pyes Pā Catchment – SH29A Ch 2100 – End.

2.3.1 Visual Simulations

Residents who reside near the Project, and who are potentially affected by it, have been identified and their dwellings are depicted within Annexure 2, Graphic Supplement Figures 48 to 52. In addition, Annexure 2 contains two visual simulations (**Figures VS1A to VS2A**) illustrating the potential outcome of the completed Project for the grouping of rural residential properties at Rosewood Lane and Belk Road.

The purpose of the visual simulations is to provide an understanding of the potential visual outlook and composition of the proposed works in the setting. Visual simulations have been prepared where the potential adverse visual effects were identified as being moderate or above during the field assessment. In turn the visual amenity effects are illustrated to demonstrate the Indicative Design, including the planting with 5 and 10 year growth rates applied.

The assessment viewpoint photography in Annexure 2 shows the existing view towards the Project area from various locations. The application of the field assessment and ZTV mapping, alongside analysis of the SAR Indicative Design and LSCMP has provided the material to assess visual amenity effects across the visual catchment. Where potential adverse effects have been identified at field assessment as requiring further analysis, simulated views have been prepared applying the proposed landscape mitigation measures alongside the outcomes applied in the *Indicative Planting Plans*. Visual simulations are focused to those areas of a higher degree of effect and are not applied widely across all of the viewing catchment. In this instance the two representative views, from 9 Rosewood Lane and 70 Belk Road have been identified as requiring further illustration to represent the effects and effectiveness of both the indicative landscape treatments and recommended landscape mitigation measures⁶. These simulations comprise:

- VS01 – Viewpoint from 9 Rosewood Lane, looking south toward the Kōpūrerua Valley Interchange.
- VS02 – Viewpoint from 70 Belk Road, looking north towards the flyover and Belk Road interchange.

⁶ Refer Annexure 4, LSCMP Drawing BM250324-521

3.0 Assessment of Effects

3.1 Assessment Matters

Landscape and visual impacts result from natural or induced change in the components, character or quality of the landscape. Usually these are the result of landform or vegetation modification or the introduction of new structures, facilities or activities. The Indicative Design is considered in the context of the attributes of the landscape to determine the effects on character and quality, amenity as well as on public and private views.

The assessment of potential effects is based on a combination of the landscape's sensitivity and visibility together with the nature and scale of the development proposal.

The following types of effects have been assessed:

- Natural character effects - The highest degree of naturalness occurs where there is the least amount of human induced modification. Structures, such as culverts, bridge abutments, interchanges and stream re-alignment can adversely change the natural character of an area. The significance of this effect is dictated by the size, location and sensitivity of the receiving environment. Effects on natural character often arise in relation to rivers, streams and wetlands. For this Project, the assessment has therefore considered the Ōmanawa River, Wairoa River, the Tauriko West UGA gully head and the Kōpūrerua Valley wetlands and stream.
- Landscape character effects - Landscape character is derived from the distinct and recognisable pattern of elements that occur consistently in a particular landscape. It reflects geology, landform, soils, vegetation, land use and features of human settlement. Landscape also creates the unique sense of place defining different areas of the landscape.
- Visual amenity effects from public and private locations – New buildings and structures can result in visual effects on users of public roads and public places, and the viewing audience from dwellings within the visual catchment. The localised context is considered when assessing the visual effects on private properties. Properties within the Proposed Designation footprint have not been considered in this assessment because they will be acquired and any dwellings removed.

The construction activities that have the potential to give rise to natural character, landscape, and visual effects are:

- Stream / watercourse modification and realignment;
- Bridge and abutment structures and earthworks;
- Road alignment and formation; and
- Earthworks – both construction works and permanent works, including fill areas.

3.1.1 Natural Character Effects

The Project has the potential to impact natural character in the following areas:

- The Belk Road watercourses - watercourse realignment exiting into the Wairoa River, running alongside Belk Road and under SH29;
- Modifications to the Tauriko West UGA lowland wetlands;
- The realignment of the Kōpūrerua Stream; and
- The realignment of the Nanako Stream.

The Project does not affect the Ōmanawa River and its margins. The effects of the Ōmanawa Bridge Replacement works have been addressed through that project and no change to the already consented works along the margins of the river is proposed.

The realignment of the water courses involves an integrated approach informed by landscape, ecological and hydrological assessments to ensure the natural character abiotic, biotic and experiential attributes are informing into the outcomes proposed.

3.1.2 Construction Effects and Completed Works Assessment

This assessment considers:

- Construction effects; and
- Effects once the Project is operational.

For construction works, a level of adverse natural character, landscape and visual effects from construction activities is an expected outcome from infrastructure projects and derives from a change to the existing environment and amenity. In some instances, where mitigation is required, it can be difficult to implement, depending on the magnitude, duration and evolving nature of the works being undertaken. Not all temporary effects require mitigation, and it is related to the visual context and magnitude of the temporary works.

This assessment has applied the context of 10-year construction period where construction effects at a given location may be experienced for short periods within an overall construction programme. Much of the construction will also take place within or immediately alongside the existing state highway environment and associated effects will also be temporary in nature.

3.1.3 Landscape Treatments

This assessment anticipates that landscaping will be implemented throughout the Proposed Designation in line with NZTA's standard practice. The Indicative Planting Plan attached to the SAR shows how landscaping could be implemented based on the Indicative Design (NZTA Waka Kotahi, May 2025).

The planting will provide landscape integration and, in some areas, an inherent role of visual mitigation. Where mitigation is provided for the following mitigation outcomes will be achieved.

- **Visual Mitigation** – Mid tier shrub species and canopy tree species – Ground cover species do not provide adequate visual mitigation outcomes but contribute to overall quality of planting mix. The anticipated composition of species mixes and growth rates set out in the Landscape Mitigation Plans (**LSCMP**) in the SAR illustrates the type of composition required to achieve the visual integration of the Project into the surrounding landscape.
- **Natural Character Mitigation** – Low ground cover and low shrubs, mid-tier and canopy species will be used. The focus is to provide site appropriate species (e.g. riparian planting).

The **LSCMP**⁷ identify those areas where landscape mitigation planting is required to reduce and manage identified landscape, visual and natural character effects.

A native planting mix comprising a composition of groundcover, medium shrub and canopy tree species and specific planting requirements for swales and wetland areas will be implemented. The type of species, composition of mix and the anticipated growth rates of planting, that will be implemented, is illustrated in the LSCMP in Annexure 4.

⁷ Refer to Annexure 4, Landscape Mitigation Plans

3.2 Landscape Area A – Ōmanawa to Tauriko Village

3.2.1 Area Landscape Description

This area comprises the area between Ōmanawa Road and the Ōmanawa Bridge Replacement Project works area, traversing through the Redwood Lane and Belk Road valley up to the Tauriko Village. The Ōmanawa River area comprises a heavily modified landform with construction of a new bridge and approaches in progress at the confluence of the Ōmanawa Stream and Wairoa River. As shown in Figure 5, the vegetation cover has been removed and the landform modified to enable the construction of the bridge and the approaches.

The Ōmanawa Bridge Replacement Project involves extensive landform modification on both sides of the bridge to support the road corridor alignment and bridge abutments, together with landscape planting intended to mitigate those changes. Figure 5 shows the extent of this change as at December 2025. These works are authorised under the existing designation and regional consents for that project, and Figure 6 illustrates the anticipated completed outcome. Based on the Indicative Design, the landform change required south of the bridge for this Project is likely to be largely delivered through the consented Ōmanawa Bridge works, with only minor modification anticipated to accommodate additional road widening, swale alignment and associated tie-in works. The landscape planting to the south will be retained where practicable. To the north of the bridge, further landform modification will be required and planting established as part of the bridge replacement works will be removed where necessary to accommodate the Project. Replacement landscape planting will be provided to mitigate the resulting landscape and visual effects.

To the west of the Ōmanawa River, the hillock of Belk Road forms a defining landform with the existing SH29 cutting through the northern end. Tall exotic trees and shrub vegetation frame the corridor and the margin of the Wairoa River.

To the north of the hillock is the Belk Road intersection and valley floor. This area has undergone significant landform change as a result of the TBE development (*Refer Annexure 2, Figures 11 and 12*). The SH29 road corridor has also undergone substantial change with the completion of the Redwood Lane area of the Tauriko West Enabling Works (*Refer Annexure 2, Figures 11 to 14*). Extensive landscape planting extends around the new wetlands and margins. For this assessment, it is anticipated that all planting within the Proposed Designation may be affected by the Project.



Figure 5 – Extract from SH29 Ōmanawa Bridge Replacement – Site Works Newsletter Photography- December 2025⁸

⁸ [Tauriko West](#) – note the works shown will be superseded by the Indicative Design.



Figure 6– Extract from SH29 Ōmanawa Bridge Replacement - Artists Impression from NZTA website⁹



Figure 7– Extract from existing Tauriko Enabling Works - Newsletter Photography (December 2025)¹⁰

⁹ <https://nzta.govt.nz/projects/tauriko-west-tupenga/sh29-omanawa-bridge-replacement>

¹⁰ [Tauriko Enabling Works](#) newsletter. This area has been superseded by the Indicative Design.

Rising up toward the Tauriko Village Plateau (*refer to **Figures 8 and 9 below***), the landscape comprises a juxtaposition of heavily modified industrial estate development of TBE, edged with rural residential housing along the western edge of SH29. To the north of the road, the landscape transitions into a rolling rural landscape that falls north and westward toward the Wairoa River. This area is part of the Tauriko West UGA and will become an urban environment over time.



Figure 8 – Tauriko Village Plateau – looking east (Source NZTA Website) – October 2025

Rising atop of the Tauriko plateau, a narrow plateau, included in the Project Proposed Designation, includes horticultural land use of primarily kiwifruit with pockets of commercial activities along the road margin. At the eastern end of Landscape Area A the intersection of Cambridge Road and SH29 is set at the intersection of the Tauriko and Bethlehem plateaux.



Figure 9 – Tauriko Village Plateau – looking east (Source NZTA Website) – October 2025

3.2.2 Proposed Design for Landscape Area A

The LSCMP provides for planting of the escarpments and margins of the Project alignment including:

- The raised approach of the road corridor from Ōmanawa Road abutting the Ōmanawa Bridge, including minor modification to the consented landform south of the bridge (where necessary) and further landform modification to the north. Planting will be retained where practicable and replaced where removal is required. The road cuts through the Belk Road hillock, moving south of the existing SH29.
- The raised flyover across the realigned Belk Road with an interchange to connect to the existing Redwood Lane roundabout.
- The connection across the existing SH29 corridor via a cut and filled corridor along the edge of the Tauriko West UGA.

The LSCMP identifies those areas where the landscape planting provides mitigation for the effects of the Project on landscape and visual amenity values and natural character. The LSCMP also proposes planting where the Indicative Design may affect landscaping associated with the Ōmanawa Bridge Replacement Project and the Tauriko West Enabling Works. Where that landscaping is removed, the conditions for this Project will apply and the mitigation identified in the LSCMP will be implemented. Where the earlier works are not affected by the Project, the existing designation and resource consent conditions will continue to apply.

3.2.3 A1- Ōmanawa Catchment

This area comprises the area between Ōmanawa Road and the end of the eastern abutment of the new Ōmanawa Bridge (*Refer Figure 10 below*). The landscape comprises a now heavily modified landform currently under construction at the confluence of the Ōmanawa River and Wairoa River.

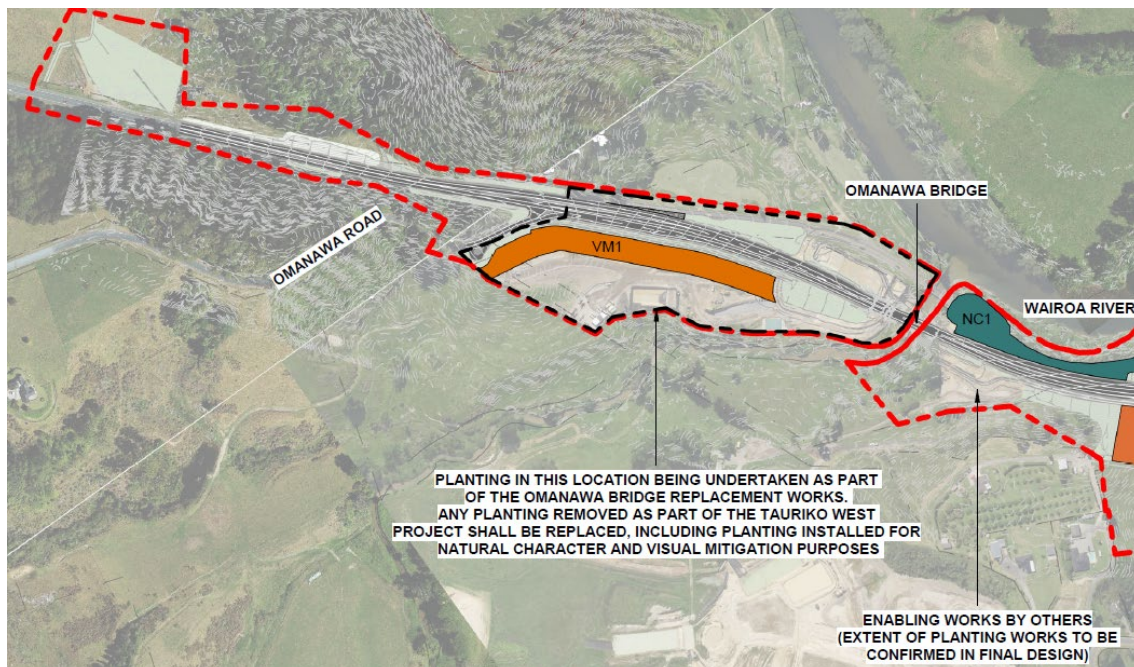


Figure 10 – Area A1 extent – Extracted from Landscape Mitigation Plan – BM250324-520

3.2.3.1 Landscape Effects

Already modified substantially through the bridge replacement works for the SH29 Ōmanawa Bridge, the modification to the western approach to the SH29 Ōmanawa Bridge works will replace some areas of planting, as shown in the LSCMP. The consented works planting and will remain largely consistent with the consented landscape outcomes. The landscape treatments on the batter slopes of the road corridor and the interface with the Wairoa River

margin and identified landscape area will remaining largely unchanged¹¹. Planting will integrate the road corridor into the Wairoa River and Ōmanawa River landscape character.

On the northeastern side of the Ōmanawa River, the road corridor moves away from the Wairoa River margin. There is a substantial area of road margin planting to the north and south of the corridor, to the north of the Ōmanawa River. This planting will integrate with the existing indigenous vegetation cover along the margin of the Wairoa River on the northern side of the road corridor, integrating with the existing vegetation patterns of the river corridors. The Project will integrate into the natural landform through landform contouring and identified landscape mitigation planting¹². The characteristics and values of the Wairoa River corridor and its margins will be maintained, with no direct immediate impact on the river edge, and the landform retaining cohesion with the natural landform.

The potential adverse landscape effects in this area and on the factors, values and associations of the Wairoa River Landscape Management Area S7 and S7a will remain low. When considering the existing, including consented environment, the potential adverse landscape effects will be neutral.

3.2.3.2 Visual Effects

The LSCMP (*Refer Annexure 4*) specifically identifies areas where landscape and visual mitigation should be provided to ensure that the Project appropriately integrates with the values of the Wairoa River Landscape Management Area S7 and S7a.

Visual effects for both temporary and completed works are considered property by property in **Table 1 in Annexure 3**. Overall, the assessed dwellings will experience low to very low adverse visual effects as a result of the Project, both during construction and following completion, once the planting recommended in the LMP is implemented.

The visual effects of the new approaches connecting with the Ōmanawa Bridge works are largely confined to road users and a small number of dwellings some distance from the site. The Project's visual catchment and viewing audience in this location will include both transient and fixed viewpoints. Transient views will be experienced by travellers on the road network, while fixed views will be available to occupants of a small number of dwellings¹³ located some distance from the site. Due to the undulating terrain and the curved alignment of SH29, visibility of the Project will generally be limited to the immediate area.

Through field assessment and mapping analysis, the following properties have been identified as having dwellings potentially visually affected in this vicinity:

- North of the Ōmanawa Bridge – Viewing southwest – 4A and 4B Belk Road and 1095 SH 29 houses A and 'B';
- South of the Ōmanawa Bridge -1152 SH 29 and 75 Ōmanawa Road.

The occupants of two houses, 4A Belk Road and 1095 SH 29 house 'B', will have potentially clear views to the Ōmanawa Road approach area of the Project, while occupants of three other dwellings, 1152 SH 29, 1095 SH 29 house 'A' and 75 Ōmanawa Road, are likely to have potentially screened or distant views of the Project area. People within other houses that can be seen in aerial photographs in the nearby Belk Road rural residential area will not have direct views of the Project due the existing topography of those properties and aspect of those dwellings.

¹¹ Refer to Indicative Planting Plans in the SAR

¹² Refer to IPP and Section 3.1.3 of this report and IPP Drawing BM250324-220 and LSCMP Drawing BM250324-520

¹³ Refer to Table 1

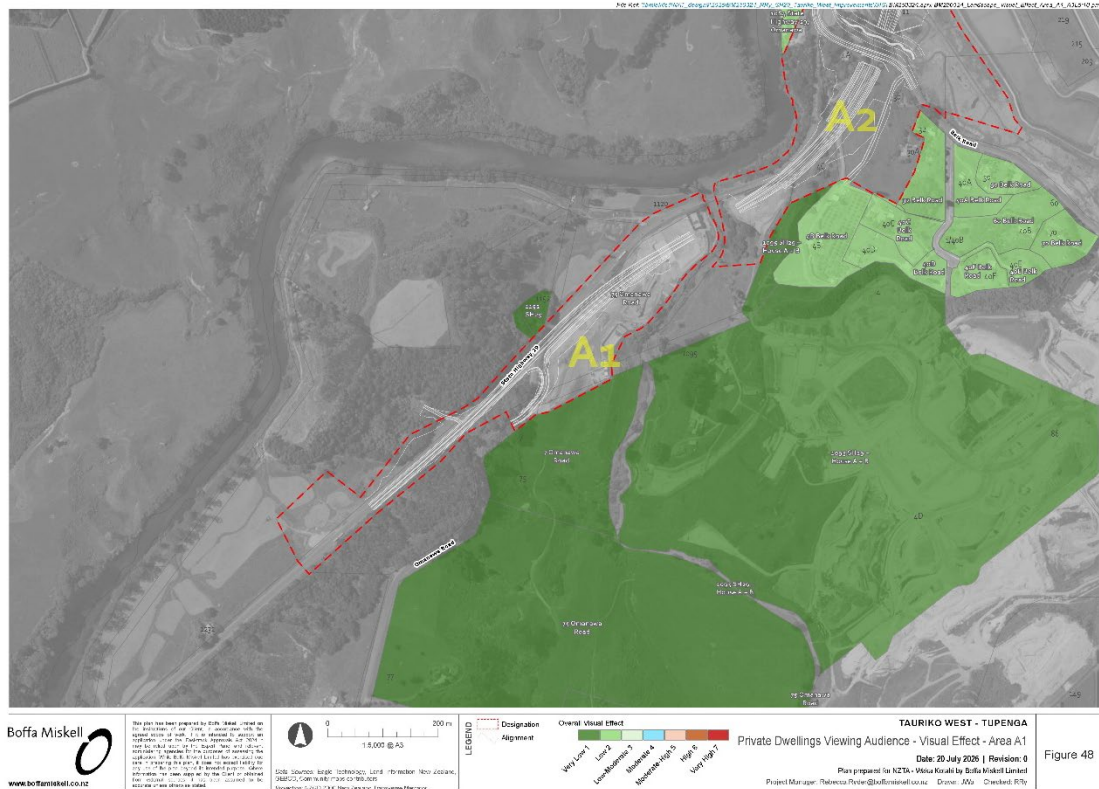


Figure 11 – Visual Receptors Map- Ōmanawa Bridge Catchment - Refer Annexure 2

During the construction phase, effects are generally limited by a combination of distance from the Project, existing vegetation screening, dwelling orientation, and the presence of other large-scale infrastructure works in the surrounding environment (notably the TBE development and Ōmanawa Bridge works). The built environment may vary over this time with the establishment of TBE industrial buildings and establishment of the Ōmanawa Bridge Replacement planting. Where views are available, they are typically partial, transient, or experienced from secondary areas such as driveways or outdoor spaces, resulting in effects that are predominantly low or very low. The most noticeable construction-related change is the temporary removal of some screening vegetation, particularly near 4A and 4B Belk Road, though even then the views down to the road corridor are limited.

