Te Ara Tipuna.

Assessment Of
Landscape and Visual Effects.

Update – August 2025

Waiomoko River Mouth

Isthmus.

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APPENDICES

1. EXECUTIVE SUMMARY

Project and Assessment Methodology

1.1 This Assessment of Landscape and Visual Effects (LVA) by Isthmus Group updates the Assessment of Landscape and Visual Effects dated March 2023 (2023 LVA) prepared in relation to Te Ara Tipuna (the Ara, Project, Proposal) [1]. Since the 2023 LVA, the Proposal, for which consent is currently being sought, has been revised to be a more specifically designed, pedestrian-only and shorter walking Ara of approximately 345kms[2] between Gisborne, Makorori Headland and Potaka, in the Tairawhiti-Gisborne Region. The applicant for the Project is the Te Ara Tipuna Charitable Trust[3]. Note: Ara (capitalised) is the term used to reference the entire Project or trail and the term ara (lower case) is used to distinguish specific parts or ara design types within it.[4]

1.2 This LVA considers the nature and magnitude (rating on a 7-point scale[5]) of adverse and positive effects of the revised walking Ara[6] on landscape values, under Tangi a te Manu Landscape Assessment Guidelines[7] (Te Tangi a te Manu), as provided for by the refined design and more detailed Project description. This assessment has included effects on identified outstanding natural features and landscapes (ONFL – as identified on the Tairawhiti Resource Management Plan (TRMP) planning maps[8]), other landscapes, visual amenity and natural character.

1.3 As set out in the Assessment of Environmental Effects (AEE) for the Ara[9] the intention of the Project is:

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[1] These updates were made in response to a request for further information in relation to the Project.

[2] The Proposal lodged in 2023 extended to Opotiki, over approximately 500km and was to accommodate walkers, cyclists and horses. Te Ara Tipuna Charitable Trust and council discussions have resulted in the amended scope with future applications to consider new/modified trails for cyclists and horses and, or the connection through to Opotiki.

[3] Te Ara Tipuna Trail. https://tearatipuna,nz/about/

[4] Place names used in this report have been drawn from the TRMP map overlays and Schedules, NZ Topo Maps and, where linked to an existing visitor destination, well known publicly accessible websites. In some instances, these may differ from the names the local community uses.

[5] Refer to **Appendix A** Landscape Definitions. The 7- point scale is used to summarise the magnitude of effect from very low, low, low moderate, moderate, moderate high, high and very high. With low moderate adverse effects aligned to effects that are no more than minor in terms of the RMA and NZCPS.

[6] The assessed length of the Ara avoiding double counting for return sections is 341km, and the total journey 358km, see Table 1 below for further explanation.

[7] Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines, New Zealand Institute of Landscape Architects, July 2022 https://nzila.co.nz/media/uploads/2022_09/Te_Tangi_a_te_Manu_Version_01_2022_.pdf

[8] ONFL outside of the coastal environment are not yet identified in the TRMP planning maps, however, for the purpose of this assessment, it is assumed that Mount Hikurangi (the Hikurangi maunga) would meet the tests accepted in case law to be identified as such.

[9] Te Ara Tipuna - Assessment of Environmental Effects (The Planning Collective) dated November 2024 (AEE).

"To restore connectivity and momentum in the daily life of those who live and work in rohe, the iwi kaenga, the ahi ka, safe and independent of SH35. To be able to create local level enterprises and economic development, to save and share the stories of their wahi, to revitalise the pa kaenga as centres of activity and society, to be everyday kaitiaki of the area and the people who traverse them, locals, and manuhiri alike."

1.4 The Ara, as proposed, will pass through dramatic, varied, and highly valued landscapes, to reinstate and uplift the connections between local communities along the route. There is an intention to open the Ara up for manuhiri to enjoy, to include overnight stays at marae and in other accommodation options, as part of an organised, bookable experience, as is being discussed with iwi and hapu.

1.5 This LVA has been completed alongside a revised draft Landscape Management Plan (LMPF), which is appended to this report. Sections 1-7 of the LMPF set out methods and measures to be implemented to ensure adverse effects are avoided, remedied and mitigated and positive effects are achieved in accordance with this LVA. For the purposes of this LVA, it is assumed these methods and measures will be implemented. Further, Section 8 of the LMPF (which is not assessed or assumed to be implemented for the purposes of this LVA), includes requirements for future, additional methods and measures, to address more detailed matters that would further reduce adverse effects and enhance landscape benefits beyond those identified in this LVA. The LVA includes an assumption that the conditions of any granted consent will require an LMPF, that is materially consistent with the appended LMPF to be prepared, certified and complied with.

1.6 We have structured this LVA around four Sections[10] of the Ara which have a logic in terms of natural and built patterns and reflect the underlying landscape character areas and varying experience along the trail. As outlined in the AEE, the specific construction sequence of the Project is yet to be confirmed.

1.7 This updated LVA is principally a desktop assessment (supported by site work in 2023 and a 2-day hikoi in 2025). It considers the existing values and potential effects of the Project within each Ara Section based on the indicative design and alignment reflected in:

[10] As were included in the 2023 LVA and previously referred to as possible development Stages. The change to 'Section' is made to clarify that construction sequencing or stages are yet to be confirmed through Project planning and procurement processes. The assessed lengths (exclusive of journey returns) are: Section 1 - Makorori to Tolaga Bay, Uawa (52.5km), Section 2 – Tolaga Bay, Uawa to Waipiro Bay (72.45km), Section 3 Waipiro to East Cape (168km) and Section 4 -East Cape to Potaka (48.4km). See table 1 below for more detail.

a. The updated ara design requirements, as documented through the Construction Management Plan (CMP) (which includes updated cross-section examples and concept design information) along with the more detailed schedule of Waterbody Crossings).

b. Other draft management plans including Ecological Survey and Management Plan Protocol (ESMPP) and draft Operational Management and Maintenance Plan (OMMP) including the key elements of a User Guide (to be confirmed and certified in detailed design); and

c. the Project km by km 'tracker' (the Project Tracker / the Tracker prepared by Civil Project Solutions (CPS)), discussed further below.

d. The TRMP web map - Tairawhiti Maps.

1.8 Provision of the Project Tracker, the applicant's new proposed mitigation and positive enhancement actions (including the additional proposed indigenous vegetation planting as discussed in the Ecological Impact Assessment (ECiA) and ESMPP[11]), and updated management plans have enabled us to undertake a more detailed evaluation of both the nature and magnitude (rating) of ONFL, landscape, visual amenity and natural character effects.

1.9 The Project Tracker provides an upper, conservative estimate of the scale and type of works that will be undertaken, and other key information, for each km of the Ara. To ensure the Project Tracker is appropriate to support this LVA and its effects assessment, Isthmus has worked directly with CPS to ensure the information in the Tracker is sufficient to enable our assessment of effects of the Project and that it supports an effects envelope approach[12]. Through use of the Project Tracker, we have been able to conservatively assess the envelope of effects of the Project within each Ara Section, and on the basis that the CMP, Sections 1- 4 of the LMPF and the requirements of the ESMPP and OMMP form part of the Project description including an overall assessment of effects for each Ara Section[13] .