The potential visual effects will be further reduced through road alignment design (often set below dwellings), increased separation distances in some locations, and the implementation of identified landscape mitigation planting within the LSCMP, which will provide visual integration and progressive screening over time. In most cases, primary living areas remain oriented away from the Project or are well screened, further limiting visibility.

The visual effects on nearby residential properties will range from low to very low, and in some cases reducing to negligible over time as mitigation planting matures over a 5-10year period following Project completion.

3.2.4 A2 - Tauriko West Catchment

This area extends from the Ōmanawa Bridge (northern side) to near the Tauriko Village Plateau, taking in the area at the Belk Road underpass, the Redwood Lane Interchange and the new alignment extending along the western edge of the Tauriko plateau ridgeline.

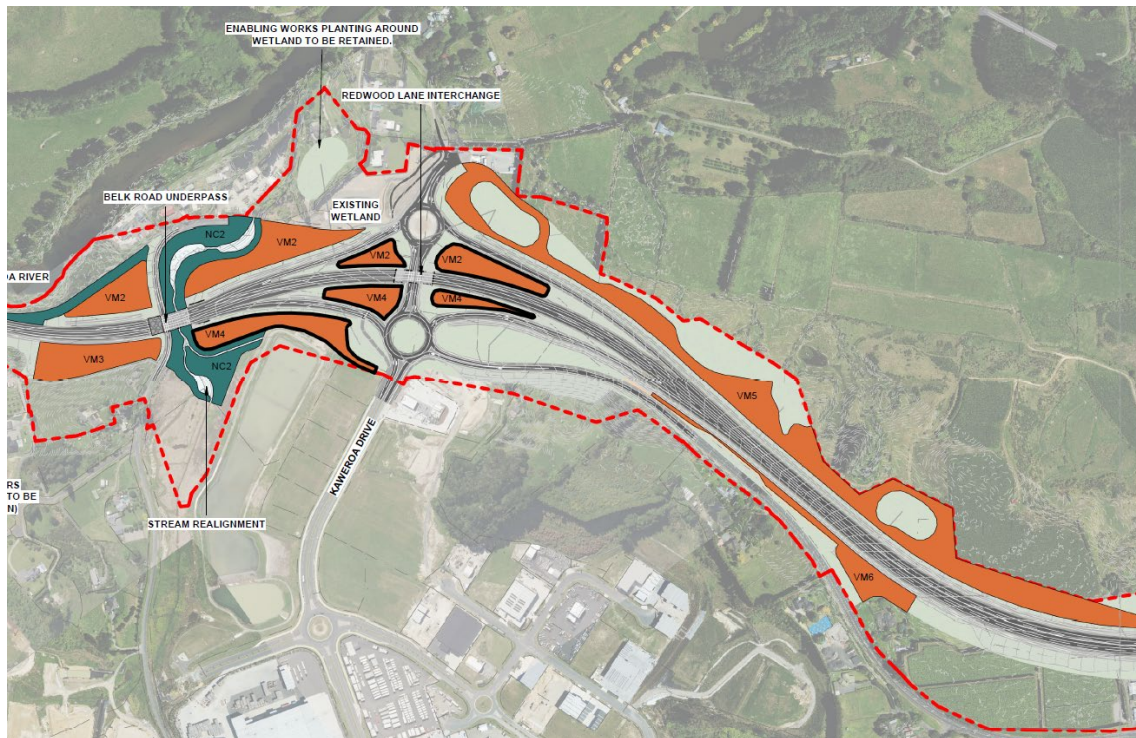


Figure 12 – Area A2 extent – Extracted from Landscape Mitigation Plan – BM250324-520

3.2.4.1.1 Landscape Effects

The landscape context surrounding the Belk Road underpass and the Redwood Lane interchange includes elevated rural-residential properties along Belk Road, Redwood Lane, and SH29 near the Wairoa River, where residents have clear views of the underpass, the interchange and adjacent industrial and commercial development.

The proposed height of the bridge for the Belk Road underpass and the scale of the batters create a more prominent landform and structure which ties into the Belk Road knoll and transitions down towards the Cambridge Road plateau. This area is a transitioning landscape, shifting from rural land use toward industrial, commercial and residential development. The recently completed Redwood Lane roundabout, which forms part of the interchange, is part of this broader pattern of change. The area has already undergone significant modification in terms of built form, landform and movement patterns. The underlying zoning anticipates further plan-enabled urban change, including the Tauriko West UGA to the north of the Project area and the TBE to the south and east.

The proposed elevation of the road at the Redwood Lane interchange introduces a land formation which separates the Wairoa River from the TBE at the valley floor. The bridge structure (for the Belk Road underpass) enables a more naturalised watercourse to move under the road toward the Wairoa River and reinforces the vegetated transition between the industrial estate and the river.

Around the realigned Belk Road and Redwood Lane interchange, the road corridor is integrated into the modified landform in a way that reinforces the connection between the Belk Road knoll and the rising landform along the existing SH29 corridor. This approach maintains the legibility of the landscape's formative processes along the edge of the Tauriko West UGA, while allowing for a vegetated corridor that can visually and physically integrate with surrounding vegetation patterns.

The potential adverse landscape effects of this area of the proposed alignment, in this area, are of a Low-Moderate degree.

3.2.4.1.2 Visual Effects

The interchange raises the road profile substantially in this area with Belk Road, Redwood Lane and SH29 residents potentially experiencing visual effects. Through field assessment and mapping analysis, the following properties have been identified as being potentially experiencing visual effects:

- Northwest of the SH – 1056 and 1064 SH29, 15 and 15A and 17 Redwood Lane;
- Southeast of the SH - 32, 40A,40B, 1/40B, 40C, 40D, 40E, 40F, 50 and 70 Belk Road; and
- South of the SH – 953 and 953A SH29, 22 Winterbre Lane and 2A, 2B and 2C Gargan Road.

Belk Road Properties -32, 40A,40B, 1/40B, 40C, 40D, 40E, 40F, 50 and 70 Belk Road

These elevated rural-residential properties are situated on the raised hillock of Belk Road and are a more sensitive to change with regard to the northern rural outlook. The surrounding landscape is undergoing rapid change in character, and the plan-enabled environment no longer provides for a rural setting surrounding this enclave. Therefore, considering the context of the industrial zoning, the Tauriko West UGA and the newly established Redwood Lane roundabout the sensitivity to landscape change in the Proposed Designation area is low.

Potential nighttime visual effects may occur. Lighting will be designed with a health and safety focus and where practicable minimise light spill and glare.. The visual outlook will be seen in the context of installed lighting within the Redwood Lane and TBE developed areas alongside the implementation of recommended visual mitigation measures at the interchange. A visual simulation of a representative view from 70 Belk Road is included in Annexure 2, VS2A and VS2B. This includes application of recommended landscape mitigation planting within the indicative design which contributes to integrating the overall raised road corridor into the landscape.

Redwood Lane Properties-15 and 15A and 17 Redwood Lane

These properties already experiencing visual effects generated from the adjacent Redwood Lane roundabout works, which have been addressed through the inclusion of screening planting as part of the Tauriko West Enabling Works consented visual mitigation measures¹⁴. The consented screening planting will be either retained or replaced as indicated in the LSCMP drawings.. Views toward the raised road corridor and escarpments will be available and have further included landscape mitigation planting on the escarpments to address the visual effects generated by the elevation of the proposed infrastructure. The LSCMP identifies visual mitigation planting which also collectively contributes to landscape integration of the Indicative Design. On this basis the potential visual adverse effects will be low-moderate, further reducing over time as mitigation planting matures.

1056 and 1064 State Highway 29

1064 and 1056 SH29 are located immediately west of the existing SH29 corridor and contain commercial activities and dwellings with views toward the road corridor and the Wairoa River to the east. Construction works will immediately adjoin these properties and, due to the raised road corridor, will remain visible until vegetation established under the Redwood Lane Enabling Works consent matures. Low to moderate adverse visual effects are therefore likely during construction. Once operational, the elevated corridor and associated lighting will remain visible, particularly during evening hours; however, these elements will be viewed in the foreground of the built backdrop formed by the TBE industrial zone, where buildings of up to 16 m are anticipated. The LSCMP provides visual mitigation planting on the road corridor escarpments to assist in screening and integrating the elevated corridor into the existing environment, reducing adverse visual effects to a low level as the planting establishes.

¹⁴ Refer WSP Urban Design and Landscape Construction Drawings, Tauriko West Enabling Works Pre Implementation Design, General Arrangement Drawing Sheet 102 Revision 4

State Highway 29 / Gargan Road Properties – 953 and 953A SH29, 22 Winterbre Lane and 2A, 2B and 2C Gargan Road

The corridor sits below, in elevation, the existing SH29 corridor and will be screened from view with the application of the LSCMP. The future land use of the Tauriko West UGA will see residential development (in this area) predominantly below the proposed corridor. Anchored against the existing SH29 corridor and with the application of the identified landscape mitigation planting areas identified in the LSCMP, the potential views to the corridor will be visually separated and largely screened, such that the potential adverse visual effects will be low.

Tauriko West UGA

For the Tauriko West MRZ, no existing dwellings outside the Proposed Designation have been identified with proximate views of the construction works. As a result, no adverse visual effects during the construction phase are anticipated, given the absence of nearby residential receivers along the corridor. The interface between the future residential subdivision and the road corridor remains uncertain as subdivision consent has not yet been lodged for this area of the Tauriko West UGA. However, taking into account the elevated position of the Indicative Design through this area, there is potential for the corridor to be visually exposed to future residential properties. In the absence of mitigation, views of the escarpments and road corridor could result in low to moderate adverse visual effects for future residents.

The LSCMP includes escarpment planting to establish a vegetated buffer between the future residential area and the transport corridor. Over time, these plantings are expected to soften and screen views of the engineered escarpments and road infrastructure, reducing potential visual effects. On this basis, the anticipated residual visual effect for future residents is assessed as **low adverse**.

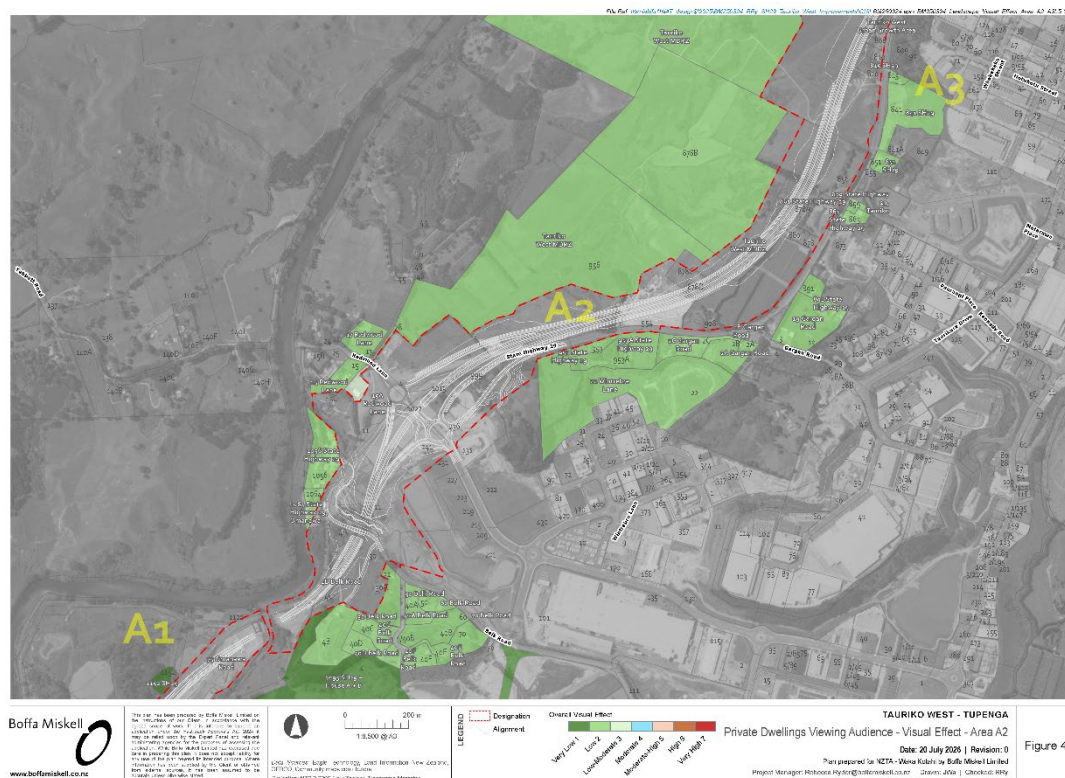


Figure 13 – Visual Receptors Map- Tauriko West Catchment - Refer Annexure 2

A detailed analysis of visual effects is included in **Table 2 in Annexure 3**.

During the construction phase, visual effects are influenced by the duration of an activity, proximity to works, elevation, and existing screening vegetation. The construction period is anticipated to be 10 years. The visual effects will vary through the construction phases from preloading to earthworks and through to road surface construction. The changing landscape context of this area is such that the area remains in a state of continued transition from once rural land use to industrial and future residential. The context of the surrounding construction

works and the presence of existing and consented landscape vegetation within private property, TBE and the road corridor assist in minimising the construction effects to a low adverse degree over the 10 year anticipated period of construction.

Views from properties closest to the corridor (notably 15A Redwood Lane and elevated dwellings on Belk Road) will experience low to low-moderate adverse effects arising from visibility of earthworks and the raised road alignment. However, for most dwellings, distance (250–700m), internal vegetation, and the presence of large-scale TBE development serve to reduce sensitivity and integrate construction activity into an already modified landscape context. As a result, the majority of potential adverse visual effects remain low or very low.

Following Project completion, the raised road corridor and associated lighting will become more visible from some properties, particularly those with elevated or with northerly aspects. However, these views are typically experienced alongside, and visually absorbed by, the dominant backdrop of TCP plan enabled industrial development within the TBE zone, including existing and future permitted up to 16m-high buildings.

The implementation of LSCMP¹⁵ in conjunction with existing adjacent planting that will be retained, will provide substantial vegetation cover (approximately 8–10m in height). Over time vegetation heights will increase through enabling the vegetation to soften, filter, and partially screen views of the corridor. The planting will reduce the visual prominence of the Project and integrate the Project into the surrounding landscape.

While some dwellings will retain partial views of the corridor and lighting, particularly in elevated locations, the combined effects of distance, landscape context, and mitigation planting will result in predominantly low adverse visual effects, with some locations experiencing low–moderate adverse visual effects.

3.2.4.1.3 Natural Character Effects- Belk Road Watercourse

The proposed realignment of the Belk Road watercourse is a further modification to what is already a heavily modified watercourse. The watercourse is modified with an incised channel and limited indigenous riparian planting along the margins.

A 'naturalised' and ecologically enhanced watercourse corridor will be established¹⁶. The proposed Belk Road watercourses) have been designed to a conceptual level to reinstate key aspects of natural stream form and function, including appropriate channel geometry, sinuosity, and floodplain interaction. The resulting channels will operate at low, non-eroding velocities and incorporate a range of geomorphic features such as riffles, pools and vegetated margins, providing increased habitat diversity and improved conditions for native freshwater species. The design is focused on providing improved habitat and riparian margins compared to the existing highly modified, supporting healthier and diverse habitat.

The assessment of natural character includes consideration of the experiential attributes of the abiotic (hydrology, geomorphology etc) and biotic (flora and fauna) attributes. The conceptual stream design approach will result in positive experiential attributes of natural character. Once the proposed concept design is implemented, the magnitude of effect is expected to be positive in the medium to long term and low in the construction phase to short term. The concept design provides a naturalised stream environment including providing (refer to Figure 15):

- A meandering stream alignment which addresses through natural hydrological patterns a natural (non-armoured) stream margin with wide and gradual batter slopes.
- Uneven stream batters and widths to avoid the perception of uniformity and human induced change.
- Native riparian planting to the stream margins and adjoining land between to introduce a variety of low riparian planting, mid-tier bush cover and canopy tree cover on the outer stream margin.

¹⁵ Refer to Annexure 4 Landscape Mitigation Plan

¹⁶ Refer to watercourse modification in the Ecological Impact Assessment .

Appendix C in the Flood Effects, Stormwater Management and Streams, Bridges and Culverts Report, BBO, July 2026, provides cross sections of the proposed stream margins. This design proposes a change from a linear channelised to a meandering one, providing a marked improvement to the natural character values for the watercourse. The biotic attributes and the anticipated improvement are outlined in the Ecological Impact Assessment¹⁷. The LSCMP identifies the associated landscape planting natural character treatments relied upon to achieve the improvement of the biotic attributes of the watercourse realignment. **Overall, the natural character effects will be low adverse in the construction period transitioning to positive in the medium to long term.**

3.2.5 A3 - Tauriko Village Catchment

3.2.5.1 Landscape Effects

As the road corridor moves northward toward the Cambridge Road plateau, the road corridor will integrate with the existing landform and ridgeline between Tauriko West, Gargan Road and Cambridge Road. The road corridor sits above Tauriko West UGA (to the west), and interfaces with vegetated batter slopes that will be planted to the relevant landscape standards. The corridor will integrate with the existing native vegetation on the gully slopes and the existing landscape as the road cuts through the Tauriko Village plateau. Set approximately 8m below the existing Tauriko Village and Tauriko School area, the batter slopes will be vegetated creating a forested corridor connecting the Wairoa River valley to the Kōpūrererua Stream valley.