[11] This will apply to ecologically sensitive vegetation including the TRMP overlays- Natural Resources overlay - Protected Management Areas (PMAs) and the Coastal Management overlays – Special Values Management Area (SVMA) or Terrestrial Areas of Significant Conservation (TAoSC) and 'other' areas of indigenous vegetation (as identified in the Project Tracker) which are ecologically sensitive as defined in the ECiA.

[12] That is where the estimated works and adverse effects can be described as an upper limit or envelope which will be able to be reduced through application of the suite of management plans and required approach to detailed design, as included in the offered consent conditions.

[13] Given the proposal is discretionary and landscape matters apply over the entire route, we consider this is an appropriate approach. See below for more detailed 'hot spot' analysis.

1.10 The LVA has assessed the effects of the Ara within a 50m corridor, 25m either side of the proposed centreline of the ara.[14] This corridor enables movement of the ara anywhere within the 50m corridor during detailed design. Given the concept stage of the consent design, it is understood that the final centreline of the ara may need to vary slightly from that shown in the consent application documents. There will be adjustments made in response to site investigations and landowner feedback and to ensure adverse effects are avoided, as a priority, and with the benefit of local knowledge. The ara is generally expected to be between 1 and 1.5 metres in width. However, greater widths of disturbance are anticipated to be necessary in limited areas where the low bench type ara and structures are proposed to be installed, as outlined in the Project Tracker. The maximum width of expected disturbance is not anticipated to be greater than 8m in width.[15] Further, it is estimated in the Project Tracker that approximately 75% of the alignment will require no physical works (i.e. wayfinding only)[16].

The Existing Environment

1.11 In this LVA we have analysed the existing environment of the Ara through the baseline evaluation appended to this report (**Appendix C**). This evaluation has been informed by desktop analysis, local knowledge and site visits to areas on the trail in the vicinity of SH35 and to many of the coastal communities that the trail passes through, including on a 2-day hikoi with the Project team in June 2025.

1.12 The LVA considers the landscape catchments and sequence of destinations within each Section, and the existing features and patterns that contribute to landscape values including:

a. ONFLs identified in the TRMP within the Gisborne District, with reference to scheduled values.

[14] At Section 1.7.5, the AEE also describes a Sensitive Area Consent Corridor, being a 100m corridor (50m either side of the proposed centre line of the Ara). The rationale for a wider Sensitive Area Consent Corridor in ecologically or landscape sensitive areas is to provide greater flexibility at the detailed design stage to locate the track in a way that further enables adverse effects to be minimised, beyond what is assessed in this report. Provision for a wider 100m corridor will apply in these areas at the detailed design stage where this can ensure reduced earthworks and vegetation removal. For this report we have considered this expanded corridor width only where it relates to potential 'hot spot' areas i.e. the 50m corridor is the baseline of this assessment

[15] For example, where there is a low bench type ara and both a cut and fill batter is required that is sloped 1v:2h that is no more than 1.5m high.

[16] The 75% is calculated as an average of all records in the row titled 'Wayfinding only- % of the track with no construction required' in the Project Tracker, to provide an estimate of the total number of km where 'no works' will apply, other than wayfinding signage. That is: for the 345km trail, approximately 258km are estimated to require no earthworks, vegetation removal or additional structures.

b. Natural and built/community landscape characteristics including features that contribute to natural character (as natural character includes biophysical and perceptual matters).

c. The visual amenity of the landscapes of the Ara relating to existing views and the likely viewing audiences of the Project.

d. Planning overlays that are relevant to the district, and as they address the biophysical, perceptual, and shared and recognised components of landscape.[17]

Effects – Summary

1.13 Section 7-11 of this LVA considers the effects of the Project in each Section of the Ara, evaluating the overall nature and magnitude of the construction[18] and operational activities on ONFL, other landscapes, visual amenity, and natural character values, with reference to the TRMP planning maps and the Project Tracker records.

1.14 Our evaluation has used the Project Tracker[19] % 'no works' row as a 'first filter' to analyse and code each kilometre of the ara, areas coded green having the least amount of works and red having the greatest[20]. We have then applied a more detailed contextual analysis relevant to the landscape matter being assessed. We have interrogated all relevant data within the Project Tracker, spatial and policy information from the TRMP, our site work and local knowledge and have considered the required construction process and mitigation, as stipulated in the management plans. From this qualitative appraisal we have determined an overall magnitude of effect on a 7-point scale which is contextual, relevant to the Section, and the matter addressed; effects on ONFL, other landscapes, visual amenity and natural character.

1.15 Further, we have reviewed all orange and red coded areas following this contextual analysis and the scale, siting and design of all structures, to determine if any localised 'hot spots', with the potential for greater adverse effects, should be identified and further mitigation measures

[17] See definitions within the **Appendix A** to this report and **Appendix C** baseline evaluation including district plan overlays refenced.

[18] Noting, construction effects are considered in an integrated way in this LVA relating to methods assumed in the CMP, with respect to each design component and Section, with a view to identifying any adverse effects with the potential for greater than low moderate. It is recommended that a confirmatory effects assessment be carried out each stage of construction and in response to the final CMP.

[19] Specifically, the Project Tracker row titled 'Wayfinding only- % of ara with no construction required track'.

[20] With reference to the Project Tracker, a km is coded green [20] (where 'no works' applies over more than 80% of any km), orange (where 'no work's applies over 40-79% of that km) or red ('no work's applies over less than 40% of that km).

recommended (while noting that the overall magnitude of adverse effects, as assessed in this LVA, is less than low moderate adverse[21] for each Section of the Ara and that assessment is inclusive of the 'hot spot' areas identified).

1.16 Along with the required LMPF measures, the 'hot spot' analysis reflects a best practice approach to consider all opportunities to further reduce adverse effects below the overall low moderate adverse level, as is assessed in this LVA. In the 'hot spot' areas (and in addition to the application of management plan requirements to address landscape effects over the entire construction stage), we recommend that a specific pre-construction confirmatory landscape assessment is undertaken. This assessment would:

1.17 Confirm the landscape values in that area at the time of construction are consistent with those assessed in this LVA, and

1.18 Inform the mitigation measures (including design changes) that are required to be set out in the site-specific CMP, to manage effects at any 'hot spots'.

1.19 The objective of the final construction (inclusive of site specific) management plans would then be to ensure that any adverse effects on landscape are low moderate (or less), in each stage, including as contributed to by each identified 'hotspot'.

A summary of the findings of this assessment are:

Section 1- Makorori to Tolaga Bay, Uawa (assessed & total journey 52.5km)

1.20 Overall, in the Makorori to Uawa Section of the Ara, there will be no more than **very low adverse** effects on ONFL, other landscapes, visual amenity and natural character values. The required works establish a low impact ara over most of the route (96% of this Section is coded green meaning it requires no or limited works) with limited earthworks and indigenous vegetation removal, including structures that can be well integrated into the environment. There are no residual 'hot spot' locations identified in this Section. Consequently, we consider the alignment, design requirements (to be consistent with the CMP cross section examples and concept design information) and mitigation measures required in the CMP, LMPF and ESMPP, and the

[21] Low moderate adverse effects align with no more than minor effects under the RMA (refer to definitions in **Appendix A**). Noting that low, very low or nil adverse effects are identified for some areas of the Project, and the 'lowest possible adverse effect' and greatest opportunity for benefits underpins the LMPF.

maintenance of these through the OMMP, will be sufficient to ensure adverse effects are less than low moderate.