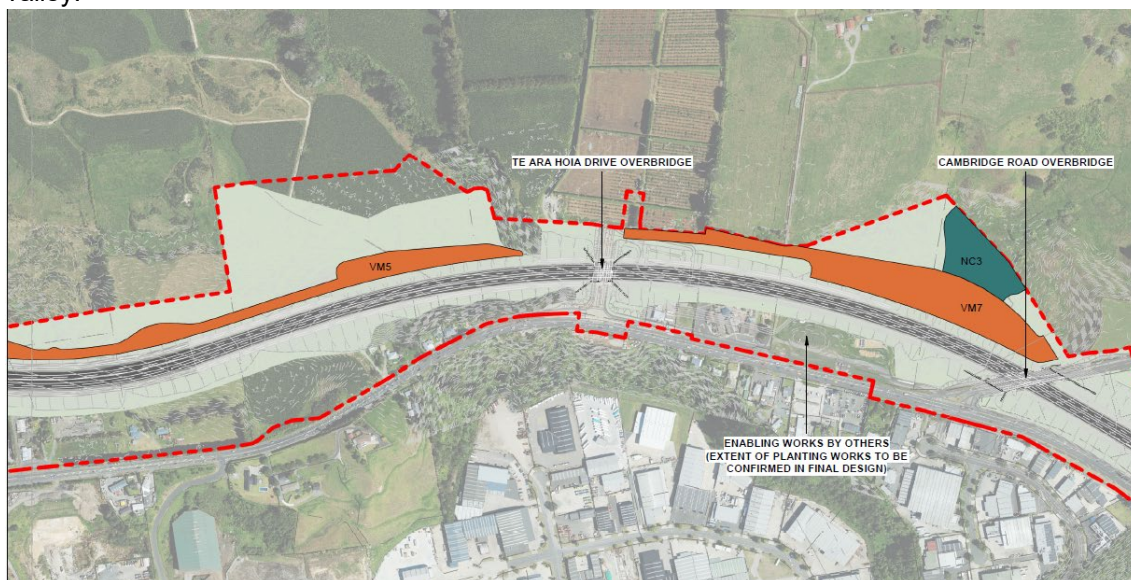


Figure 14 – Area A3 extent – Extracted from Landscape Mitigation Plan – BM250324-521

This section also includes the northern gully arm near Cambridge Road, Tauriko School, and the area extending to Cambridge Road. These locations are situated within a highly modified environment shaped by SH29, local roads, established urban development, and ongoing Tauriko Enabling Works – Northern Access, all of which strongly influence the character of the area.

The receiving environment includes a mix of existing development and Tauriko West UGA land zoned MDRZ, reflecting both current urban use and anticipated residential intensification. A defining landform feature is the extensive terracing north of the SH29/Cambridge Road intersection. This feature forms a broad, flat bench that contributes to the openness of the landscape and increases the visibility of built form and infrastructure from surrounding viewpoints while also functioning as a transition between the village and adjacent development areas. Within this modified setting, an existing gully provides local drainage and introduces a modest degree of vegetation structure.

¹⁷ Refer Ecological Impact Assessment, Boffa Miskell Ltd, Section 18.2.1.1 and 18.2.1.2, within the SAR.

The road corridor works along, and within, the natural landform retaining the key characteristics and integrating the batter slopes into the landform features, including the deeply incised northern gully head within the Tauriko West UGA.

The road is largely cut down into the landscape and generates very low adverse landscape effects.

3.2.5.2 Visual Effects

The viewing audience in this location is confined to properties to the south of the existing SH29 and residents to the east and west of Cambridge Road. The occupants of a number of dwellings will have potential views to the Project:

- Northeast of the Cambridge Road – 547, 549 557, 559 and 561 Cambridge Road and 8 Silkwood Way;
- North of SH29 – 540 and 542 Cambridge Road;
- South and east of SH29 – 741, 745D, 745E, 757, 759, 761, 763, 765, 767, 769, 771, 773, 815, 841 and 851 SH29; and
- Lots 19 -26, 254 – 270, 291 and 296 – 300 in the western part of the Riverside Tauriko Stages 1A and 1B consented subdivision (RC80066170, RC80066132, RC80066180).

The viewing audiences are grouped into types of views of the Project works where similar view corridors are experienced. A number of these properties will have views of the construction works. However, some properties will have reduced views of the road corridor once the Project is established due to it being cut down into the Tauriko Village plateau.

The subdivision consents¹⁸ granted for the Riverside Tauriko development provide for a three stage urban medium density residential development. The proposed Stage 1B and 1C lots adjoining the Proposed Designation boundary, will interface with the road corridor as it fills across the gully heads and cuts through the Tauriko Village plateau. Future dwellings within the Riverside Tauriko Stage 1A and 1B consented subdivision that are sited along the western edge of the subdivision (refer Figure 18), will interface both directly and have views of the proposed corridor.

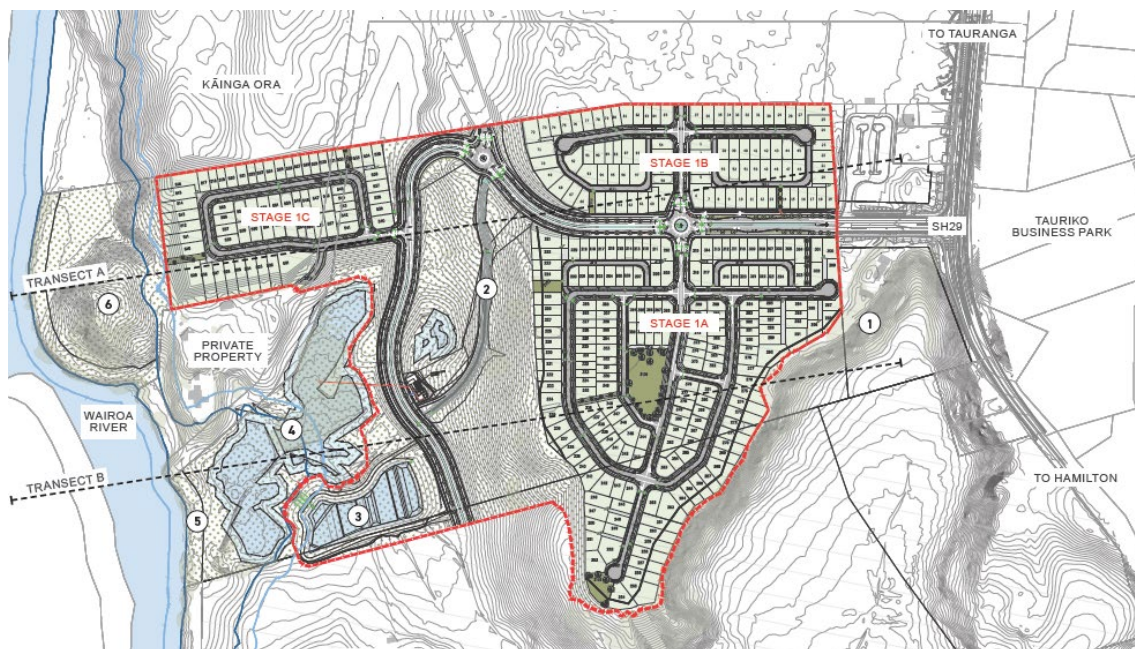


Figure 15 - Extract from Subdivision Consent Drawings Landscape Concept Drawing Package – Riverside Tauriko (refer to RC80066170, RC80066132, RC80066180)

¹⁸ Tauranga City Council RC80066170, RC80066132 and RC80066180



Figure 16 - Extract from Subdivision Consent Drawings Landscape Concept Drawing Package – Riverside Tauriko (refer to RC80066170, RC80066132, RC80066180)

The visual effects in relation to the temporary and completed works are considered property by property in **Table 3 in Annexure 3**.

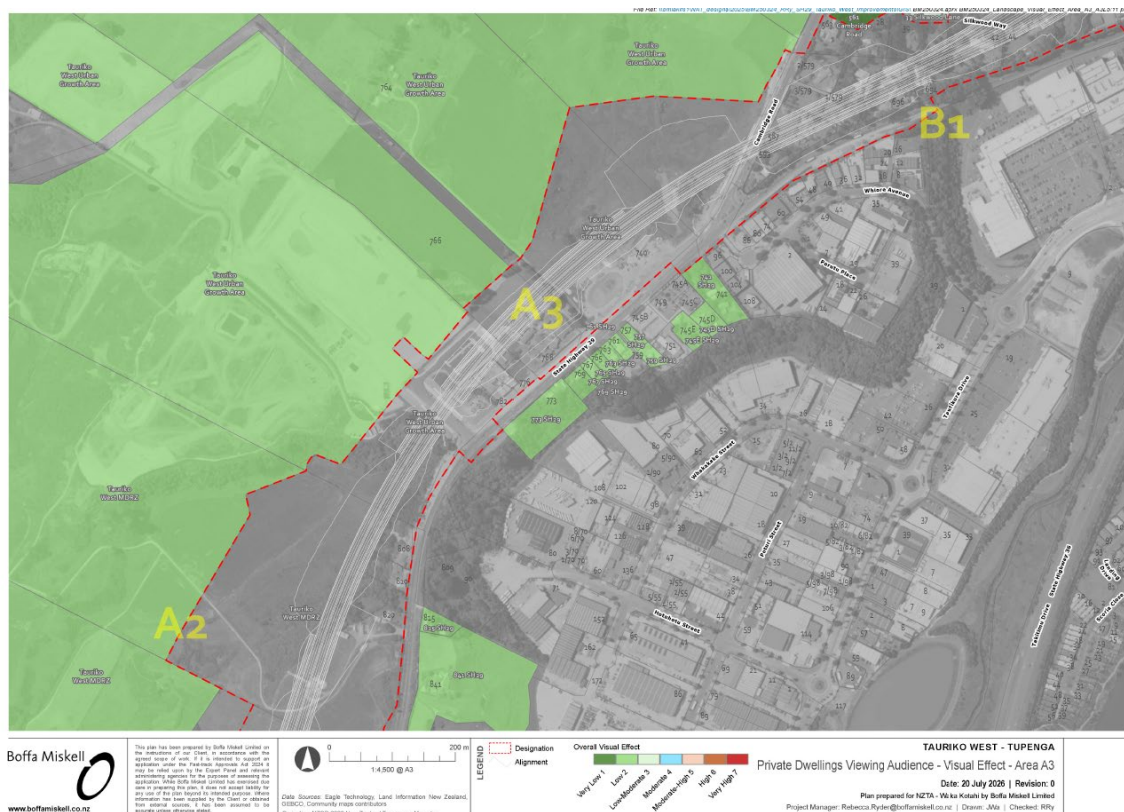


Figure 17 – Visual Receptors Map- Tauriko Village Catchment - Refer Annexure 2

Overall, visual effects for properties along Cambridge Road, SH29, and within the Tauriko West UGA (including the Riverside Tauriko subdivision) are assessed as very low to low, with some temporary low-moderate effects during construction for properties in closer proximity or with more direct visual exposure.

During the construction phase, visual effects are generally moderated by dwelling orientation (often facing away from the Project), existing boundary planting, shelterbelts, and established

vegetation, which screen or filter views toward the works. While some properties, particularly those within 200m of the Proposed Designation or with potential views across the corridor, may experience partial or intermittent views of construction activity, these are typically limited to driveways, property edges, or elevated vantage points.

For properties on SH29¹⁹, even where views are available, the lowered road corridor design (8–11m below the existing landform) and separation distances of 50–100m will substantially reduce visual exposure. The existing road corridor of SH29 will remain in use and be primarily the visual outlook, for the viewing audience to the south. Consequently, construction-related potential adverse visual effects are generally low, with some temporary low–moderate effects for closer or more exposed properties during construction works. At the Riverside Tauriko subdivision, where future dwellings may be established during or before the construction of this Project, there is potential for temporary low–moderate adverse visual effects, particularly in the absence of established screening.

Following the completion of the Project, the lowered road corridor will reduce visibility of the Project, including views of traffic and lighting, while the presence of existing urban and industrial context provides a backdrop of an urban character.

Landscape mitigation planting will be implemented in accordance with the LSCMP across identified areas providing screening which will visually integrate and screen much of the corridor from view. The planting will also integrate the corridor into the surrounding landscape, reinforce existing escarpment vegetation, and progressively screen views over time (typically within 10 years).

For future residential areas such as Riverside Tauriko, this planting will create a vegetated interface with the corridor, ensuring partial to full screening of views to the Project, particularly where dwellings are situated above the lowered road level.

In summary, while some properties will retain limited or filtered views of the corridor, the combined influence of topography, vegetation screening, urban context, and mitigation planting results in predominantly very low to low adverse visual effects, with initial low-moderate adverse visual effects reducing to low over time as planting matures.

3.2.5.3 Natural Character Effects

The Ecological Impact Assessment (*Boffa Miskell, 2026*) identifies low and moderate value wetlands²⁰ proposed to be disturbed and/or removed as part of the Project. The value of the wetlands, and the nature of current productive land use practices in these areas (i.e. grazing) means the wetlands contribute a low degree of natural character within this landscape area.

Although some low and moderate value wetlands will be lost, the overall natural character condition will remain low. Figure 20 above details the area of natural character planting proposed as part of the overall natural character mitigation measures. Taking this into account the Project will maintain and, over time, improve the natural character of the remaining wetland areas and their margins with indigenous wetland species and margin planting (refer IPP in the SAR and LSCMP in Annexure 4). Overall, the natural character effects are expected to range from very low to positive.

3.2.5.4 Landscape Area A – Mitigation Recommendations

The IPP in the SAR detail the areas where the landscape treatments could be implemented with the LSCMP identifying critical visual and natural character mitigation areas. Landscape, visual and natural character mitigation measures are recommended in relation to the following areas:

1. Inclusion of stream alignment and enhancement planting as detailed in the SAR for the Belk Road watercourse as detailed in LSCMP Drawing BM250324-520 of the LSCMP as Natural Character Mitigation area NC2.

¹⁹ 741, 745D, 745E, 757, 759, 761, 763, 765, 767, 769, 771, 773, 815 and 851 SH29;

²⁰ Refer to mapped Wetlands 1 – 4 Ecological Impact Assessment in the SAR.

2. Inclusion of natural character mitigation planting of area NC1 in LSCMP Drawing BM250324-520 alongside the Wairoa River.
3. Inclusion of natural character mitigation planting of area NC3 for the wetland as shown on LSCMP Drawing BM250324-520.
4. Visual Mitigation Areas identified in the LSCMP drawing BM250324-520 and BM250324-521 to provide for native vegetation to provide for screening and visual integration of the proposed road corridor. This includes the following performance outcomes and requirements
 - Visual Mitigation areas (VM1 to VM7 on LSCMP Drawings BM250324-520 and BM250324-521) to provide for Native vegetation, planted at 1.0 – 1.2m centres and achieving a height of 5m in 5 years post installation and 8-10m at 10years following installation.
 - Provision of a composition of native species mix similar to that shown on LSCMP Drawing BM250324-510 and 511.
 - Provide of an increase to 25% of canopy tree species of the total plant mix on the engineered escarpments detailed as VM2, VM4 and VM9, on LSCMP Drawing BM250324-520 and BM250324-521. Trees to be planted at 12litre to 20litre grades. The purpose is to provide an increase in the scale of canopy planting and provide visual integration of the raised landform and road profile through the landscape to address visual effects on the rural residential cluster of dwellings at Belk Road and Redwood Lane private viewing audience²¹.

3.2.6 Landscape Area A -Summary of Landscape, Visual and Natural Character Effects

The following table provides a summary of the overall effects for each of the sub-catchment areas assessed, taking into account recommended LSCMP landscape and natural character mitigation areas set out above.

Table 1 – Landscape Area A = Summary of Effects

Sub Catchment	Landscape Effects	Visual Effects - Construction	Visual Effects - Completed	Natural Character Effects
Ōmanawa	Low Adverse	Low Adverse	Very Low Adverse	Very Low Adverse
Tauriko West	Low – Moderate Adverse	Low – Moderate Adverse	Low Adverse	Very Low Adverse to Positive
Tauriko Village	Very Low Adverse	Low to Low-Moderate Adverse	Low Adverse	Very Low Adverse to Positive
Overall Effect	Low Adverse	Low – Moderate Adverse	Low Adverse	Very Low Adverse to Positive

²¹ Refer Annexure 3

3.3 Landscape Area B - Cambridge Road to Kōpūrererua Valley

3.3.1 Area Landscape Description

Landscape Area B extends from the Cambridge Road intersection down SH29 into the Kōpūrererua Valley. The Cambridge Road / Bethlehem Plateau forms a wide north/south orientated plateau with a mixture of steep escarpments and rolling spurs that extend westward down into the Kōpūrererua Valley. One of the spurs extending down into the valley from the Cambridge Road / Bethlehem Plateau includes a significant cultural landscape feature of Puketoromiro. This defensive pā comprises steeply terraced escarpments and is divided through its centre by the existing SH29 road corridor.

The remaining valley floor comprises a culturally significant landscape of a remnant wetland historically connected to the estuarine environment of the Waikareao Estuary. The Kōpūrererua Stream extends down a modified alignment, with a series of interventions of straightening for drainage and agricultural purposes. More recently, as part of the Kōpūrererua Valley Reserve enhancement project, the stream has been realigned to meander and reflect the cultural landscape values and journey of Taurikura (a Ngāi Tamarāwaho ancestor).

As grazing has been removed from the valley natural and induced wetland restoration has been undertaken. A walkway and cycleway extend down through the valley and to key features within it, connecting the Cambridge Road / Bethlehem Plateau with the Te Papa Peninsula, including Tauranga Central, Gate Pā and Greerton.

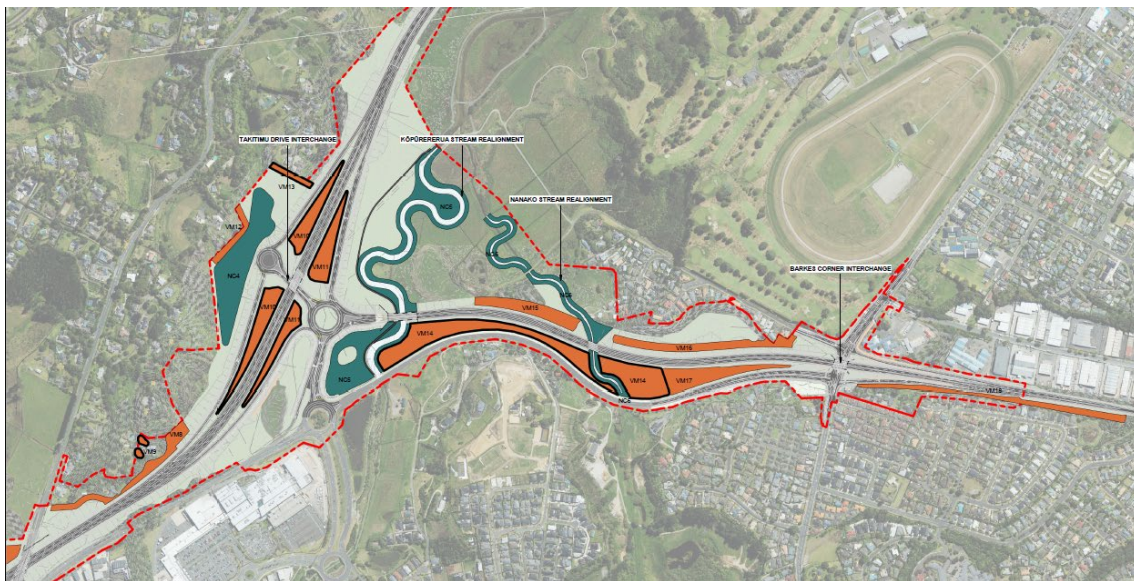


Figure 18 – Area B1 extent – Extracted from Landscape Mitigation Plan – BM250324-523 (refer Annexure 4)

The existing SH29A road corridor rises along the mid to lower slopes of the Hasting Road hillock that extends southward as part of the Pyes Pā ridgeline. The road corridor extends eastward across the Nanako Stream and up to the Barkes Corner roundabout. As the road extends across the Nanako Stream it extends along the side of a valley sided by Marshalls Avenue to the north and Pyes Pā residential subdivision and commercial land use to the south.

Marshalls Avenue forms an elevated flat area of residential subdivision, bounded to the south by a steep vegetated escarpment with a mixture of exotic weed and native species amongst. Marshalls Avenue also extends westward with residential development dropping down its western face into the Kōpūrererua Valley.

Further east along SH29A the road corridor drops down into the Waimapu catchment bounded by industrial / commercial land use to the north and residential subdivision to the south. The margins of the corridor are planted with native vegetation and a mixture of exotic tree species

within private property, providing substantial screening from residential dwellings and the road corridor.

3.3.2 Proposed Design

The Project involves a new cut-down alignment in the Cambridge Road / Bethlehem plateau, with the road cut down underneath Cambridge Road, below the existing SH29 levels and sited to the north of the existing road corridor. Vegetated escarpments will envelop the road margins with the road opening out into the Takitimu Drive interchange. The images below are included to provide an understanding of the proposed landform and do not depict the vegetation cover proposed by the landscape treatments. The Indicative Planting Plans in the SAR provide further details as to how the landscape treatments may be applied, with the LSCMP drawings providing where landscape mitigation planting is required to mitigate and manage potential adverse visual and natural character effects.

The offline interchange comprises two roundabouts on the valley floor with a bridged overpass directing traffic along Takitimu Drive toward the north. The escarpments will be vegetated and stormwater treatment ponds and wetlands vegetated.

The road continues mostly at grade, northward along the existing corridor widening to 4 lanes. The escarpments and road margins will include landscape treatments providing a vegetated corridor through the Kōpūrerua Valley. The level of the corridor through the Puketoromiro Pa site will be raised so that no further cutting into, or disturbance of, the Pa site will be required.

SH29A extends off the new eastern roundabout at the Takitimu Drive interchange and will extend across a new bridge and raised landform profile within the valley. The landform ties into the existing raised knoll near Hastings Road plateau and then fills into the southern edge of the Kōpūrerua Valley floor. The Kōpūrerua and Nanako streams will be realigned to the new bridges and reestablished as meandering planted streams, remnant of the pre-human modification character once found in the valley.

The road corridor continues into the Marshall Avenue area, through the valley to the south, raising the road to a similar level of the existing SH29A before cutting under the Barks Corner intersection. A new bridge for Cameron Road / Pyes Pā Road will be established across the route and the valley sides planted.

Beyond the Cameron Road / Pyes Pā Road bridge, new on and off ramps will be established and the escarpments planted with indicative landscape treatments. These treatments will replace any removed planting currently established between the residential areas and SH29A within the Proposed Designation.

3.3.3 B1 - Cambridge Road / Kōpūrerua Valley Catchment

3.3.3.1 Landscape Effects

The landscape context of the Cambridge Road plateau and the widening of the cut toward Kōpūrerua Valley creates a wider transition between the Cambridge Road plateau and the TBE. The inclusion of indicative landscape treatments and landscape mitigation measures²² on the escarpment will provide a vegetated corridor and escarpment that connects to the existing vegetation cover as it wraps and marries into the escarpments of properties on Silkwood Lane and Oakridge Place. These properties are elevated above the corridor with a vegetated escarpment defining the valley's western edge.

The Project will realign and elevate the road corridor and will include two new roundabouts and associated stormwater treatment ponds and wetlands. The interchange will integrate and position largely to the west of the existing road corridor minimising footprint within the regenerating wetland areas of the Kōpūrerua Valley. This area will see a change to the pastoral low-lying paddocks currently to the west of the existing road.

²² Refer Annexure 4- Drawing BM250324_521

The proposed height of the interchange and the scale of the batters have potential to create a more visually prominent landform within the valley floor. The character around the interchange will change from a pocketed rural character area (to the west) alongside the regenerating wetland in the wider valley, to that of an infrastructure node at the southern end of the valley.

Indicative landscape treatments will assist to visually integrate the road corridors into the character of the existing vegetated escarpments with recommended mitigation planting²³ addressing the direct landscape effects. The newly established wetlands will further reflect the historical patterns of the valley floor connecting to the wider and larger wetland system of Kōpūrererua Valley.

The raising of the road corridor along the existing route north of the interchange on SH29 is considered a minimal change to the landscape character of the area due to the already modified state of the road corridor. The avoidance of further modification of Puketoromiro Pā site will ensure this feature is retained unaltered.

Due to the degree of change in landform and natural patterns at the interchange the potential adverse landscape effects are low-moderate and those associated with the remaining works north of the interchange will be very low.

3.3.3.2 Visual Effects

The viewing audience of the Cambridge Road cut and Takitimu Drive Interchange comprises users of the road corridor and occupants of dwellings off Silkwood Way, Oakridge Place, Sycamore Rise, Cambridge Road and Rosewood Lane. Residents of Springwater Lane, off Hastings Road will also have localised views of the interchange. This area is assessed as part of Area B2 below.

The occupants of a number of dwellings will have potential views to the Project:

- North of the SH29 – Cambridge Road Cut – 559 and 561 Cambridge Road and 33 Silkwood Way;
- West of SH29 Takitimu Drive Interchange – 8, 9 and 10 Oakridge Place, 9, 10 and 12 Sycamore Rise and 481 and 491 Cambridge Road;
- Northwest of SH29 Takitimu Drive Interchange – 5, 7, 9, 10 and 12 Rosewood Lane; and
- South of SH29 Takitimu Drive Interchange – 8, 10, 15, 21, 23, 27 and 44 Springwater Lane, and 146 and 152 Hastings Road.

Other views may be gained from more distant / middle distant locations but have a wider viewing context. The selected viewing audience focuses on those with potential immediate uninterrupted views of the proposed interchange. Some viewpoints have been observed from private property which provide representative views for a group of viewers. The assessment applies field observations but does not verify every possible viewpoint.

²³ Refer Annexure 4 – LSCMP – Drawing BM250324-521 and 523

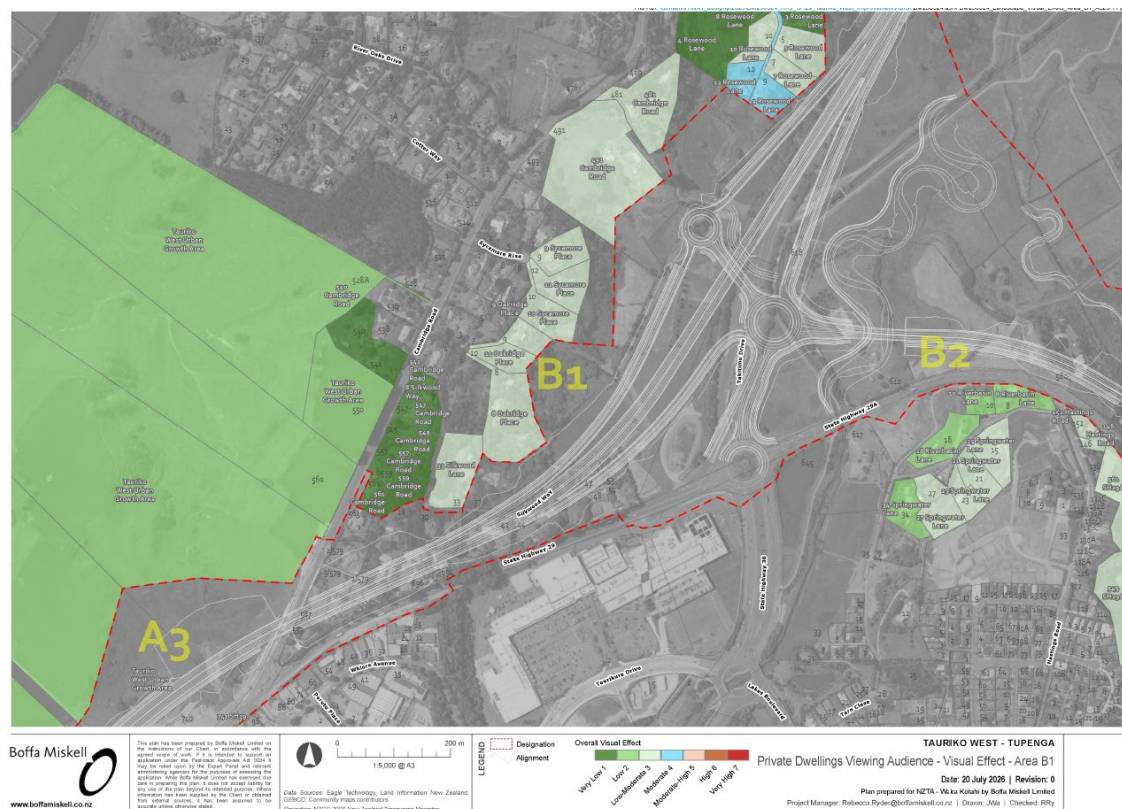


Figure 19 – Visual Receptors Map- Cambridge Road – Kōpūrerua Valley Catchment - Refer Annexure 2

A detailed analysis of visual effects is included in **Table 2 in Annexure 3**.

Across the Kōpūrerua Valley catchment, visual effects on surrounding dwellings range from very low to moderate, with variability primarily driven by proximity to the Proposed Designation, elevation, orientation, and degree of vegetation screening.

During the construction phase, most properties experience low to low–moderate adverse visual effects, reflecting a combination of partial visibility of works, elevated viewpoints, and the broader valley context within which construction activity is absorbed. Existing mature vegetation plays a significant role in screening or filtering views for many properties (e.g., Cambridge Road and Oakridge Place), while dwelling orientation away from the works further reduces sensitivity.

However, some properties located immediately adjacent to the designation or with direct south- or east-facing aspects (notably 33 Silkwood Way and 9 and 12 Rosewood Lane) have the potential for visual exposure to a greater extent of works within their viewing context. This includes where vegetation clearance up to the boundary of 33 Silkwood Way may open up views during construction. In this instance the potential adverse visual effects during construction may be moderate-high, particularly where works are in close proximity and the road formation level is of a similar level to the property. This degree of effect remains largely subject to the construction approach and extent of loss of vegetation. Therefore, it is recommended that during construction works the use existing mature tree vegetation near to the boundary of 33 Silkwood Way, within the Proposed Designation, be retained during the construction period.

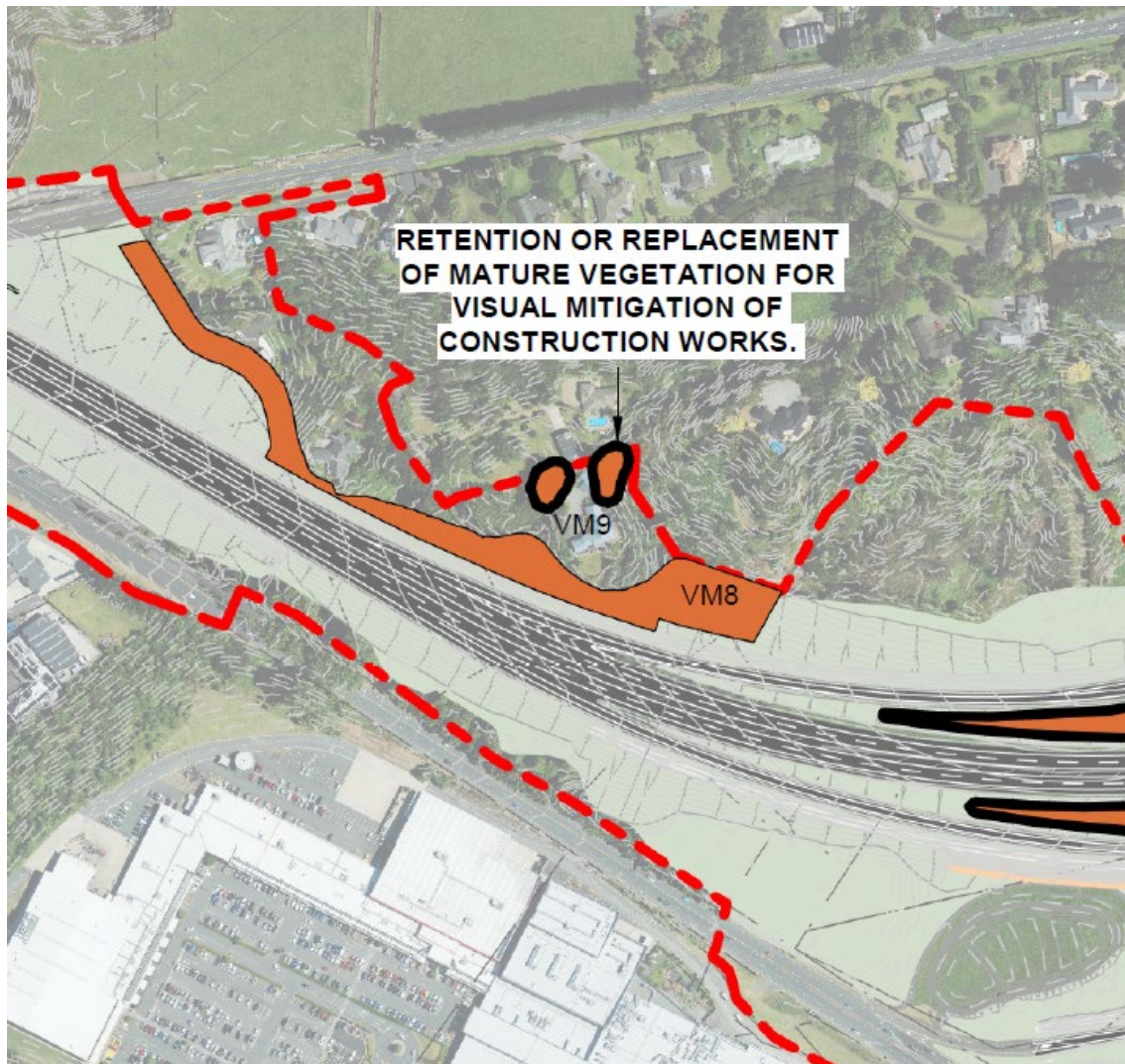


Figure 20 – 33 and 37 Silkwood Lane - Extracted from Landscape Mitigation Plan – BM250324-521 (Refer Annexure 4)

Elevated properties overlooking the valley (e.g., Oakridge Place, Sycamore Rise, and Hastings Road) experience broader, more integrated views, resulting in low–moderate adverse visual effects despite some visibility of the Project area.

Following Project completion, potential adverse visual effects generally reduce to low and low–moderate for 33 Silkwood Way and Oakridge and Sycamore Rise. The raised and lowered road alignments, associated interchange infrastructure, and increased nighttime visibility of lighting represent a noticeable change in outlook for some dwellings, particularly those with elevated or direct views. In certain locations (e.g., Rosewood Lane and Hastings Road), this results in a shift from a more rural foreground to an infrastructure-dominated visual environment.

Visual screening will be achieved through landscape treatments, including planting of 8–10m high vegetation across escarpments, batters, and wetland margins, visually integrating the road corridor into the valley landscape and progressively soften views over time. While this planting will provide substantial filtering and partial screening, it will not entirely reduce the degree of visual effect associated with the reduction of rural open landscape and dominance of the road infrastructure at the southern end of the Kōpūrerua Valley. This particularly relates to the properties at 9 and 12 Rosewood Lane and specific visual mitigation measures are recommended in this location. These measures are detailed in the VMP in the SAR²⁴ and included below in Section 3.3.5.

The VMP planting includes Corridor Boundary Zone planting type, will be applied along the boundary of these sites, which will provide suitable visual mitigation of the construction works area. The mitigation planting will address the change in character from rural paddocks bounded by a screened road corridor to a road interchange. The visual simulations illustrate the visual

²⁴ Refer SAR Indicative Planting Plan Sheet 11, BML250324-511

outlook from the boundary of 9 Rosewood Lane, overlooking the Takitimu Interchange (Refer to Annexure 2, VS1A, VS1B and VS1C).

In summary, without mitigation planting along the southern boundary of 9 and 12 Rosewood Lane there remains the potential to experience short term moderate adverse visual effects. The inclusion of mitigation planting along the immediate boundary will expedite the visual mitigation, particularly for the construction period. The remaining dwellings will experience low to low–moderate adverse visual effects, with progressive reduction over time as s landscape mitigation planting treatments mature (Refer to LSCMP in Annexure 4). Over time the Project will integrate into the landscape context as the proposed landscape mitigation treatments mature.

3.3.3.3 Natural Character Effects

The Ecological Impact Assessment (*Boffa Miskell, 2026*) identifies the low and moderate value wetlands proposed to be disturbed or that will be removed by the Project. These wetlands comprise low biotic value whilst retaining hydrological functions as wetlands. Accordingly, the condition of the wetlands and the nature of current land use practices in these areas contribute to a low degree of natural character occurring within this landscape area. The modified nature to the west of the existing State Highway corridor, within Kōpūrerua Valley, is reflective of the human modification of the natural elements, patterns and processes which is expected of a wetland valley floor.



Figure 21 – Western side of Takitimu Interchange- Extracted from Landscape Mitigation Plan – BM250324-521 (Refer Annexure 4)

Whilst there will be a loss of low and moderate ecological value wetlands, the overall natural character condition will remain low transitioning from modified state to another modified, and more naturalised state. Riparian planting, as identified in the LSCMP, will manage the effects of further human modification by maintaining and, over time, enhancing the natural character condition of the immediate wetlands areas and their margins.