1.21 In addition, **positive** landscape effects for this Section will be at least **low positive** on the 7- point scale (low moderate in all aspects other than natural character). The Makorori to Uawa Section makes an important contribution to the overall perceptual and experiential - associative benefits of the Ara.

1.22 **Overall,** the positive benefits for this Section will balance the adverse. The ara will provide for varied landscape experience from beach to bush through an area with a rich history, featuring many identified heritage and archaeological sites and continuing kainga, ahi kaa connection for iwi and hapu. It will offer panoramic views of the coastal environment and establish a low impact continuous connection from Pa to Pa, including links to significant marae and well-known landmarks offering the potential for an immersive, unique East Coast experience.

Section 2 -Tolaga Bay, Uawa to Waipiro Bay (assessed length 72.5km & total journey including Te Puia return 74.5km)

1.23 Overall, there will be **very low** effects on **ONFL** and no more than **low moderate adverse** effects on other landscapes, visual amenity and natural character values in this Section of the Ara. The required works establish a low impact walking ara over most of the route (code green relates to 57% of this Section) and includes well integrated structures suited for this context. A greater level of earthworks and vegetation removal is required due to steep terrain in some areas, and to provide an all-weather route north of Tokomaru Bay (that may form part of the emergency response following weather events that regularly close SH35 travelling north). In general, ara widths will be limited to 1.5m of earthworks and vegetation removal with a more restrictive 1m width limit being applied where terrain allows. In addition, the enhancement planting proposed will provide for ecologically sensitive[22] indigenous vegetation replacement at a ratio of 2:1.

1.24 We have identified two 'hot spot' areas within the Section (both including red and orange codes for % works and where there is PMA and other ecologically sensitive vegetation), being:

1.25 North of Nuhiti at km80-88 and

[22] As defined in the Ecological Impact Assessment, ECiA, including mapped TRMP areas (PMA, TaoSC and SVMA) and other sensitive areas of indigenous vegetation.

1.26 North of Tokomaru Bay km98-103

1.27 In these two locations we recommend a site-specific preconstruction landscape assessment be undertaken to both confirm the landscape values in that area, and to ensure the CMP provides specific methods and measures such that any adverse effects on landscape, overall, will be low moderate (or less). We note that our identification of these two areas as 'hot spots' is conservative, in keeping with the overall approach to the assessment of an upper effects envelope and best practice/first principles to consider opportunities to further reduce effects. We consider that through the Project's design and by applying appropriate mitigation measures required by the suite of management plan, the adverse effects in these orange and red coded 'hot spot' locations will be addressed such that the landscape values will be protected and there will be less than low moderate adverse effects in this Section overall.

1.28 **Positive** landscape effects for this Section will be at least **low moderate positive** on a 7- point scale. The **Uawa to Waipiro** Bay Section makes an important contribution to the overall perceptual and experiential - associative benefits of the Ara, and the Project's proposed additional planting of indigenous vegetation in an area which has been historically cleared will provide for landscape improvements.

1.29 **Overall,** the positive benefits for this Section are considered to balance the potential adverse effects after the application of the LMPF and CMP and ESMPP mitigation measures, and their maintenance through the OMMP. The ara will provide and reinstate important connections between these local communities including an alternative all weather ara from Tokomaru to Ruatoria. The Project's proposed enhancement planting and plans for on-trail pest control will also make an important contribution to other restoration efforts.

Section 3 - Waipiro to East Cape (assessment length 168km, total journey including Te Ara ki Hikurangi and Port Awanui returns 183km)

1.30 Overall, there will be **nil adverse** effects on TRMP mapped **ONFL** (and **low adverse** effects on Mount Hikurangi) and no more than **low moderate adverse** effects on other landscapes, visual amenity and natural character values in this Section of the Ara. The required works establish a low impact walking route for most of this Section (code green applies to approximately 57% of the km) and includes a logical and fit for purpose sequence of structures, as required to provide for a continuous connection over challenging terrain and to ensure safety alongside SH35.

1.31 A greater level of earthworks and vegetation removal is required in this Section (although with reference to the Table 1 below, less by average km when compared to the Uawa to Waipiro ara) and the following through to Potaka. These impacts relate primarily to steep terrain and the provision of all-weather access, along with necessary wider footprint areas around bridge structures and to provide safe passage near SH35.

1.32 Consequently, we consider the alignment, concept design information and cross section examples and mitigation measures required in the CMP, LMPF and ESMPP, and the maintenance of these through the OMMP, will be sufficient to ensure **adverse** effects are less than **low moderate** (low or Nil for ONFL) and there are no residual landscape 'hot spots'.

1.33 **Positive** landscape effects for this Section will be at least **low moderate** on the 7- point scale. The **Waipiro to East Cape** Section makes an important contribution to the Project's efforts to connect coastal communities through varied and highly valued landscapes including the continuous loop connection around the maunga (in this respect the positive effects will be at least moderate in the deemed ONFL).

1.34 **Overall,** the positive benefits for this Section are considered to balance the potential adverse effects (and will be greater than the adverse for the Mount Hikurangi loop) after the application of the LMPF and other management plan mitigation measures. The trail will provide and reinstate important connections between these local communities including an alternative all weather pedestrian link from Tokomaru to Ruatoria (the area where SH35 is regularly cut off by weather events). The Project's proposed enhancement planting will not be insignificant in this landscape and plans for on-trail pest control will also make an important contribution to other restoration efforts.

Section 4- East Cape to Potaka (assessed length and total journey 48.4km)

1.35 Overall, there will be no more than **low** effects on **ONFL** and no more than **low moderate adverse** effects on other landscapes, visual amenity and natural character values in this Section of the Ara. The required works establish a low impact walking ara over most of the route (code green relates to 65% of this Section). There are relatively few structures along this ara, with those proposed being based on 'fit for purpose' concept design information and cross section examples included in the CMP and LMPF, meaning they will be well integrated into this landscape. A greater level of earthworks and vegetation removal is required in distinct bands (coded red and

orange) alongside SH35 where there is ecologically sensitive vegetation identified and over Haupara Point (an ONFL Unit 2).

1.36 We have identified two sites as 'hot spots' for specific pre- construction confirmatory landscape assessment and mitigation via the CMP to confirm the overall adverse effects of the detailed designs in this Section are low moderate (or less) Namely:

a. The Haupara Point red and orange coded works at km 215-216 (which include earthworks and vegetation removal within an ONFL)

b. The 100m long swing bridge at km212 over the Karakatuwhero River. Note, as above, this structure is identified due to its scale and context within an ONFL, rather than because of red or orange coded works.