The wetland within the Kōpūrererua Valley floor will be enhanced alongside the integration of stormwater treatment areas with ecological and landscape planting treatments. Overall, the natural character effects of the Takitimu Drive interchange works area will be very low to neutral in relation to the current condition of natural character and over time an enhancement of those areas remaining in a natural wetland condition will occur.

3.3.4 B2 - SH29A / Pyes Pā Catchment

3.3.4.1 Landscape Effects

The Project involves the raising of SH29A on a parallel alignment to tie into the end of Hastings Road ridgeline drops down into the Kōpūrererua Valley. The proposed alignment results in changing from a lowland plains landform to a raised corridor which will marry into the toe of the Hastings Road ridgeline and escarpments of the existing SH29A alignment.

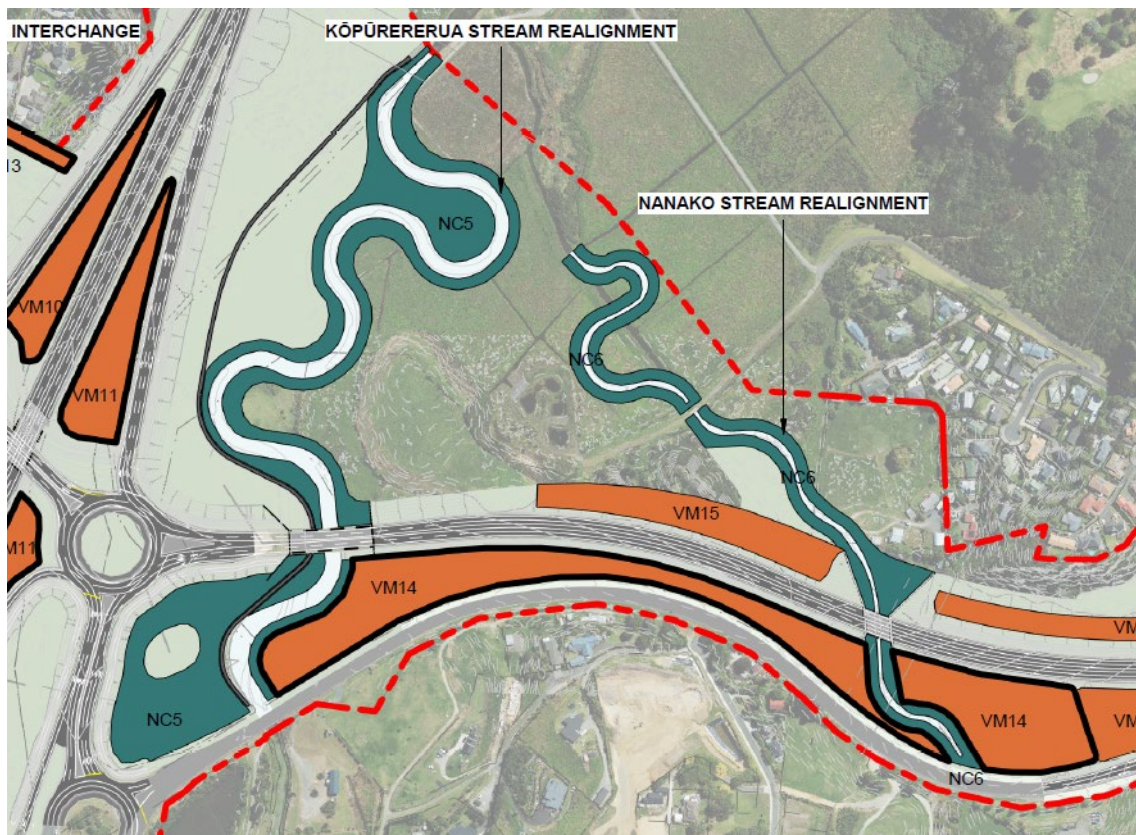


Figure 22 – SH29A, north of Hastings Road- Extracted from Landscape Mitigation Plan BM250324-523 (Refer Annexure 4)

This area is already heavily modified by the existing SH29A corridor. The changes to the landscape are balanced with the realignment and meandering of the currently straightened Kōpūrererua and Nanako Streams. Coupled with enhancement planting to restore the ecological condition and habitat of the waterways the overall landscape values attributed to the lowland plains in the valley will remain unchanged when balancing the stream enhancements and the modification to landform.

Moving eastward, between the Marshalls Avenue and existing SH29A corridor, the proposed landform integrates into the valley floor by raising the road corridor to a similar level to the existing SH29A. A proposed stormwater pond with wetland treatment planting resides between the toe of the Marshalls Avenue escarpment and the proposed alignment escarpments.

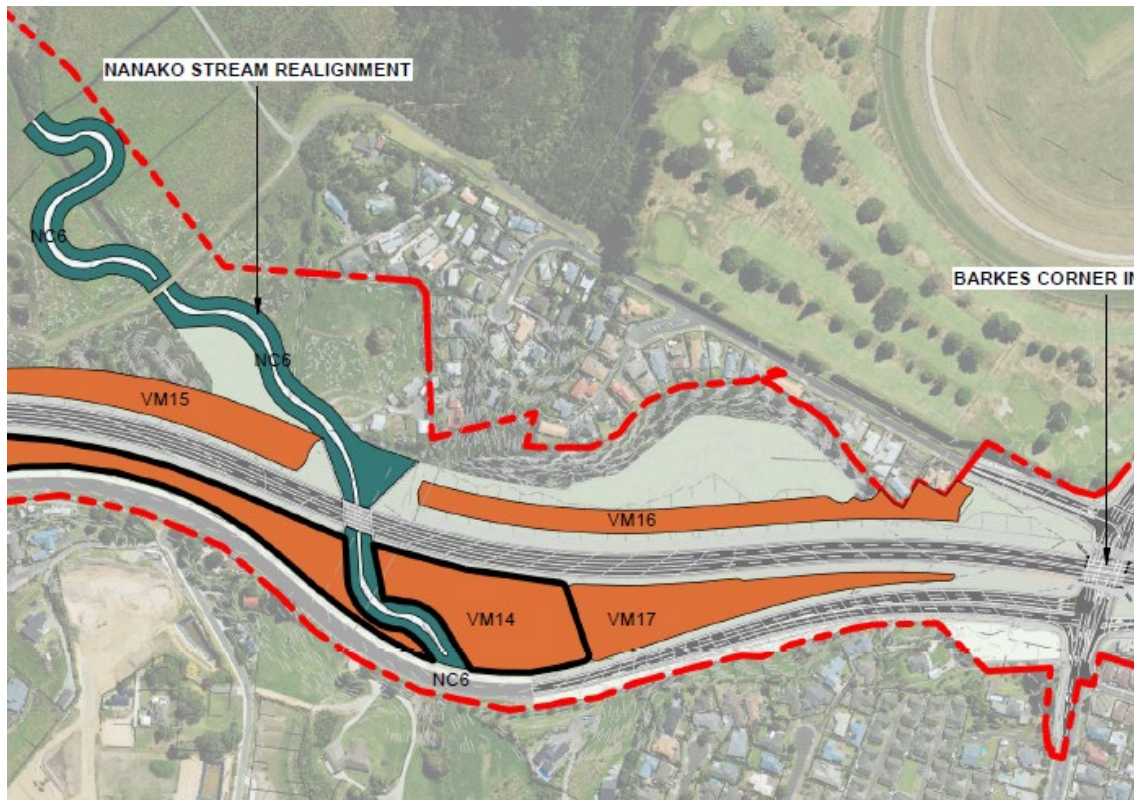


Figure 23 – SH29A, Marshalls Avenue - Extracted from Indicative Landscape Mitigation Plan – BM250324-523(Refer Annexure 4)

The natural characteristics of the valley formation will be permanently changed in this area and the road alignment will form an engineered feature in the landscape. Landscape treatments along the escarpments and batter slopes will visually integrate the landform into the surrounding residential area.

The settling of the road corridor into the valley and its modified interchange at Barkes Corner will maintain the legibility of the Te Papa / Pyes Pā ridgeline. Overall, the changes to the landform retain the overall landscape pattern and legibility of the landscape formative processes and strengthens the biotic cover, connecting to Kōpūrerua Valley Reserve.

The overall potential adverse landscape effects of the proposed alignment in this area are Low-Moderate.

3.3.4.2 Visual Effects

The viewing audience of the alignment comprises users of the road corridor and occupants of dwellings to the north and south of SH29A proposed alignment. These dwellings include:

- The dwellings south of SH29A at:
 - 8, 10 and 18 Riverbasin Lane
 - 15, 21, 23, 27 and 34 Springwater Lane;
 - 152 and 146 Hastings Road;
 - 549, 561, and 511 SH29A;
 - 68 and 84 Stableford Drive;
 - 16, 21, 24, 25, 29 and 33 Arrowfield Drive;
 - 27, 31, 35, 40 and 42 Elderton Avenue;
 - 1, 3, 5, 7, 9, 11, 15, 17, 19, 21, 23, 25, 27, 29, 31 and 33 Havenbrook Way northern boundary residents; and
 - 3, 5, 7, and 11 Dumfries Place,
 - 26 and 27 Annandale Drive
 - 24 and 33 Galloway Crescent
- North of SH29A at:
 - 3B, 5, 9A, 11, 13A, 13B, 15, 17, 21, 23, 25, 27, 29, 31, 33B, 35, 96, 98, 99, 100, 105, 108, 114, 118, 124, 128, 136 and 138 Marshalls Avenue; and
 - 3, 5, and 7 Millridge Way.

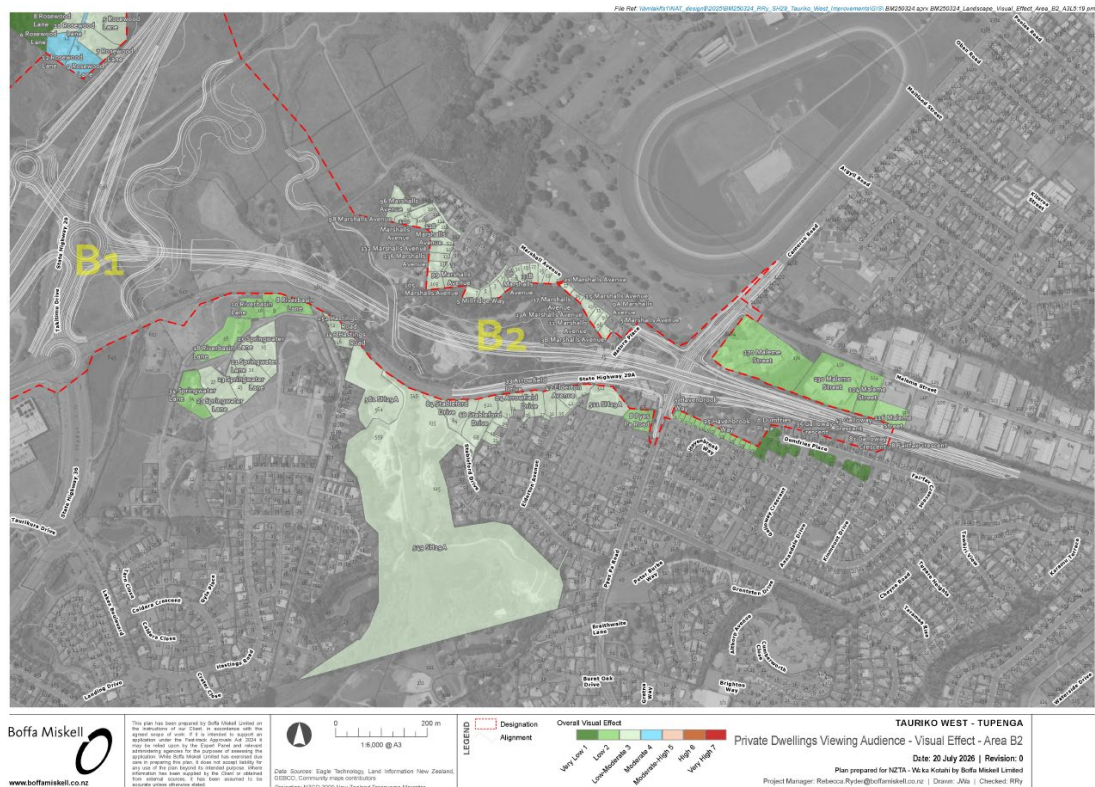


Figure 24 – Visual Receptors Map- SH29A / Pyes Pā Catchment- Refer Annexure 2

The visual effects of both the temporary and completed works are considered property by property in **Table 5 in Annexure 3**.

Across the SH29A / Pyes Pā catchment, potential adverse visual effects are assessed as predominantly low to low-moderate, reflecting the elevated position of many dwellings, and the proximity to SH29A.

During the construction phase of up to 10 years, the identified properties will have views toward and overlooking the construction works area occupying the foreground to midground of their visual outlook. Those more elevated views with a wider viewing context (i.e. Springwater and Hastings Road) have a low-moderate degree of visual change as a result of the wider visual and elevated viewing context. However, they are also affected by the extent of coverage within the Kōpūrerua Valley and the scale of works during construction. This is more apparent for those elevated properties overlooking the interchange works area. The duration of the works in this area has the potential to result in exposed earthworks and construction works for a reasonable period of time, which will be visually apparent and incongruent with the existing landscape patterns.

The elevated nature of many residential areas (e.g. Springwater Lane, Hastings Road, Stableford Drive, Marshalls Avenue, and Arrowfield Drive) enables clear views across the construction areas, though these are often experienced within a broader valley outlook, which helps reduce visual sensitivity. Those dwellings sited adjacent to the works area at Marshalls Avenue, Elderton Avenue, Arrowfield Drive, Stableford Drive and SH29A, have a narrowed visual outlook and in turn during construction will experience a greater degree of visual change. The construction period will last up to 10 years and result in a change in the immediate landscape. This has potential to generate a moderate change to the visual outlook from the dwellings. The Project will be in the foreground to midground of the visual outlook for these properties. Accordingly, there is potential for these properties to experience low-moderate adverse visual effects due to the scale, nature and proximity of the construction works.

The road corridor continues into the Marshall Avenue area, through the valley to the south, with the road at a similar level of the existing SH29A, before cutting under the Barks Corner intersection. Planting will be provided within the wetland and escarpment and due to its position below the viewing audience the visual outlook, whilst visible, is below an existing vegetated escarpment. Whilst in the foreground the downward angle of view for the properties elevated

above this area, (*Millridge Way and Nos 5 to 35 Marshalls Avenue as shown in Annexure 2, Figure 52*), will reduce the degree of visual dominance both during construction works and following completion. The potential visual effects will be low-moderate during construction and reducing post construction, over a 5-10 year period, to a low adverse degree. For those areas around Barkes Corner and Maleme Street, construction activity will be more immediate and noticeable due to the formation of ramps and cut-down corridors. The immediate proximity of the ramps during construction will have potential to generate a moderate degree of visual change. Whilst near to the road corridor already, some of these properties currently have no interface with the existing SH29A. The introduction of works immediately adjacent will have potential to generate moderate visual change and coupled with nature of their current outlook will have potential to experience temporary moderate adverse visual effect, during construction.

Residential dwellings along Havenbrook Way, Dumfries Place, Annandale Drive and Galloway Crescent the proposed alignment avoids modifying immediately up to the boundary of the dwellings on Havenbrook way. Galloway Crescent includes the Proposed Designation across properties along the existing interface with the SH29A corridor. These dwellings may remain, but are excluded from consideration in the assessment of affected parties.

Following the completion of the Project, the visual environment will include a more prominent transport infrastructure presence, including raised and lowered areas of road corridor, interchange elements, and increased night-time lighting. The identified landscape treatments in the LSCMP will play a key role in visually integrating the Project into the landscape and in turn reducing the potential visual effects by providing extensive vegetation cover along escarpments and corridor edges. The planting will substantially soften and filter views, and in some locations (particularly where the corridor is lowered) will provide near-complete screening over time.

In summary, although many properties will retain partial visibility of the Project particularly from elevated vantage points, the combined influence of topography, existing context, and landscape mitigation measures coupled with the LSCMP landscape treatments will result in overall low to low-moderate adverse visual effects, with effects reducing toward low over time as planting matures.

3.3.4.3 Natural Character Effects

Kōpūrererua Stream

The Kōpūrererua Stream is a highly channelised waterbody which was modified to enable grazing / agricultural land use of the valley floor in the early 1900s. Earliest photographs show the stream already channelised with small indications of a once meandering stream through a large wetland within the Kōpūrererua Valley.

The area of the Kōpūrererua Stream proposed to be realigned demonstrates a current low degree of natural character. This low level of natural character is evident in the condition of the channelised stream, steeply incised stream banks, minimal indigenous vegetation and the presence of pasture up to the stream margins.

The more substantive change to the natural character values will be in the Kōpūrererua Valley with the inclusion of the interchange, stormwater ponds and the new SH29A route alignment. The overall function of the valley as a grazed lowland will change and introduces a change to the pocketed wetland and wetter areas of the valley.

The stream realignment under the existing SH29A road corridor and into the valley to accommodate the new SH29A bridge and road corridor is focused on providing for a meandering stream character. This aligns with the outcomes visioned for the Kōpūrererua Valley Reserve for a meandering alignment of the Kōpūrererua Stream, which have been implemented in stages over the past 20 years through the Kōpūrererua Valley Reserve management works. Existing wetland and native planting not disturbed by the Project area will be retained and where retention is not possible, transplanted.

Appendix C in the Flood Effects, Stormwater Management and Streams, Bridges and Culverts Report, BBO, July 2026, provides cross sections of the proposed streams margins. This design proposes a change from a linear channelised to a meandering alignment, providing a marked improvement to the natural character values for the watercourse. The biotic attributes and the anticipated improvement are outlined in the Ecological Impact Assessment. The LSCMP identifies the associated landscape planting natural character planting treatments relied upon to achieve the improvement of the biotic attributes of the watercourse realignment.