1.37 Noting, as above, these red and orange coded areas and larger structures are identified as 'hot spots' using a precautionary approach. We consider that the potential for greater adverse effects in these areas locations within this Section can generally be addressed by the Project's design applying appropriate mitigation measures required by the suite of management plans (CMP, LMPF, ESMPP and will be maintained by the OMMP).

1.38 **Positive** landscape effects for this Section will be at least **low moderate** on a 7- point scale. The **East Cape to Potaka** Section makes an important contribution to the Project's overall perceptual and experiential associative benefits and the proposed additional enhancement planting of indigenous vegetation, in an area which has been historically cleared, will provide for landscape improvements.

1.39 **Overall,** the positive benefits for this Section are considered to balance the potential adverse effects after the application of the LMPF and other management plan mitigation measures. The ara will improve and reinstate important connections between these local communities including along the Wharekahika River. The Project's proposed enhancement planting and plans for on-trail pest control will also make an important contribution to other restoration efforts.

Conclusions and recommendations

1.40 Overall, the findings of this assessment are that, and as required by the concept design information, cross section examples and further mitigation provided for in the CMP, LMPF and ESMPP, the effects of the Ara on ONFL, landscape, visual amenity and natural character effects will be no more than **low moderate** adverse with at least **low positive** effects.

1.41 In keeping with our precautionary and best practice approach to this assessment, and to ensure the assessed level of adverse effects of low moderate (or less) is achieved following detailed design of the Project, we recommend that:

Prior to construction stage of each stage (and in line with a council certification process) a suitably qualified Landscape architect (NZILA registered) be engaged to develop/provide:

a. A final LMPF (that is materially consistent with the appended draft). This framework document should support the requirement to achieve adverse effects no more than low moderate for landscapes along with measures required to investigate and integrate further landscape benefits. Further, the LMPF should be used as an assessment tool to support the evaluation each construction stage detailed comprehensive concept for certification (see below).

b. Input to the site- specific construction management plans to be integrated within the final CMP and comprehensive concept design, with respect to the 'hot spot' areas identified in this LVA.

c. Design services relevant to the provision of a comprehensive concept design (to be certified by council) and (subsequent) detailed design documentation, such that the LMPF and other management plans are addressed (including 'hot spot' site-specific construction management plans), and adverse effects of low moderate (or less) overall, for each construction stage, are confirmed, and opportunities for landscape benefits are further investigated and integrated. This is to include (but is not limited to) documentation required to address a comprehensive spatial strategy for ara types, structures, wayfinding, safety and interpretation signage, integration of mahi toi, including through design reports, plans, with cross sections-elevations, details and specifications for planting and all hardscape (built) elements.

d. Provide a confirmatory LVA (consistent with Te Tangi a te Manu guideline) that evaluates the comprehensive concept design, the implementation of the LMPF, CMP and ESMPP, as it relates to landscape matters, such that adverse effects (including considering the localised 'hot spots' and the wider context, including any previous stage constructed) are, as assessed in this LVA, confirmed to be no more than low moderate, and to identify where opportunities for further avoidance or minimisation of adverse landscape effects have been investigated and integrated. This confirmatory LVA should address all landscape matters – construction and operational effects on ONFL, other landscapes, visual amenity (including privacy for individual properties) and natural character values.

e. Provide input into the final OMMP that is developed by the consent holder (and certified by council) to provide for the continuation of the mitigation measures of the CMP, LMPF and ESMPP requirements, such that adverse effects on landscape can be maintained at no more than low moderate adverse and opportunities for further benefits are investigated and integrated.

2. INTRODUCTION – PROPOSAL SUMMARY

Project purpose and principles

2.1 The overarching purpose of the Ara, as set out in the Proposal Document 2021[23] is to:

"Create the conditions in which Ngati Porou (and Te Whanau-a Apanui lands – which may be included in possible future project, brackets added) can regenerate the cultural wealth of a lively, healthy society of connected communities, culturally fluent and capable, enterprising, and economically active, environmental protectors, and sustainers, in revitalised whanau, hapu, and iwi relationships."

2.2 The operating principles[24] which have guided the design and are relevant to landscape matters[25] are:

"To facilitate everyday rangatiratanga, every day – individuals and collectives are independent and self-determining, making positive decisions for themselves about themselves, with responsibility for the consequences.

To support practical expressions of wellness, wellbeing, and kindness.

To reinforce connection and contribution through whakapapa, and activity between and amongst communities.

To honour Te Tiriti o Waitangi in practical, local, and relationship-based ways."

[23] Te Ara Tipuna Proposal Document 2021, pg 11
[24] Te Ara Tipuna Proposal Document 2021, pg 11
[25] Best practice guidance considers three interrelated components of landscape and values derived from – the biophysical (natural science), sensory (perceptual, including through all the senses) and the shared and recognised (due to associations, ongoing connections). Refer to Landscape Definitions in **Appendix A** to this report.

2.3 This report provides an assessment of the effects of the Ara on landscapes, visual amenity, and natural character values. The assessment considers the nature and extent of potential adverse and positive effects, using the Te Tangi a te Manu 7-point rating scale, including on the values of areas identified as ONFL[26]. The effects of the Ara will arise from both construction (temporary) and operational (permanent) use (refer to **Appendix A** for-landscape definitions).

2.4 The Project is, overall, a discretionary activity under the combined TRMP.

Proposal Overview

2.5 The Proposal is to provide for a continuous pedestrian Ara from (and to) Makorori headland in the south to Potaka near the district boundary in the north, over approximately 345km in the Tairawhiti,[27] Gisborne District (see Figure 1 below and illustrative sketches in **Appendix E**).

[26] Noting the TRMP only identifies ONFL within the coastal environment. However, for the purposes of this assessment, we have assumed that Mt Hikurangi would meet (and exceed) the accepted tests to be identified as an ONFL with high and very high natural science, perceptual, shared and recognised values. Conservatively, this would include km21-54 of the trail referred to as the "Hikurangi Loop" (between the Waiapu and Mata Rivers) where the trail is predominantly off road.

[27] This report only uses tohutō (macrons) for names of organisations, otherwise they are not used in accordance with Ngati Porou practice.

*Figure 1 –Te Ara Tipuna Illustrative Sketch- see **Appendix E***

2.6 The process of confirming the alignment and consent design for the Project has followed an iterative process with the wider Project team: including Te Ara Tipuna Trust and its engineers, planners and technical experts.

2.7 A detailed description of the Project is included in the AEE with revisions to the scope of the Project, as assumed in this update, described in Section 1.3 of that report. This LVA focuses on the Project components most likely to generate landscape, visual amenity and/or natural character effects, as summarised in the Assessment of Effects sections of this report.

2.8 The indicative alignment for the Ara is shown in Figure 1 above with the anticipated nature and extent of works described in the Project Tracker and CMP (refer also to the Indicative Sketches in **Appendix E**). As noted above, the Project Tracker provides an upper/conservative estimate of the scale and type of works that will be undertaken, and other key information, for each km of the Trail. Of relevance to the LVA, the Project Tracker includes an upper estimate of the expected maximum width of disturbance, proposed indicative vegetation clearance and earthwork areas, and location of structures (including steps, bridges and other facilities). It also

identifies relevant planning information such as the TRMP planning overlays (such as ONFL) and areas where the application triggers the need for planning consent.