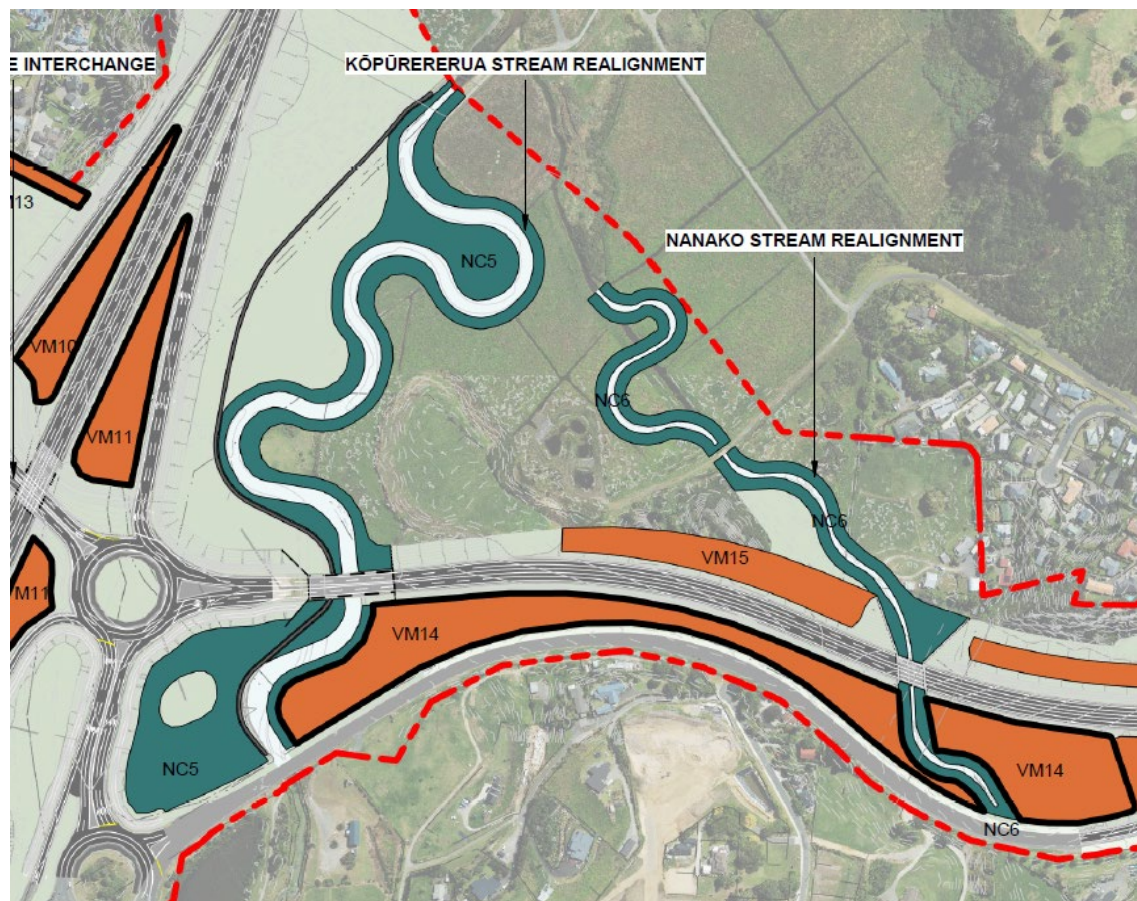


Figure 25 – Kōpūrerua Stream and Nanako Stream - Extracted from Landscape Mitigation Plan – BM250324-523 (Refer Annexure 4)

Nanako Stream

The current condition of the Nanako Stream is a highly channelised stream which was modified to enable grazing / agricultural land use of the eastern valley floor in the early 1900s. Earliest photographs show the stream already channelised with small indications of a once meandering stream through a large wetland within the Kōpūrerua Valley.

Appendix C in the *Flood Effects, Stormwater Management and Streams, Bridges and Culverts Report*, BBO, July 2026, provides cross sections of the proposed stream margins. As with the Belk Road Watercourse and the Kōpūrerua Stream, the design proposes a change from a linear channelised to a meandering alignment, providing a marked improvement to the natural character values for the watercourse. The biotic attributes and the anticipated improvement are outlined in the Ecological Impact Assessment. The LSCMP identifies the associated landscape planting natural character planting treatments relied upon to achieve the improvement of the biotic attributes of the watercourse realignment.

The area of the Nanako Stream proposed for realignment demonstrates a low moderate degree of natural character which is evident in the condition of the channelised stream, steeply incised stream banks, lack of indigenous vegetation and the inclusion of pasture to the stream margins.

Natural Character Effects

Whilst the proposed realignment of the two streams further modifies their current state, a 'naturalised' stream corridor will be provided that supports improvement of the biotic, abiotic and experiential attributes of the stream. . The proposed approach also supports the delivery of the overall vision of the Kōpūrererua Valley Reserve²⁵.

The proposed design provides a more naturalised stream environment including providing:

- Meandering stream alignment which addresses through natural hydrological patterns a natural (non armoured) stream margin with wide and gradual batter slopes.
- Uneven stream batters and widths to avoid the perception of uniformity and human induced change.
- Native riparian planting to the stream margins and adjoining land between to introduce a variety of low riparian planting, mid-tier bush and canopy wetland forest species.

The approach to earthworks and rehabilitation planting will be diverse and avoid a uniform set back from the streams. This approach will enhance natural character values. The design response also physically separates the stream from the proposed road corridor and interchange. The movement of the Kōpūrererua Stream away (further east) from the proposed interchange enables the experience of the natural environment to be less disrupted by human activity, both visually and audibly.

The proposed stream realignment advances the outcomes sought by Tauranga City Council and Ngai Tamarāwaho for the ecological and cultural enhancement of the Kōpūrererua and Nanako Streams and valley floor.

During construction works the potential adverse effects on the natural character condition of the two streams and adjacent valley floor will be of a low-moderate adverse degree. Following establishment of the Natural Character mitigation treatments, the creation of a naturalised stream corridor, and batters, the potential adverse effects on the natural character will reduce to low over a 3-5 year period, then further reduce to benign, continuing on to a positive effect on the natural character condition of this part of the Kōpūrererua and Nanako Streams.

3.3.5 Landscape Area B – Mitigation Recommendations

Taking into account the use of the landscape mitigation treatments, the following measures are recommended

1. Construction Mitigation:

- 1.1. Retain existing tree and shrub vegetation within the Proposed Designation, as far as practicable along the western boundary of 37 Silkwood Way as shown the on Landscape Mitigation Plan Drawing BM250324-521 during construction works.

2. Permanent Landscape Mitigation

- 2.1. Additional landscape mitigation planting should be located within the Proposed Designation along the southern interface with 9 and 12 Rosewood Lane in the form of native vegetation integrating with the existing private bush planting and vegetation types as shown on the LSCMP²⁶. Planting will be at a minimum width of 10m (providing a total coverage of 1000m²) from the property boundaries and where possible integrate into native planting cover across the Project area.

²⁵ Refer Page 208 -

https://www.tauranga.govt.nz/Portals/0/data/council/plans/reserve_management/files/tga_rmp/final_tauranga_rmp_reserve_specific_info.pdf

²⁶ Refer to Annexure 4, Landscape Mitigation Plan

2.2. All engineered batters and escarpments surrounding the Takitimu Drive Interchange and between the existing SH29A and SH29A (between chainages 260 and 460 in the Indicative Design) and as identified in the LSCMP for mitigation planting to:

2.2.1. Include a composition of 25% of canopy tree species of the total plant mix on the identified engineered escarpments. Trees to be planted at 12 litre to 20 litre. The purpose is to provide an increase in scale and visual integration of the raised landform and road profile through the landscape. This in turn will minimise the dominance of lighting during the evenings as the vegetation matures.

2.3. Provide for Natural Character Mitigation planting as shown in the LSCMP, to:

2.3.1. Include native riparian planting along the margins of the realigned Kōpūrerua Stream and Nanako Stream as shown in accordance with the LSCMP, and;

2.3.2. Include canopy tree species between the interchange and the remaining Kōpūrerua Valley Reserve and Stream to the east with the outcome of generating a forested native canopy between the interchange and the natural features of the reserve.

3.3.6 Landscape Area B – Summary of Landscape, Visual and Natural Character Effects

The following table provides a summary of the overall effects for each of the sub-catchment areas assessed, taking into account recommended mitigation landscape treatments²⁷:

Table 6 – Landscape Area A = Summary of Effects

Sub Catchment	Landscape Effects	Visual Effects - Construction	Visual Effects - Completed	Natural Character Effects
B1- Cambridge Road to Kōpūrerua Valley	Low-Moderate Adverse	Low -Moderate Adverse Isolated Moderate-High Adverse effects	Low-Moderate Adverse Isolated Moderate Adverse effects	Very Low Adverse to Benign to Positive
B2 – SH29A / Pyes Pa Catchment	Low-Moderate Adverse	Low -Moderate Adverse	Low -Moderate Adverse	Very Low Adverse to Benign to Positive
Overall Effect	Low-Moderate Adverse	Low - Moderate Adverse	Low -Moderate Adverse	Very Low Adverse to Benign to Positive

3.4 Mitigation and Overall Summary of Effects

Mitigation of natural character and landscape and visual effects relies on the delivery of the Landscape Mitigation Plan and its associated performance outcomes. The IPPs in the SAR, outlines the areas where planting may occur across the overall Indicative Design, whilst the LSCMP identifies those areas where mitigation of landscape and visual and natural character effects are required. The LSCMP areas and their associated performance outcomes are relied upon in this assessment. All remaining areas shown in the IPP are subject to design variation through the detailed design stage of the project works.

Additional mitigation measures to address specific effects includes those set out in Sections [3.2.6](#) and [3.3.6](#) above and the additional measures:

- Inclusion of stream alignment and enhancement planting as detailed in the SAR for the Belk Road Watercourse, Kōpūrerua and Nanako Streams, Wairoa River margin and identified wetlands as detailed in LSCMP Drawing BM250324-523 of the LSCMP.

²⁷ Refer Annexure 4, LSCMP Drawing BM250324_523

- Provision of Visual Mitigation areas of native vegetation on the engineered escarpments in the areas shown within the Landscape Mitigation Plan. (Refer to Annexure 4).
- Provision of Visual mitigation planting area VM13 for screening of properties during construction for 9 and 12 Rosewood Lane, and;
- Retention of mature vegetation along the western boundary of 37 Silkwood Lane, within the Proposed Designation, as shown in the LSCMP Drawing BM250324_521, during the construction period.

The following table provides a summary of the overall effects for Landscape Areas A and B, taking into account NZTA's standard landscape treatments and recommended landscape mitigation areas set out in the LSCMP (Refer to Annexure 4)

Table 7 – Summary of Effects

Sub Catchment	Landscape Effects	Visual Effects - Construction	Visual Effects - Completed	Natural Character Effects
Landscape Area A	Low Adverse	Low – Moderate Adverse	Low Adverse	Very Low Adverse to benign to Positive
Landscape Area B	Low-Moderate Adverse	Low -Moderate Adverse	Low -Moderate Adverse	Very Low Adverse to Benign to Positive

4.0 Conclusions

The Project traverses a varied and dynamic landscape, extending from the Wairoa River and Ōmanawa area, across the Tauriko West and Tauriko Village plateau, and through the Kōpūrererua Valley to the SH29A/Pyes Pā corridor. The Project passes through a mix of rural, peri-urban, industrial, reserve and developing urban environments, including landscapes and waterways that hold elevated natural, cultural and amenity values.

The Project will alter landform, vegetation cover, hydrological patterns and the visual character of parts of the local environment. The landscape and visual effects of the Project are expected to range from very low to low-moderate adverse across most of the corridor, with increased effects associated with major earthworks, raised road structures and interchange areas, particularly within parts of the valley landscapes. Natural character effects are generally lower in degree and, in several locations, are expected to reduce over time toward positive effects, through stream naturalisation, wetland enhancement, riparian planting and broader ecological restoration.

While construction will result in temporary adverse visual effects, these can be appropriately managed through retention of existing vegetation and early installation of visual mitigation planting, as detailed in Section 3.4 above. In the longer term, the Project will integrate into its setting through the application of the NZTA's standard landscape planting treatments, targeted mitigation planting, and delivery of the stream realignments detailed in the SAR. These measures will help reinforce landscape legibility, respond to cultural landscape values through stream meandering and native vegetation cover, and improve the relationship between the transport corridor and the surrounding environment.

Having considered the landscape context of the Project area, together with the potential natural character, landscape and visual effects of the proposed works, it is considered that the Project's effects will be appropriately managed. The Indicative Planting Plan and Indicative Design drawings provide examples of how this may be achieved through the design process.

Although some adverse effects will remain, particularly in areas of substantial landform modification, over time the Project will deliver a coherent and integrated landscape outcome across much of the corridor. Overall the landscape and visual effects of the Project are of a low-moderate degree reducing to low as the landscape planting mitigation measures are implemented and mature.

5.0 References

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Annexure 1: Method Statement

This assessment method statement is consistent with the methodology (high-level system of concepts, principles, and approaches) of 'Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines', Tuia Pito Ora New Zealand Institute of Landscape Architects, July 2022. The assessment provides separate chapters to discuss landscape, visual and natural character effects where relevant, but is referred to throughout as a Landscape Effects Assessment in accordance with the Guidelines. Specifically, the assessment of effects has examined the following:

- The existing landscape;
- The nature of effect;
- The level of effect; and
- The significance of effect.

The Existing Landscape

The first step of assessment entails examining the existing landscape in which potential effects may occur. This aspect of the assessment describes and interprets the specific landscape character and values which may be impacted by the proposal alongside its natural character where relevant as set out further below. The existing landscape is assessed at a scale(s) commensurate with the potential nature of effects. It includes an understanding of the visual catchment and viewing audience relating to the proposal including key representative public views. This aspect of the assessment entails both desk-top review (including drawing upon area-based landscape assessments where available) and field work/site surveys to examine and describe the specific factors and interplay of relevant attributes or dimensions, as follows:

- **Physical** –relevant natural and human features and processes;
- **Perceptual** –direct human sensory experience and its broader interpretation; and
- **Associative** – intangible meanings and associations that influence how places are perceived.

Engagement with tāngata whenua

As part of the analysis of the existing landscape, the assessment addresses the Cultural Impact Assessments undertaken by hapū and describes the nature and extent of engagement, together with any relevant sources informing an understanding of the existing landscape from a Te Ao Māori perspective.

Statutory and Non-Statutory Provisions

The relevant provisions facilitating change also influence the consequent nature and level of effects. Relevant provisions encompass objectives and policies drawn from a broader analysis of the statutory context and which may anticipate change and certain outcomes for identified landscape values.

The Nature of Effect

The nature of effect assesses the outcome of the proposal within the landscape. The nature of effect is considered in terms of whether effects are positive (beneficial) or negative (adverse) in the context within which they occur. Neutral effects may also occur where landscape or visual change is benign.

It should be emphasised that a change in a landscape (or view of a landscape) does not, of itself, necessarily constitute an adverse landscape effect. Landscapes are dynamic and are constantly changing in both subtle and more dramatic transformational ways; these changes are both natural and human induced. What is important when assessing and managing landscape change is that adverse effects are avoided or sufficiently mitigated to ameliorate adverse effects. The aim is to maintain or enhance the environment through appropriate design outcomes, recognising that both the nature and level of effects may change over time.

The Level of Effect

Where the nature of effect is assessed as 'adverse', the assessment quantifies the level (degree or magnitude) of adverse effect. The level of effect has not been quantified where the nature of effect is neutral or beneficial. Assessing the level of effect entails professional judgement based on expertise and experience provided with explanations and reasons. The identified level of adverse natural character, landscape and visual effects adopts a universal seven-point scale from very low to very high consistent with Te Tangi a te Manu Guidelines and reproduced below.

VERY LOW	LOW	LOW-MOD	MODERATE	MOD-HIGH	HIGH	VERY HIGH
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Landscape Effects

A landscape effect relates to the change on a landscape's character and its inherent values and in the context of what change can be anticipated in that landscape in relation to relevant zoning and policy. The level of effect is influenced by the size or spatial scale, geographical extent, duration and reversibility of landscape change on the characteristics and values within the specific context in which they occur.

Visual Effects

Visual effects are a subset of landscape effects. They are consequence of changes to landscape values as experienced in views. To assess where visual effects of the proposal may occur requires an identification of the area from where the proposal may be visible from, and the specific viewing audience(s) affected. Visual effects are assessed with respect to landscape character and values. This can be influenced by several factors such as distance, orientation of the view, duration, extent of view occupied, screening and backdrop, as well as the potential change that could be anticipated in the view as a result of zone / policy provisions of relevant statutory plans.

Natural Character Effects

Natural Character, under the RMA, specifically relates to 'the preservation of the natural character of the coastal environment (including the coastal marine area), wetlands, and lakes and rivers and their margins, and the protection of them from inappropriate subdivision, use, and development'. Therefore, the assessment of natural character effects only involves examining the proposed changes to natural elements, patterns and process which may occur in relevant landscape / seascape contexts.

As with assessing landscape effects, the first step when assessing natural character effects involves identifying the relevant physical and experiential characteristics and qualities which

occur and may be affected by a proposal at a commensurate scale. This can be supported through the input of technical disciplines such as geomorphology, hydrology, marine, freshwater, and terrestrial ecology as well as input from tāngata whenua. An understanding of natural character considers the level of naturalness and essentially reflects the current condition of the environment assessed in relation to the seven-point scale. A higher level of natural character means the waterbody and/or margin is less modified and vice versa.

A natural character effect is a change to the current condition of parts of the environment where natural character occurs. Change can be negative or positive. The resultant natural character effect is influenced by the existing level of naturalness within which change is proposed; a greater level of effect will generally occur when the proposal reduces the naturalness of a less modified environment. In short, the process of assessing natural character effects can be summarised as follows:

- Identify the characteristics and qualities which contribute to natural character within a relevant context and defined spatial scale(s), including the existing level of naturalness;
- Describe the changes to identified characteristics and qualities and the consequent level of natural character anticipated (post proposal); and
- Determine the overall level of effect based on the consequence of change.



The Significance of Effects

Decision makers assessing resource consent applications must evaluate if the effect on individuals or the environment is less than minor²⁸ or if an adverse effect on the environment is no more than minor²⁹. For non-complying activities, consent can only be granted if the s104D 'gateway test' is satisfied, ensuring adverse effects are minor or align with planning objectives. In these situations, the assessment may be required to translate the level of effect in terms of RMA terminology.

This assessment has adopted the following scale applied to relevant RMA circumstances³⁰ (refer to diagram below), acknowledging low and very low adverse effects generally equate to 'less than minor' and high / very high effects generally equate to significant³¹.



²⁸ RMA, Section 95E

²⁹ RMA, Section 95E

³⁰ Seven-point level of effect scale. Source: Te tangi a te Manu, Pg. 151

³¹ The term 'significant adverse effects' applies to specific RMA situations, including the consideration of alternatives for Notices of Requirement and AEEs, as well as assessing natural character effects under the NZ Coastal Policy Statement.

Assumptions

In undertaking this assessment, the following assumptions have been made:

1. This assessment is based on site visits to publicly accessible locations and site visits to identified properties where representative views for a viewing catchment have been identified.
2. Effects on potential viewing audiences have only been considered from outside of the Proposed Designation boundary. It is assumed that all private properties within the Proposed Designation boundary will be acquired by the Crown on behalf of NZTA.
3. This Report does not provide an assessment of the impacts on mana whenua cultural concepts or landscape values. However, tangata whenua knowledge and associative values of the landscape within the Project area have been shared through a separate and parallel engagement between the Project team and mana whenua.
4. This Report relies on the assessments of a range of disciplines that have informed some of the conclusions of this assessment. These inputs include hydrology, geology, ecological, engineering, and planning expertise.