2.9 The Tracker registers the incidence of ara types and structures within any one km (for example, a Y (yes), for steps does not indicate a 1km long set of steps) and then combines the ara types and structures in that km to conservatively calculate the anticipated area of earthworks and vegetation clearance. For example, a total clearance of 400m2 in a km where the ara is 1m wide through vegetation means that there are no works required in the remaining 600m. Where structures occur in the km the requirements are added to the earthworks and vegetation clearance totals, based on the assumptions outlined in the guidance document that accompanies the Project Tracker[28] and the CMP. This conservative approach means that the Project Tracker provides for the nature and magnitude of adverse effects to be assessed (including use of the 7- point rating scale) on a worst-case effects 'envelope'. In reality, and combined with the requirements of the management plans, for example, where the ESMPP requires a responsive approach to vegetation clearance (see below), the actual works giving rise to landscape effects are likely to be less.

2.10 We consider that the envelope approach, as provided for by the Tracker, is appropriate in assessing the Project's landscape effects (including on ONFL, other landscape, visual amenity and natural character values), as it provides for an upper threshold of the adverse and likely lower or minimum threshold for the positive effects. It has enabled us to undertake a conservative assessment of the actual and potential adverse and positive effects of the Project.

2.11 As a high- level summary (expanded on through Sections 7-11 of the LVA below): Using the Project map, and with reference to the km Tracker, the 'straight line' assessed length of the Ara, including non- repeating km[29], of the 3 side journeys or loops, measures 341km .The overall journey (including the return section of the 3 'loops') would be approximately 358km. The 3 'loops' include:

[28] We note that as the Project Tracker 'counts' an incidence of a particular feature within a km, rather than the exact measurement of a condition. For example, where the Project Tracker identifies e.g. 'gravel' at km4, there may be anywhere between 100-1000m of gravel within that km. In contrast, and as included in our Section-by-Section analysis totals, where the Project Tracker indicates Y for a bridge, there may be more than one 'incidence' in a km (i.e. more than 1 bridge). More information about the Project Tracker can be found in the accompanying km tracker guidance document prepared by CPS (dated April 2025).

29 Return km are considered in general terms, as they are part of the overall experience. They are however, excluded from the analysis of the Project Tracker data. This is to avoid double counting the required works, and therefore the likely adverse effects.

a. Te Puia 'return', following Waipiro Bay Road. Assessed length 2km, return journey 4km.

b. The Port Awanui loop which would follow the Reporua Road north through to the Waiomatatini Road and to and from Port Awanui via Te Wharau Beach. Assessed length 26km, return journey 39.2km.

c. The Mount Hikurangi Loop (Hikurangi Loop) that connects to the main ara at the intersection and Tapuaeroa Road and SH35 in the north (north of the Waiapu River) and to the SH35 in the south at the intersection with Makarika Road. Assessed length 55km, total journey 57km, including the 2km return from the Te Ara ki Hikurangi Pou.

2.12 The Ara follows a varied route, generally close to the coast and within the coastal environment (as identified on TRMP planning maps). In many locations the ara aligns with, and will connect to, existing recreation tracks, beach areas above high tide, farm tracks and unformed legal (paper) roads (including sections that retrace historic routes for local communities and hapu, such as the old coast road)[30] . See Figure 2 below. Approximately half (56%) of the ara will be located alongside SH35 and alongside, or on the carriageway of, formed local roads (the latter all very low volume). Where the ara is off- road, it crosses through both private and public (GDC) land, subject to negotiations with landowners to agree access.

30 Coaches on the old coast road – East Coast region – Te Ara Encyclopedia of New Zealand - https://teara.govt.nz/en/photograph/33398/coaches-on-the-old-coast-road

Figure 2 - Old Coast Road Waihau Bay, 1916, Tairawhiti Museum Collection

2.13 As an overall estimate, 75% of the total km along the Ara will require no works, other than to establish appropriate wayfinding (marker posts) and road safety signage (as per GDC and NZTA standards). Within each Section assessed in this LVA and when considering the incidence (e.g. % of km where no works occurs) or total quantum (e.g. of earthworks) the works required varies. A summary of the Project Tracker analysis used in this assessment (expanded on in Sections 8-11 of this LVA below) is included in Table 1 below, with reference to the 'no work's coding system we have relied on as a first filter for contextual analysis and our effects assessment.

Table 1: Project Works Summary by Section								
	green 80-100% no works (%of km with no works)[31]	orange 40-79% no works	red 0-39% no works	earthworks total m^2 (m^2/km-average)	TRMP mapped (PMA/TASC/SVMA) indigenous vegetation removal m2 (/km-average)	Other indigenous removal m2 (/km-average)	ONFL (km within)	Proposed Structures
Makorori to Tolaga Bay, Uawa km1-km48 (assessed length and total journey[32] 52.5km)								
Section 1	96% (69%)	4%	0%	8631 m^2 (164m^2/km)	240 m^2 (4.6 m^2/km)	3108 m^2 (57 m^2/km)	13km	2x swing bridges 1x timber bridge 5x new steps
Tolaga Bay, Uawa to Waipiro Bay km49-km116 (assessed length 72.45km, total journey 74.45km, with Te Puia return)								
Section 2	57% (47%)	11%	32%	40,324m^2 (556 m^2/km)	13,150m^2 (182m^2/km)	23,311 (321 m^2/km)	3km	3x toilet 1x swing bridge 13x steps

[31] Please note- this analysis is based on a conservative incidence 'count', not an average (which is used to provide the overall 'wayfinding only' estimate of 75%). The % are calculated from the incidence or count of green, orange or red coded works (and in bracket, 100% 'no works'). For example, over the first 52.5km approximately 96% of the Project Tracker columns in row 37 have a % 'no work' between 80-100%; are coded green.

[32] Project tracker markers have been maintained at km1-km239 through the route refinement. Actual lengths between markers may vary and are noted in the Project Tracker as part km e.g. km22.3 signifies that km22 is now 1.3 km long. In some cases, where additional km have been added into the alignment, the markers have been used twice. These are distinguished by their classification as e.g. km30**a** is distinguished from km30. The assessed length is then calculated by adding all part and repeat referenced km together e.g. for Section 1 -52.5km (48+3+1.5km). Further, in Section 2 and 3, where there are return loops, the assessed LVA length removes repeating km. It does not double count i.e. the Te Puia and Te Ara ki Hikurangi (connections are assessed as 2km (the return journey is 4km) and the Port Awanui loop at 26km (the return journey is 39.2km).