Annexure 2: Graphic Supplement

Annexure 3: Visual Effects Analysis Table & Maps

Table 1 – Visual Effects Assessment– A1 -Ōmanawa Bridge Catchment

Property / Dwelling	Construction Visual Effects	Completed Works Visual Effects	LSCMP Related Treatment	Overall Visual Effect
4B and 4A Belk Road: The main entrance to 4A and 4B Belk Road is elevated with clear views down the escarpment to the Project. However, the primary living area outlook is oriented to the northeast, in the opposite direction to the Project. The dwelling is located adjacent to the proposed Project boundary and will have transient views of most of the Project area from the driveway.	During construction, there is potential for some adverse visual effects on any occupants of 4B Belk Road due to the clearance of some tall trees which currently screen their northerly view of the existing SH29. The proposed road alignment, positioned immediately adjacent to the property, will remain below and out of sight during construction works. The property is likely to have views westward toward the works at Ōmanawa Road and the bridge approach. These works largely involve the integration of the Project with the already consented Ōmanawa Bridge Project which is currently under construction. The adverse visual effects of these construction works are considered to be low.	The proposed road alignment immediately adjacent to the property will remain below and out of view following completion. The proposed Landscape Mitigation Planting in the LSCMP (Refer Annexure 4) along the escarpments below the property will provide boundary edge screening. The adverse visual effects of the Project are considered 'Low'.	Consented Ōmanawa Bridge 4-Laning Mitigation Planting (retained) VM1	Low Adverse
1095 SH29 – House A The dwelling is sited approximately 300m from the nearest Project boundary and has clear views to the northeast into the earthworks underway at the TBE as part of Stage 4. The house is set down behind a gentle hill and tall vegetation that separate views from the dwelling to the Project.	During construction, these occupants are likely to have partial views of the Project area through the gaps in trees and riparian vegetation into the western extent, by Ōmanawa Road. The occupants have potential to see the eastern interface works with the Ōmanawa Bridge works from the driveway access to the property. The degree of Project works visible during construction lessens significantly in degree to that experienced for the Ōmanawa Bridge works and in turn the potential adverse visual effect for this dwelling is considered 'Very Low'.	The dwelling may have partial northward and westward views of the proposed road corridor from Ōmanawa Road and bridge. The implementation of the consented Ōmanawa Bridge 4 Laning mitigation and the LSCMP treatments will provide visual integration and over time screening of the corridor whilst enabling views westward. In the context of the existing environment, including consented bridge works, the adverse visual effect of the Project is considered 'Very Low'.	Consented Ōmanawa Bridge 4-Laning Mitigation Planting (retained or replaced if removed) VM1	Very Low Adverse
1095 SH29 – House B Elevated on a similar level to the consented Ōmanawa Bridge, the 'B' house 1095 SH 29 is located approximately 325m from the Project boundary and is also partially set back behind 1095 SH 29 house 'A'.	Direct views of parts of the Project will be possible from the front patio area and the western room at the front of this property. However, the primary living areas are screened by House 'A' and are more north facing.	The dwelling may have partial westward views of the proposed road corridor from Ōmanawa Road and bridge. The implementation of the consented Ōmanawa Bridge4 Laning mitigation and the LSCMP treatments will provide visual integration and over time screening of the corridor	Consented Ōmanawa Bridge 4-Laning Mitigation Planting (retained)	Very Low Adverse

Property / Dwelling	Construction Visual Effects	Completed Works Visual Effects	LSCMP Related Treatment	Overall Visual Effect
	The occupants are likely to have clear, distant views of the Ōmanawa intersection works and the western extent of the construction zone. They will also have glimpse views westward of the Project in the context of existing views to the northeast of the TBE from their driveway. The adverse effects are considered 'Low' for this dwelling due to the partial nature of the view and the distance back from the Project.	whilst enabling views westward. In the context of the existing environment, including consented bridge works, the adverse visual effect of the Project is considered 'Very Low'.	or replaced if removed) VM1	
1152 SH29 This closest dwelling to the Project alignment in this area, approximately 40m from existing SH 29. The dwelling is set further down the slope from SH 29 and is oriented north towards the Wairoa River, away from the Project.	The existing vegetation and dwelling orientation limits views of the Project for the occupants of this dwelling to outdoor areas and the driveway. The existing vegetation and a shelterbelt on the property boundary along SH29, provides a visual buffer from the traffic on SH 29 for the construction works proposed. The existing property access runs north-south onto SH29. As part of the Project, a new safe access is proposed, which utilises the existing SH 29 and connects to the new SH29 alignment via a 'T' intersection located just southwest of the proposed bridge. During construction works for the Ōmanawa Bridge works, these occupants were considered to have potential views of the construction zone as they exit their property onto SH 29. The house orientation and their views of the Project are limited to when accessing their property, with the adverse visual effects are assessed as Low.	The completed Ōmanawa Bridge 4 Laning consented works will provide for landscape mitigation planting between the road corridor and proposed accessway to the dwelling along the existing SH29 corridor. The existing vegetation surrounding the dwelling will continue to limit views between the dwelling and the road corridor. With the SH29 road corridor moving further southward away from the dwelling the potential adverse visual effects will be very low to benign when compared to the existing interface.	Consented Ōmanawa Bridge 4-Laning Mitigation Planting (retained or replaced if removed)	Very Low to Low Adverse
75 Ōmanawa Road Occupants of 75 Ōmanawa Road will have distant but clear views of the Project area as the dwelling and outdoor living areas are oriented with views directly to the north, facing the Project. The dwelling is located approximately 600m from the Project and is situated on	The proposed works will be seen within the broader context of the larger-scale development underway at TBE and wider views along the Wairoa River Valley. The context of the elevated view and the areas of work for the already modified road corridor consented under the Ōmanawa Bridge Replacement consent is one of a	The completed works will site the road corridor in a similar position to the existing SH29 in the context of the view from this dwelling. Coupled with landscape planting along the embankments the consented and proposed LSCMP will deliver the landscape integration and mitigation of potential visual effects, the same degree as consented by the	Consented Ōmanawa Bridge 4-Laning Mitigation Planting (retained or replaced if removed) VM1	Very Low Adverse

Property / Dwelling	Construction Visual Effects	Completed Works Visual Effects	LSCMP Related Treatment	Overall Visual Effect
elevated ground with a wider outlook overtop of the site and the Wairoa River.	modified landscape. The adverse visual effects for occupants of this dwelling will be 'Very Low' in the context of the existing environment.	Ōmanawa Bridge Replacement consent. The potential adverse visual effects will be of a very low degree.		

Table 2 – Visual Effects Assessment – A2 -Tauriko West Catchment

Property / Dwelling	Construction Visual Effects	Completed Works Visual Effects	LSCMP Related Treatment	Overall Visual Effect
15 Redwood Lane Sited to the northwest of the Redwood Lane roundabout, internal hedgerows and trees screen the dwelling from the interchange to some degree.	Screened internally by 15A Redwood Lane; views will be screened by internal vegetation. Views are more distant and the raised road corridor will be visible from parts of the property. Low adverse visual effects are anticipated to arise during the construction period.	The raised road corridor will enable visibility toward the road corridor including the lighting during evenings. Backdropped by the TBE industrial zoned 16m buildings the road corridor lighting will form the foreground to dominant built backdrop. Both consented Tauriko West Enabling Works mitigation remaining in place and proposed Landscape Mitigation Planting on the engineered escarpments will provide between 8m – 10m of vegetation cover providing a degree of screening. This measure integrates the built form into the existing environment and assists in lowering the degree of adverse effects to a low level.	Consented Tauriko West Enabling Works Visual Mitigation VM2	Low Adverse
15A Redwood Lane Comprising a shed with planted and fenced boundary formed with the Redwood Lane roundabout works, the property includes sheds and a large lawn area immediately to the northwest of the interchange.	The construction works will immediately adjoin this property and with a raised road corridor will be visible until vegetation planted under the Redwood Lane Enabling Works consent matures. Low to Moderate adverse visual effects are likely to arise during the construction period.	The raised road corridor will enable visibility toward the road corridor including the lighting during evenings. Backdropped by the TBE industrial zoned 16m buildings the road corridor lighting will form the foreground to dominant built backdrop. Both consented Tauriko West Enabling Works mitigation remaining in place and proposed Landscape Mitigation Planting on the engineered escarpments will provide between 8m – 10m of vegetation cover providing a degree of screening. This measure integrates the built form into the existing environment and assists in lowering the degree of adverse effects to a low level.	Consented Tauriko West Enabling Works Visual Mitigation VM2	Low -Moderate
17 Redwood Lane Comprising a dwelling with a solid shelterbelt on the southeastern boundary with the Redwood Lane roundabout works,	The construction works will immediately adjoin this property and with a raised road corridor will be screened in part on the southeastern boundary. Views eastward along the Proposed Designation will be available and are separated by open pasture and in the future MDRZ. Low to Moderate adverse visual effects are likely to arise during the construction period.	The raised road corridor will enable visibility toward the road corridor including the lighting during evenings. Backdropped by the TBE industrial zoned 16m buildings the road corridor lighting will form the foreground to dominant built backdrop. Both consented Tauriko West Enabling Works mitigation remaining in place and proposed Landscape Mitigation Planting on the engineered escarpments will provide between 8m – 10m of vegetation cover providing a degree of	Consented Tauriko West Enabling Works Visual Mitigation VM2	Low -Moderate

Property / Dwelling	Construction Visual Effects	Completed Works Visual Effects	LSCMP Related Treatment	Overall Visual Effect
		screening. This measure integrates the built form into the existing environment and assists in lowering the degree of adverse effects to a low level.		
1064 and 1056 State Highway 29 Sited to the immediate west of the existing SH29 corridor. The properties include commercial land use activities and dwellings with views of the road corridor and the Wairoa River (to the east)	The construction works will immediately adjoin this property and with a raised road corridor will be visible until vegetation planted under the Redwood Lane Enabling Works consent matures. Low to Moderate adverse visual effects are likely to arise during the construction period.	The raised road corridor will enable visibility toward the road corridor including the lighting during evenings. Backdropped by the TBE industrial zoned 16m buildings the road corridor lighting will form the foreground to dominant built backdrop. The LSCMP provides for visual mitigation on the escarpments of the road corridor contributing to screening of the elevated road corridor. This measure integrates the built form into the existing environment and assists in lowering the degree of adverse effects to a low level	VM2	Low adverse
32 Belk Road Sited some 250m away from the corridor and with internal vegetation, views are oriented northwest toward the corridor	Sited some 250m away from the corridor and with internal vegetation, views from this property are screened toward the proposed road corridor works. Views from the driveway will be visible and seen in the context of the TBE industrial buildings and construction works. Low adverse visual effects are likely to arise during the construction period.	The viewing distance coupled with the internal vegetation and the context of TBE reduces the sensitivity of this viewing audience to proposed change in the visual outlook. Coupled with proposed landscape mitigation planting on the engineered escarpments, the degree of visual effects is anticipated to be low .	VM3 VM4	Low adverse
40A, 40B and 1/40B Belk Road Sited some 500m away from the corridor and with internal vegetation, views are oriented northwest toward the corridor	Sited some 500m away from the corridor and with internal vegetation, views from this property are screened toward the proposed road corridor works. Views of the raised road corridor will be seen in the context of the TBE industrial buildings and construction works with the potential available views in a NNW aspect. Very low adverse visual effects are likely to arise during the construction period with the context of the TBE site development.	The viewing distance, coupled with the internal vegetation and the context of TBE, reduces the sensitivity of this viewing audience to proposed change in the visual outlook. Coupled with the LSCMP on the engineered escarpments the degree of visual effects is anticipated to be of a low adverse degree.	VM3 VM4	Low adverse

Property / Dwelling	Construction Visual Effects	Completed Works Visual Effects	LSCMP Related Treatment	Overall Visual Effect
40C, 40D, 40E and 40F Belk Road Sited some 700m away from the corridor and with internal vegetation, views are oriented northwest toward the corridor	Sited some 700m away from the corridor atop of the Belk Road hillock, the dwelling comprises a northerly aspect toward the proposed interchange, Views of the raised road corridor will be seen in the context of the TBE industrial buildings and the foreground of stormwater treatment wetlands and ponds alongside Belk Road. The construction works will be visible in a northerly aspect. Low to moderate adverse visual effects are likely to arise during the construction period with the context of the TBE site development.	Much of the interchange, near the Redwood Lane and Kaweroa Drive roundabouts will be viewed with a foreground of 16m industrial buildings enabled through the industrial zone rules in the TCP. The Visual Mitigation Buffer planting included in the TBE Industrial zone of the TCP will also be undertaken along the edge of the zone contributing to screening of the view. The visually exposed area of the raised corridor is located at the Belk Road watercourse proposed bridge and escarpments. At this point, the dwelling currently has views of the site which are screened by vegetation. These will be exposed through the construction of the corridor. When taking into account the proposed landscape mitigation planting the scale of the road corridor, its elevation and proposed lighting has potential to generate low-moderate adverse visual effects.	VM3 VM4	Low-moderate
50 Belk Road Sited some 500m away from the corridor and with internal vegetation, views are oriented northwest toward the corridor	Sited some 500m away from the corridor and with some vegetation located within its boundary, views from this property are screened toward the proposed road corridor works. Views of the raised road corridor will be seen in the context of the TBE industrial buildings and construction works with the potential available views in a NNW aspect. Very low adverse visual effects are likely to arise during the construction period with the context of the TBE site development.	The viewing distance, coupled with the internal site vegetation and the context of TBE, reduces the sensitivity of this viewing audience to proposed change in the visual outlook. Coupled with proposed landscape mitigation planting on the engineered escarpments, the degree of potential adverse visual effects is anticipated to be low.	VM3 VM4	Low adverse
70 Belk Road Sited some 700m away from the corridor and with internal vegetation, views are oriented northwest toward the corridor	Sited some 700m away from the corridor mid-slope on the Belk Road hillock, the dwelling comprises a northerly aspect toward the proposed interchange.	Much of the interchange, near the Redwood Lane and Kaweroa Drive roundabouts will be viewed with a foreground of 16m industrial buildings enabled through the industrial zone rules in the TCP. Visual Mitigation Buffer (Refer to TCP) planting included in the TBE Industrial zone will also	VM3 VM4	Low adverse

Property / Dwelling	Construction Visual Effects	Completed Works Visual Effects	LSCMP Related Treatment	Overall Visual Effect
<i>Refer to Annexure 3 - VS-01</i>	Views of the raised road corridor will be seen in the context of the TBE industrial buildings and the foreground of stormwater treatment wetlands and ponds alongside Belk Road. The construction works will be visible in a northerly aspect. Low to moderate adverse visual effects are likely to arise during the construction period given the context of the TBE site development.	reside along the edge of the zone contributing to screening of the view. The visually exposed area of the raised corridor is located at the Belk Road watercourse proposed bridge and escarpments. At this point, the dwelling currently has views which are screened by vegetation which will be exposed through the construction of the corridor. Refer to visual simulation VS2A and VS2B in Annexure 2. The scale of the road corridor, its elevation and proposed lighting coupled with the proposed landscape mitigation planting, has potential to generate low adverse visual effects.		
953 and 953A State Highway 29	Sited alongside the Proposed Designation, the proposed road corridor resides below these dwellings. Existing vegetation surrounds the properties and there are partial views toward the site. The visual separation and lowered alignment of the construction of the proposed road, to the north of the existing SH29 road assist in providing existing measures screening the dwellings from construction works. The potential adverse visual effects will be of a low degree.	The potential adverse visual effects of both the existing and proposed road corridor will be of a low-moderate degree due to proximity and elevated views toward the site. The visual mitigation planting shown in the LSCMP for the escarpment provides for screening of the corridor for these dwellings, where views may be possible. With this mitigation in place the potential adverse visual effects will be of a low degree.	VM6	Low adverse
22 Winterbre Lane	Sited alongside the Proposed Designation, the proposed road corridor resides below the road frontage of part of this property, with no dwelling sited near the existing and proposed road corridor. Existing vegetation surrounds the properties and there are partial views toward the site.	The potential adverse visual effects of both the existing and proposed road corridor will be of a low-moderate degree due to proximity and elevated views toward the site. The visual mitigation planting shown in the LSCMP details visual mitigation planting on the escarpment which provides for screening of the corridor for this, where views may be possible.	VM6	Low adverse

Property / Dwelling	Construction Visual Effects	Completed Works Visual Effects	LSCMP Related Treatment	Overall Visual Effect
	The visual separation and lowered alignment of the construction of the proposed road, to the north of the existing SH29 road assist in providing existing measures screening the dwellings from construction works. The potential adverse visual effects will be of a low degree.	The visual mitigation planting shown in the LSCMP for the escarpment provides for screening of the corridor. With this mitigation in place the potential adverse visual effects will be of a low degree.		
2A, 2B and 2C Gargan Road	Sited alongside the Proposed Designation, the proposed road corridor moves northward away from the dwelling, however the construction works area will potentially be sited to the north of the existing SH29 road corridor. The visual separation and lowered alignment of the construction of the proposed road, to the north of the existing SH29 road assist in providing existing measures screening the dwellings from construction works. The proximity of offline construction operations potentially up to the Proposed Designation boundary will increase the visual effect on this viewing audience The potential adverse visual effects will be of a low to low-moderate degree dependent on the proximity of operations to the property.	The visual separation and the lowered alignment of the of the proposed road, some 150m the north of the existing SH29 road corridor, assist in providing screening the dwellings from construction works. Existing vegetation within these properties also provides for screening of both the existing and proposed SH29 road corridors. The potential adverse visual effects will be of a low degree at completion of the construction works, and will continue to reduce as the planting matures and the remaining designation construction areas outside the road corridor are remediated.	VM6	Low adverse
Tauriko West UGA	There are no existing dwellings (outside the Proposed Designation) identified within the area that have views of the construction works. No adverse visual effects during construction works are anticipated in relation to this larger landholding as a result of the lack of nearby existing residential dwellings along the corridor.	The interface between the future residential subdivision and the corridor is not yet known in this area as subdivision consent has not been lodged. Taking into account the future plan enabled residential zone and the placement of the Indicative Design rising above this area, there is potential for the road corridor to be visually exposed to this future residential area. The LSCMP provides for escarpment planting some of which is identified as Landscape Mitigation Planting. The overall approach is to provide a vegetated margin between the residential and road corridor. Without vegetation the visual effects of the escarpments and	VM5 VM7	Low adverse

Property / Dwelling	Construction Visual Effects	Completed Works Visual Effects	LSCMP Related Treatment	Overall Visual Effect
		road corridor have potential to generate low-moderate adverse effects on the future residential zone. Therefore the proposed LSCMP treatments along the exposed engineered escarpments will visually screen views to the road corridor over time (within 10years post planting).		

Table 3 – Visual Effects Assessment – A3 -Tauriko Village Catchment

Property / Dwelling	Construction Visual Effects	Completed Works Visual Effects	LSCMP Related Treatment	Overall Visual Effect
547, 549 557, 559 and 561 Cambridge Road and 8 Silkwood Way Views west and south toward the Project Area.	Sited adjacent to the Proposed Designation, and up to 200m from the works area, these properties have potential westerly views of the Tauriko Plateau and Cambridge Road intersection works. Views from the driveways will be visible but the dwellings themselves are orientated away from the Project area. Boundary planting around the dwellings, and existing shelter planting along Cambridge Road, screens views toward the construction area. 559 and 561 Cambridge Road are bounded by tall exotic tree planting along the southern boundaries which screens views toward the Project Area. Very Low to Low adverse visual effects are likely to arise during the construction period.	The lowered road corridor will limit visibility toward the new road corridor including the associated lighting at the intersection during evenings. Acknowledging this area is already lit during the evenings, the outlook is also backdropped by the TBE industrial zoned 16m buildings. Landscape mitigation planting treatments on the engineered escarpments will provide between 8m – 10m of vegetation cover. This measure integrates the new road corridor into the existi and assists in integration with existing escarpment planting round on Silkwood Lane escarpments. The potential adverse visual effects, when taking into account the existing environment, will be very low.	VM7 VM8	Very Low adverse
540 and 542 Cambridge Road	Sited adjacent to the Proposed Designation and up to 200m from the works area, these properties comprise potential westerly views of the Tauriko Plateau and Cambridge Road intersection works. Views from the properties southern boundaries are potentially, but not currently, visible with the dwellings themselves orientated away from the Project area. Boundary planting around the dwellings and existing shelter planting along Cambridge Road screen views toward the construction area. Low adverse visual effects are likely to arise during the construction period.	The lowered road corridor will limit visibility toward the new road corridor including the associated lighting at the intersection during evenings. Acknowledging this area is already lit during the evenings the outlook is also backdropped by the permissible TBE industrial zoned 16m buildings. LSCMP treatments on the engineered escarpments will provide between 8m – 10m of vegetation cover providing integration into the gully escarpment (at Ch4950). The potential adverse visual effects, when taking into account the existing environment, will be very low.	VM7	Very Low adverse
741, 745D, 745E, 757, 759, 761, 763, 765, 767, 769, 771, 773, 815, 841 and 851 SH29.	Sited to the south of the existing SH29 corridor the properties have some views across toward the construction area for the corridor. As considered in	The lowered road corridor will limit visibility toward the new road corridor including the associated lighting at the intersection during evenings.	VM5 VM7	Low adverse

Property / Dwelling	Construction Visual Effects	Completed Works Visual Effects	LSCMP Related Treatment	Overall Visual Effect
	the SH29 Tauriko West Northern Access Enabling Works Consent acoustic barriers and planting provided mitigation for visual effects of those construction works. The proposed road corridor construction works is cut down a further 8m – 11m below the existing landform and set back between 50-100m from this viewing audience. The separation and nature of the alignment of the corridor works being set below the plateau landform, the potential adverse visual effects will be of a Low-Moderate degree during construction.	Landscape treatments for the Tauriko West enabling works and the existing SH29 corridor provide sufficient separation from the lowered road corridor. Mitigation planting along the northern escarpment provides a backdrop along the top edge. The potential adverse visual effects, when taking into account the existing environment, will be low.		
Riverside Tauriko, Stages 1A and 1B. Lots 19 -26, 254 – 270, 291 and 296 – 300 in the western part of the Riverside Tauriko Stages 1A and 1B consented subdivision (RC80066170, RC80066132, RC80066180)	Future dwellings within Lots 19 -26, 254 – 270, 291, 296 – 300 will interface both directly and have views of the proposed corridor. Forming part of the existing environment the timing between proposed Project works and that of the subdivision may vary. Acknowledging that dwellings may be built and occupied during construction works, there will be immediate views towards the construction area. Temporary screening, subject to both projects timelines, may be required to manage construction effects. There is potential, if occupied dwellings occur during construction, for low-moderate adverse visual effects.	LSCMP e treatments on the engineered escarpments will provide between 8m – 10m of vegetation cover providing a degree of screening and visual integration of the road into the proposed subdivision vegetated escarpments. These measures combined provide for both visual screening (over a 10year period) of the road corridor. Where future dwellings sit above the lowered road corridor, the LSCMP treatments will provide for full visual screening of the lowered road corridor at the boundary interface. This measure integrates and assists in lowering the degree of adverse effects to a low adverse.	VM5 VM7	Low Moderate reducing to Low over time.

Table 4 – Visual Effects Assessment – B1 -Cambridge Road – Kōpūrerua Valley Catchment

Property / Dwelling	Construction Visual Effects	Completed Works Visual Effects	LSCMP Related Treatment	Overall Visual Effect
559 and 561 Cambridge Road	Sited adjacent to the Proposed Designation and up to 200m from the works area, these properties comprise potential southerly views of the Cambridge Road cut down area. Views are not possible to the south for these properties due to the significant amount of onsite treed vegetation within the properties. Should this vegetation be removed privately these properties would have views of the road corridor cut but remain above the works area primarily. Low adverse visual effects are likely to arise during the construction period	Views are not possible to the south for these properties due to the significant amount of onsite treed vegetation within the properties. Should this vegetation be removed privately these properties would have views of the road corridor cut but remain above the works area primarily. The southerly views will view Landscape Mitigation Planting treatments on the escarpments which will visually screen and obscure views of the road corridor. Low adverse will reduce to Very Low adverse visual effects as mitigation planting matures.	VM7 VM8	Very Low Adverse
33 Silkwood Way	Sited at the corner of the Proposed Designation the property may have views to the south and west (toward the Takitimu Drive interchange) of the construction works. The eastern edge of the property interfaces with the Proposed Designation and could have construction works abutting the boundary. Should this occur there is potential for views of the construction works as the road corridor to the south and southwest will rise above the level of the property by 3.0m There are potential open views, subject to site clearance of existing vegetation within the Proposed Designation. When assuming all vegetation is removed within the Proposed Designation there is potential, during construction for moderate – high adverse visual effects. The LSCMP provides for potential retention of existing vegetation on the western boundary of 37 Silkwood Lane, which if retained during construction	Views eastwards toward the interchange will remain obscured by private property vegetation within the property and neighbouring property to the north (8 Oakridge Place). The southerly and southeasterly views will view LSCMP treatments on the escarpments which will visually screen and obscure views of the road corridor. The potential adverse visual effects, when taking into account the existing environment, will be low-moderate.	VM8 And retained planting during construction on western boundary of 37 Silkwood Lane	Low-moderate adverse

Property / Dwelling	Construction Visual Effects	Completed Works Visual Effects	LSCMP Related Treatment	Overall Visual Effect
	will assist in reducing the potential adverse visual effects to a low-moderate degree. It is noted that the property also includes its own mature tree vegetation between the dwelling and the Proposed Designation boundary.			
8, 9 and 10 Oakridge Place and 9, 10 and 12 Sycamore Rise	Sited at the top of the eastern escarpment of the Cambridge Road / Bethlehem Plateau the properties are heavily vegetated along the escarpment. Pocketed views from the dwellings are apparent with views eastward across the Kōpūrerua Valley. Views will be available of the construction works in the foreground and will be seen in a wider context of views toward SH29A alignment and wider valley floor in the mid ground view. Views are mixed across the properties with some open views due to clearance of vegetation (12 Sycamore Rise), whereas others are screened partially from viewing the valley floor; 9 and 10 Sycamore Rise. Due to the elevated position overlooking the site works along with the wider viewing context, there is potential for low-moderate adverse visual effects during the construction period.	These properties will have views across toward the Takitimu Drive Interchange, associated lighting and the new alignment for SH29A. The elevated views minimise the degree of visual dominance with the route remaining well below the viewpoints of these dwellings. Whilst it may be visible the LSCMP treatments will provide for visual integration of the road corridor both on the raised escarpments and batter slopes to the wetlands. The outcome provides for a heavily vegetated interchange. Lighting will be visible on the raised road corridor sitting approx 9m above the road surface. This increases the nighttime visibility of the interchange. The potential adverse visual effects, when taking into account the existing environment, will be low-moderate.	VM9	Low-Moderate adverse
481 and 491 Cambridge Road	Sited in a small gully on the eastern side of the Cambridge Road / Bethlehem plateau, the dwelling comprises a southerly outlook (refer Annexure 2). The outlook of construction will comprise views of the wetland and stormwater ponds). The roundabout on the western side of the raised road corridor will sit to the immediate east of the property and screened in part by the remaining knoll on the property.	This property will have views of the wetland and raised approaches for the Takitimu Road corridor. Whilst it may be visible the Landscape Mitigation Planting Treatments will provide a degree of visual integration of the road corridor both on the raised escarpments and batter slopes to the wetlands. The outcome provides for a heavily vegetated interchange.	VM9 VM11	Low-Moderate adverse

Property / Dwelling	Construction Visual Effects	Completed Works Visual Effects	LSCMP Related Treatment	Overall Visual Effect
	Due to the elevated position overlooking the site works and the confined southerly view there is potential for low-moderate adverse visual effects during the construction period.	Lighting will be visible on the raised road corridor sitting approx 9m above the road surface. This increases the nighttime visibility of the interchange. The potential adverse visual effects, when taking into account the existing environment, will be low-moderate.		
5, 7, 9, 10 and 12 Rosewood Lane	Dwellings at 9 and 12 Rosewood Lane interface with the Proposed Designation on their immediate southern boundary. The dwellings are orientated northward with living areas facing northward away from the site works. Garages and utility sheds occupy the southern boundary alongside planting placed at this boundary. Views southward are available and would be of the constructed wetland and of the Takitimu Drive Interchange. The construction works will be visible where gained from the varying locations on the property (Refer to Annexure 2) Other dwellings at 5, 7 and 10 Rosewood Lane may have glimpse views but are largely obscured due to the angle of view with intermediary dwellings and private property vegetation. The potential adverse effects during construction will be of a moderate adverse degree for 9 and 12 Rosewood Lane with the remaining properties experiencing potentially very low to low adverse visual effects.	Taking into account the permanent visual effects associated with the constructed works, unobstructed views from the boundary have been modelled in Annexure 3, Visual Simulation 2. The visual outlook will change in a moderate degree from a rural foreground, bounded by the existing Takitimu Drive road corridor to that of an infrastructure focused environment. Whilst it may be visible the Landscape Mitigation Planting Treatments will provide a degree of visual integration of the road corridor both on the raised escarpments and batter slopes to the wetlands. The outcome provides for a heavily vegetated interchange. Refer to Visual Simulation in Annexure 2. Due to the elevated position however the Landscape Mitigation Planting Treatments will not screen in its entirety and additional mitigation measures are recommended. The potential adverse visual effects, when taking into account the existing environment, will be moderate in degree for 9 and 12 Rosewood Lane and low for remaining properties.	VM9 VM12	Low to Low-Moderate adverse
8, 10, 15, 21, 23, 27 and 44 Springwater Lane and 146 and 152 Hastings Road	Sited to the south of the existing SH29A on the Hastings Road spur, the properties overlook the overall site as part of their northerly outlook along Kōpūrerua Valley. Representative photographs from this area (Refer Annexure 2), demonstrate a range of elevations of views over top and across toward the proposed interchange across the newly elevated SH29A corridor. Views are distanced between 50 – 400m from the Project area and comprise elevated views of the construction works area.	The proposed completed works will see a newly raised road corridor of SH29A backdropped with the Takitimu Drive interchange. The lighting of the interchange and road alignments will see a change in the visual outlook to that currently experienced. Whilst it may be visible the Landscape Mitigation Planting Treatments will provide a degree of visual integration of the road corridor both on the raised escarpments and batter slopes to the wetlands. The outcome provides for a heavily vegetated interchange. Due to the elevated position however the Landscape Mitigation Planting Treatments will not screen in its entirety and additional	VM13	Low-moderate adverse

Property / Dwelling	Construction Visual Effects	Completed Works Visual Effects	LSCMP Related Treatment	Overall Visual Effect
	During construction works the valley floor is proposed to include realignment of the Kōpūrerua Stream and Nanako Stream occupying a large area of the foreground view. Whilst temporal the visual outlook will have a moderate degree of change during construction. Whilst close to the Proposed Designation the properties are elevated above the existing SH29A corridor and overlook the works area. The potential adverse effects during construction will be of a low-moderate adverse degree for 146 and 152 Hastings Road with the remaining properties experiencing potentially low adverse visual effect when taking into account their aspect and wider visual outlook.	mitigation measures are recommended between the existing SH29A and the proposed new alignment. The potential adverse visual effects, when taking into account the existing environment, will be Low-moderate in degree.		

Table 5 – Visual Effects Assessment – B2- SH29A / Pyes Pā Catchment

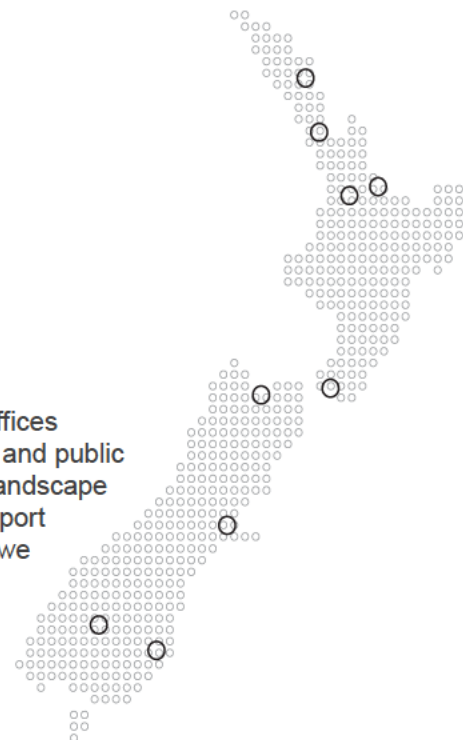
Property / Dwelling	Construction Visual Effects	Completed Works Visual Effects	LSCMP Related Treatment	Overall Visual Effect
8, 10 and 18 Riverbasin Lane 15, 21, 23, 27 and 34 Springwater Lane 152 and 146 Hastings Road 549, 561, and 511 SH29A 16, 21, 24, 25, 29 and 33 Arrowfield Drive 27, 31, 35, 40 and 42 Elderton Avenue 68 and 84 Stableford Drive	All bounding the southern side of SH29A, both existing and proposed, these properties will have variety of elevated views in a northerly direction. Near the Nanako Stream the proposed road is sited lower than the existing SH29A corridor. Earthworks and construction works will be visible from these properties either within the dwelling or at the boundaries. While close to the Proposed Designation the properties are elevated above the existing SH29A corridor and overlook the works area. The potential adverse effects during construction will be of a low-moderate adverse degree	The proposed completed works will see a newly raised road corridor in the near to mid ground visual outlook. The lighting of the road corridor will see a change in the nighttime visual outlook to that currently experienced in this valley area. Whilst it may be visible the Landscape Mitigation Planting Treatments will provide a degree of visual integration of the road corridor both on the raised escarpments. The outcome provides for a heavily vegetated margin along the corridor alignment. Due to the elevated viewing position the Landscape Mitigation Planting Treatments will not screen the road corridor in its entirety however over time (10yrs), planting will eventually screen much of the corridor from view. The potential adverse visual effects, when taking into account the existing environment, will be Low-moderate in degree reducing to low over time.	VM13 VM16	Low-moderate adverse
1, 3, 5, 7, 9, 11, 15, 17, 19, 21, 23,25, 27, 29, 31 and 33 Havenbrook Way8 Pyes Pā Road 3, 5, 7, and 11 Dumfries Place, 26 and 27 Annandale Drive 24 and 33 Galloway Crescent Commercial Properties to the north of SH29A off Maleme Street.	All bounding the southern side of SH29A to the east of the Barks Corner interchange, the main interface during construction will be the establishment of a new on and off ramps and a newly cut down road corridor through the existing intersection. Earthworks and construction works will be visible from these properties either within the dwelling or at the boundaries. While close to the Proposed Designation the properties are elevated above the existing SH29A corridor and overlook the works area. The potential adverse effects during construction will be of a low-moderate adverse degree	The proposed completed works will see a newly raised on and off ramps and a lowered / incised road corridor in the near to mid ground visual outlook. The lighting of the road corridor will see additional lighting atop of what is provided for at this intersection and approaches. This forms a change in the nighttime visual outlook to that currently experienced in this valley area. Whilst it may be visible the Landscape Mitigation Planting Treatments will provide a degree of visual integration of the road corridor both on the falling escarpments. The outcome provides for a heavily vegetated margin along the corridor alignment, similar to somewhat better than provided for currently. Due to the elevated viewing position and the lowered alignment of the main corridor, the Landscape Mitigation Planting Treatments will largely screen the road corridor in its entirety over time (10yrs). The potential adverse visual effects, when taking into account the existing environment, will be Low-moderate in degree reducing to low over time.	VM17	Low adverse

Property / Dwelling	Construction Visual Effects	Completed Works Visual Effects	LSCMP Related Treatment	Overall Visual Effect
North of SH29A at: 3B, 5, 9A, 11, 13A, 13B, 15, 17, 21, 23, 25, 27, 29, 31, 33B, 35 96, 98, 99, 100, 105, 108, 114, 118, 124, 128, 136 and 138 Marshalls Avenue 3, 5, and 7 Millridge Way	All bounding the northern side of the proposed SH29A these properties will have a variety of elevated views in a southerly direction. Near the Nanako Stream the proposed road is sited lower than the existing SH29A corridor and forms a large escarpment facing the properties at the western end of Marshalls Avenue. Earthworks and construction works will be visible from these properties either within the dwelling or at the boundaries. While close to the Proposed Designation the properties elevated above the existing SH29A corridor and overlook the works area will not have direct views of the works. Whereas properties at the western lower end of Marshalls Avenue The potential adverse effects during construction will be of a low-moderate adverse degree	The proposed completed works will see a newly raised road corridor in the near to mid ground visual outlook for those properties at the western end of Marshalls Avenue. The lighting of the road corridor will see a change in the nighttime visual outlook to that currently experienced in this valley area. Whilst it may be visible the Landscape Mitigation Planting Treatments will provide a degree of visual integration of the road corridor both on the raised escarpments. The outcome provides for a heavily vegetated margin along the corridor alignment. Coupled with enhancement of the Nanako Stream the visual amenity of the area will enhance as vegetation matures. Due to the elevated viewing position for properties atop of Marshalls Avenue and Millridge Way, the Indicative Landscape Mitigation Planting Treatments will not screen the road corridor in its entirety however over time (10yrs), planting will eventually screen much of the corridor from view. The potential adverse visual effects, when taking into account the existing environment, will be Low-moderate in degree reducing to low over time.	VM14 VM15	Low-moderate adverse

Annexure 4: Landscape Mitigation Plans

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