Waipiro Bay to East Cape km117-km191 (assessed length 168km, total journey 183km with Te Ara ki Hikurangi and Port Awanui returns)								
Section 3	57% (38%) 78%, (62%) Mt Hikurangi	14% 15% Mt Hikurangi	29% 7% Mt Hikurangi	67,118m^2 (399 m^2/km) 10,115 m^2 Mt Hikurangi	8068m^2 (48 m^2/km) 2,900 m^2 Mt Hikurangi	52,278 (311m^2/km) 7,215 m^2 Mt Hikurangi	1km TRMP ONFL Mt Hikurangi 23km (from km21 to km44	6x toilet 2x swing bridges 6x timber bridges No steps 2x toilet Mt Hikurangi
East Cape to Potaka km192-km239 (assessed length and total journey 48.4km)								
Section 4	65% (46%)	29%	6%	24,600 m^2 (513m^2/km)	11,965 m^2 (247m^2/km)	12,625 m^2 (260m^2/km)	30.4	2x toilet 3x swing bridges 2x steps

Location - alignment of Te Ara Tipuna.

2.14 The alignment of the Ara has been determined through the iterative Project-shaping process to avoid areas where earthworks and, or indigenous vegetation removal would be difficult to remedy or mitigate, and, or would be a dominant feature in public views. Using the proposed centre line overlayed on planning maps and aerial photographs, the ara has been located (where possible) to:

a. Avoid hazards, and sensitive environments such as coastal escarpments, areas with indigenous vegetation and dune and wetland environments (including those scheduled in planning documents and identified through high-resolution aerial desktop study).

b. Avoid road reserves where the carriageway is confined and there are narrow shoulders or limited open and relatively level areas within the road reserve.

c. Avoid the use of unformed legal roads (paper roads) where other existing tracks exist and where they are near existing formed roads, and their use would result in indigenous vegetation removal and, or additional cut batters near those already apparent on the legal road.

d. Use existing tracks as a preference outside of the road reserve (such as farm tracks - identified on high-resolution photographs and to be confirmed with landowners) as they often follow the natural contours and may not require any other works, other than wayfinding markers.

e. Provide for logical egress in and out of existing communities using existing cadastral patterns – to avoid oblique connections, on and off a road reserve alignment particularly near spurs (tight corners for vehicles where there are likely to be poor sightlines).

Design components

2.15 The Project comprises the below design components which are further detailed in the CMP and summarised here, as relevant to landscape effects.

Ara types

a. **Grassed** or natural/unpaved surface with wayfinding markers (and where additional limited works protection measures will apply through beach and dune areas). The proposed alignment prioritises this type of ara including the use of existing tracks, identified as 'Paddock' and in the 'Low Impact Bush on the Project' Tracker (and Grassed/ Pathway through Existing Vegetation in the CMP). The final alignment will be informed by landowner consultation within the 50m corridor, to further reduce the requirement for earthworks and vegetation removal.

b. **Gravel surface** (through farmland or bush) where there are steep grades, including over existing tracks, where needed to provide an all-weather ara (north of Tokomaru Bay, including as an alternative Civil Défense response route for pedestrians) and to protect the approaches (reducing the likelihood of informal wider connections) up onto bridges and through foot natural waterbody crossings.

c. **Road berm (corridor) or carriageway** (the latter for local low traffic volume roads only and where this avoids significant works in the berm). Required safety signage will be as required by GDC and NZTA including flexi markers and additional w-section type barriers in specific locations (refer also to road crossings below). NZTA and GDC vegetation removal requirements will apply including regulations for works adjacent to wetlands (the Project ESMPP does not set a limit on vegetation removal for road reserves).

d. Use of **existing footpaths** in urban areas.

e. **Pedestrian crossings** with design and signage requirements tbc by GDC and NZTA, relevant to site context and road usage as indicated in the CMP and Project maps (and with reference to the Water Body Crossing Schedule where additional road crossings might apply, for example, where the bridge is located downstream and the ara is located

upstream, at the Karakatuwhero Bridge).

f. **Timber boardwalks** adjacent to sites of cultural and community significance over <100m (location to be confirmed through detailed design and consultation). Note: these are not included in the CMP but are provided for in the LMPF through a Comprehensive Spatial Strategy and assumed design concept (as per the Ruatoria Track constructed by the Te Ara Tipuna Trust along SH35 in 2023).

2.16 Design measures assumed to help avoid adverse impacts and enhance experience, as assessed in this LVA include:

a. **Wayfinding marker** posts or tree/existing structure mounted tags will be located at regular distances to ensure safety, and a clear indication of the ara alignment and direction. The distances between these markers will be ground truthed and support typical 'lines of sight', including during poor light conditions at the beginning and end of a day.

b. Other path **segregation markers**, for example, posts to demarcate the edge of the ara, will be avoided, as a 'typical' treatment (excluding fence posts, as required for stock management). Vertical or horizontal[33] segregators such as bollards might be required in limited, specific locations, to deter use of the ara by motorists, horse riders and cyclists. Tiaki, or care of the Ara, and expected use in all areas, will be supported by the requirements included in the User Passport (within the OMMP).

c. Use of **roading type** elements, signage including illuminated systems, will be limited to formed road reserves or the required warning distances from any crossing point including over existing bridges. The CMP provides for a range of static, illuminated and activated warning signs for bridge crossings (dependant on their length and site- specific factors) that will be confirmed with GDC and NZTA as indicated in the Waterbody Crossing Schedule.

d. **Stripping** the grass layer and **compacting** the ground will be avoided as a typical ara type, as this would create additional adverse construction effects and a less immersive experience, and, if continuous within the coastal environment, result in additional adverse natural character effects.

e. The standard grassed or low impact bush ara design, with ground or tree/existing

[33] Horizontal segregators could be used on the boardwalk type ara, for example, where rumble type strips or another form of 'roughening' will discourage other users (given the trail is for walkers only).

structure mounted wayfinding markers, will be used in all ONFL areas unless short sections of **low bench type** and **gravel** ara or **steps** are required over steep slopes, and to avoid indigenous vegetation removal. **Board walk** type ara (raised and ground level) should be avoided in ONFL unless over short sections (<100m) where heritage, cultural or archaeological features require further protection (for example where aboard walk would keep walkers on a more confined path and or help signify the importance of that feature). Board walks will not be used through wetland areas. The Project avoids all works within 10m of a wetland.

Structures

a. **Timber steps** - are proposed in several locations along the Ara to navigate steep slopes and will be constructed using treated pine, in line with the CMP concept information. The actual step extents and requirement for handrails and landings will be included in the comprehensive concept documentation for each construction stage, and where use of existing tracks within the 50m corridor is likely to reduce the requirement for steps and, or their extents. The concept information included in the CMP provides for a design which is in keeping with other GDC facilities in reserves (such as in Okitu Reserve near the start of the Ara) and on DOC walkways in the district. In several locations, steps are proposed over highly visible sections of the route as an alternative to low bench ara, so will result in reduced earthworks and vegetation removal (for example at km4 Makorori Beach). In other areas, steps are used to ensure safe access through very steep areas where benching is not possible (for example at km32-34 north of the Pakarae River). As such they respond to a functional need, in providing for continuous, safe, all- weather connection.

b. **Swing bridges** -there are a total of 8 new swing bridges proposed. Two are located alongside existing road bridges - over the Pouawa River at km13 (36m in length) and Karatuwhero River, km212 (100m). Four other swing bridges will cross the Waiomoko Stream, km20 (50m), the Waikawa Stream km109 (80m), Whareponga Stream km128 (50m), Wharekahika River km234 (30m), Oweka Stream km238 and the Makatote Stream km6 (30m) on the Koputaroa connection. Final design concepts and cross sections and design parameters will be consistent with the CMP concept information (as discussed further below), and as informed by specialist bridge designers, Abseil Access. Common details will include the use of a rigid frame (cross member) between the two suspension uprights, timber or fibre reinforced plastic (FRP) decking and a 1.2m high mesh and tube top rail side barrier. All bridges will need to consider clearance to 20% annual exceedance

probability (50 year) flooding events which depending on the existing bridge design may mean that the deck of the swing bridge is elevated above the road carriageway at Pouawa and Karakatuwhero Rivers. Further, while the deck depths are generally slim line (compared to a non- suspension bridge), the long bridges (Karakatuwhero) will have under deck stability cables which will increase their clearance requirements by up to a metre.

c. Single span **timber bridges** will be used in 6 locations (generally along the Koputaroa connection over tributaries and another at Kaitawa Stream km47) all under 15m in length and to be constructed in treated pine as per the CMP concept information (and like that recently constructed in the Okitu Reserve). In terms of this assessment, should there be a requirement for additional stream crossings, we have assumed that this design would be used. For example, to replace identified on foot natural waterbody crossing (if less than 15m in length) and in preference to a new culvert. Where this change might be required for an individual stream crossing in any one km, it would make no appreciable difference to assessed effects in this LVA. The process to confirm the bridge design in each location (suspension and single span timber), will require geotechnical investigations and structural design, including for any Producer Statements, and additional safety measures such as crossing or distance warning signage, as required by GDC and NZTA. The concept information included in the CMP will require a design that is typical of a rural and remote walking ara, and the suspension bridge design (in particular) provides for reduced earthworks and vegetation removal, compared to standard rigid abutment and pier type structures. Further, the material palette proposed (of steel, wire rope and timber (or fibre reinforced plastic decking) and concrete foundations) is generally in keeping with the character of the existing landscape, and mitigation measures included in the LMPF with respect to earthworks integration and vegetation removal will apply.

d. **Natural Waterbody Crossings** (no additional structures) are proposed in several locations as shown in the Project Tracker and Waterbody Crossings Schedule (and can include existing culverts, farm type bridges on an 'on foot' crossing in and out of the water). For example, **Appendix E** illustrations at show a new 'on foot' crossing of the Raponga Stream at km66. As shown in the CMP cross sections, simple wayfinding posts with markers will be used to signal the crossing point and short sections of gravel may be included on approach to reduce the impact and reinforce this (to avoid multiple crossing points).

e. **Existing bridge** crossings will be used in many locations where it is safe to do so and through the application of fit for context additional signage, tbc with GDC and NZTA. The

CMP includes concept information and set out plan examples, as developed to date with advice from Urban Connections, including static, illuminated and traffic light systems. Where this is required, we are satisfied that the adverse effects on landscape, visual amenity and natural character are likely to be localised and, at worst very low.

f. **Toilets** will be required in 12 locations (with a maximum footprint of $9m^{2)}$ and complementing existing facilities. The CMP concept information proposes a composting toilet with hand sanitizers. These facilities will be located outside of flood and other hazard areas and to support regular maintenance. In several locations, the proposed toilet facilities will benefit the local community – such as at Waipiro Bay.

g. **Signage** – signs assessed in this LVA are included in the typical ara (wayfinding only) and road and bridge crossing sections of the CMP. As highlighted above, the LVA assumes that road type signage will be avoided outside of the road reserve and as such adverse effects of the sign types proposed will be no more than low moderate, typically low or very low. Other signage including an overall wayfinding and interpretation strategy will be confirmed at detailed design and the LMPF sets out a recommended process for this, such that signs are set out in a manner that is consistent with an overall spatial strategy and kept to a minimum that is appropriate for a rural coastal and remote setting. Our recommendation is for signage to be limited to that which is required for safety, to support an overall narrative and learning opportunities, and what can be maintained well, to retain their visual quality.

2.17 Overall, given the required CMP design measures, as summarised above, and the implementation of our recommended mitigations, as set out in the LMPF and the ESMPP and OMMP, we consider that the concept information and cross section examples for the ara types and structures are appropriate and will contribute to a low impact Project that will have **low moderate** adverse effects or less in terms of landscape matters. Notwithstanding, given the location, scale and sequencing of the swing bridges, the Section-by-Section assessment below considers the potential for localised 'hot spots' resulting from these structures, and the requirement for recommended site -specific construction management plans.

Planting

2.18 Planting requirements for the Project as included in the LMPF and ESMPP including:

a. Grassing of any earth-worked areas on the ara where this is intended as the final surface.

b. Rehabilitation grassing or planting of cut and fill batters (off the ara) 'like for like' i.e. grass where adjacent to pasture, and with indigenous species where the works are adjacent to dune, riparian or bush areas.

c. Enhancement planting on natural ground (on areas outside of the Project earthworks footprint), in line with the recommendations in the ECiA and ESMPP (with the final quantum of ecologically sensitive vegetation removal being used as a basis for the area enhanced at a ratio of 2:1 (removal: enhancement)).

d. As a future stage opportunity (not required or assessed in this LVA) we have recommended that additional indigenous planting is considered through each construction stage (as included in the LMPF Section 8, as a matter to be investigated in future stages), as it would provide for additional natural character benefits.

Conditioned Management Plans

2.19 As referenced above, a suite of management plans will be required to manage various effects of the Project with draft management plans and an LMPF having been prepared for reference in the proposed conditions of consent. These include the:

a. **CMP** which describes general matters and standards required in the construction activity and process such as earthworks, stormwater and topsoil removal which should be read in conjunction with the other management plans. In addition, the CMP provides a description of the typical ara types and other design components along with typical – concept level cross sections examples and other information, elevations and plans, which are addressed in the effects assessment below and in the LMPF (both in terms of assumed mitigation measures and additional recommendations for consideration during detailed design).

b. **LMPF Appendix D** which addresses matters:

- construction methods necessary to mitigate landscape effects of the Project as part of detailed design. These matters include measures anticipated for earthworks, drainage, vegetation removal, reuse and rehabilitation and enhancement planting, natural hydrology features and typical structures.

- additional requirements for consideration during detailed design, including

recommendations to enable the level effects as assessed in the LVA to be confirmed, and appropriate mitigation measures imposed to reduce adverse effects and enhance positive effects. These requirements include recommendations for vegetation and pest management, additional enhancement planting areas, detailed design considerations for structures, pause points and rest areas, carparks, materials, structure and ara typology and spatial arrangement strategy, identity, cultural narrative and interpretation and an inclusive wayfinding strategy.

c. **ESMPP** which includes ecological requirements, with the following being relevant to landscape effects:

- vegetation outside of road reserve is to be cleared by hand and placed to the sides of the ara (reducing overall disturbance, providing woody debris habitat).
- complete avoidance of any removal of indigenous trees >30cm dbh (diameter breast height) and avoidance of removal of indigenous trees >15 cm dbh unless there is no alternative within the consented corridor. NZTA and GDC requirements to apply in the road reserve.
- ara width is limited to 1m in identified ecologically sensitive areas to further reduce vegetation removal where the terrain allows.
- no works within, or within 10m of. wetlands (including vegetation clearance).
- avoidance of any works within dunes including crossings to beach areas, with existing tracks to be used as a priority.
- as it relates to natural science matters relevant to landscape and natural character values, protocols addressing bird nesting, bat and lizard habitats such that these habitats will be protected.
- proposed vegetation enhancement planting at a 2:1 ratio (enhancement planting: removal) for all areas of vegetation removed from ecologically sensitive indigenous vegetation areas[34] .
- where required, obligations on any culverts to meet the permitted activity standards in the TRMP and the NES-F (National Environmental Standards for Freshwater).

[34] As defined in the EcIA

d. **HHMP** (Historic Heritage Management Plan) which includes requirements for the avoidance, remediation and mitigation of effects on archaeological features including through accidental discovery protocols.

e. Draft **OMMP** (Operational and Maintenance Management Plan), to be confirmed through the next stage of the Project, requires relevant matters to be addressed which will provide certainty to ensure that operational landscape effects are appropriately managed. Including through the:

- Access, Induction and User Management systems proposed (including cultural induction and kawa) which will limit additional adverse effects on landscape values. For example, through expected behaviours to avoid informal tracking or damage to indigenous vegetation and monitoring of visitor thresholds and possible use of rahui.
- Trail Operations and Maintenance including a strawman or draft table of inspections and maintenance requirements to ensure structural integrity of the built works and planted areas (noting the initial, defects liability certification and ongoing maintenance of planted areas will be included in the recommended specification, refer to the LMPF.)

Assessment Sections

2.20 We have structured the LVA around four Sections of the Trail. The Sections are (from south to north):

Section 1 - Makorori Headland to Tolaga Bay, Uawa- assessed and total journey length 52.5km

Section 2- Tolaga Bay, Uawa to Waipiro Bay - assessed length 72.45km, total journey 74.45km, with Te Puia return

Section 3- Waipiro Bay to East Cape assessed length 168km, including Mount Hikurangi Loop, total journey 183km with Te Ara ki Hikurangi and Port Awanui returns

Section 4 -East Cape to Potaka assessed length and total journey 48.4km

2.21 These Sections provide a useful landscape framework for the assessment as they help define the main experiential areas along the Ara, with boundaries following a natural and built pattern logic. They do not reference specific construction stages of the Project. Construction staging will

be confirmed during detailed design (subject to obtaining funding, landowner approvals, detailed design and the availability of the labour force).[35]

3. ASSESMENT APPROACH AND METHODOLOGY

Scope

Baseline Evaluation, Existing Environment - Assumptions

3.1 With reference to **Appendix C**, this assessment has not undertaken a comprehensive review of landscape values for the region, for example, as would be required to determine ONFL under Te Tangi a Te Manu, including in areas inland of the coastal environment. Rather, as we consider appropriate to a Project assessment, it has relied upon a comprehensive analysis of the TRMP overlays and schedules to inform an understanding of landscape values, (along with observations drawn from site work and desk-top study, including the existing environment descriptions made by other specialists on the Project, and as informed by the planning team).[36]

3.2 We have reviewed the ONFLs identified in the TRMP, and with reference to Te Tangi a Te Manu, do not consider that their documented values are sufficient to solely rely on, for the purposes of this assessment. The identification of ONFL in the Tairawhiti region were completed some time ago, using a methodology which is no longer considered best practice. The scope of this study also excluded the identification of ONFL outside the coastal environment. We note that the values addressed in existing schedules would now be considered insufficient, as they focus on what can be seen, views of a landscape and generic or limited concepts of what contributes to aesthetic value or amenity. These scheduled values are not inaccurate; however, they miss the full consideration of the natural science, sensory and shared and recognised factors that best practice considers contribute to landscape values and what can be identified as an ONFL. As such, we have provided a comprehensive summary of the natural landscape, built/community landscape patterns, visual amenity factors and recognised features (planning overlays) in **Appendix C** (analysed in smaller scale landscape catchments within each Section) in order that

[35] AEE, page 9 at section 2.4.1.

[36] This has included iterative multi discipline "hot spot' workshops and reporting by other specialists to identify likely areas of significance and concern (in February and May 2023). As outlined in **Appendix A**, landscape definitions and the New Zealand institute of Architects Assessment Guidance, Te Tangi a Te Manu, landscape is an integrating concept and as such needs to be informed by a range of specialist areas addressing biophysical, perceptual and shared and recognised matters (ecology, geology, hazards, archaeology, cultural, social, and recreation).

the broader range of factors that contribute to values is considered (i.e. relating to both natural and built/community landscape patterns and their perception).

3.3 At the time of writing, we understand that updates are being considered as part of a future TRMP review process, to identify ONFL outside the coastal environment. Notwithstanding this, we consider that the location of the ONFL identified by GDC are valid for the purpose of this assessment; and would be identified, generally, in the same locations through a comprehensive review under Te Tangi a Te Manu. In addition, this LVA has treated Mt Hikurangi as an ONFL as we consider that, using best practice landscape evaluation under Te Tangi a Te Manu, it is likely to be identified as an ONFL due to its very high natural science, sensory and shared and recognised values. Accordingly, we have assumed that it is an ONFL, and that the ara would be within this landscape from the Waiapu River crossing, km21, until it connects with HoreHore Rd at km44. This aligns with the conservative 'envelope' approach to this assessment of effects.

3.4 We base this appraisal on our track record of identifying ONFL in several whole district landscape value assessments over the past 15 years and, more recently, under Te Tangi a Te Manu in the Upper Hutt District. With reference to **Appendix C** and our desktop analysis and site visits, we have drawn on this experience to identify, analyse and assess the impact of the proposed works on valued natural science, sensory and shared and recognised characteristics within the ONFL areas identified in the TRMP, Mount Hikurangi and in all other landscapes along the Ara, as is consistent with Te Tangi a the Manu, every day/non ONFL landscapes also hold value.

3.5 In keeping with the above approach, and as is appropriate for a project assessment, we have not undertaken a region wide assessment of natural character values (refer to the definitions in **Appendix A**). The TRMP does not rate (e.g. on a 7- point scale) the natural character of the coastal environment or identify areas of outstanding or high natural character. In line with Te Tangi a Te Manu, it is assumed that the natural character of ONFL areas in the coastal environment, and all stream and river crossings are **moderate high** at a minimum, and at least **high** where these features combine with TRMP mapped indigenous vegetation overlays. Further, we consider that most areas along the Ara have at least **moderate** natural character values with minor areas, adjacent to settlements, having **low moderate** natural character (on a seven-point scale).

3.6 In addition to the requirements of the TRMP, best practice principles of Te Tangi a Te Manu[37] and the direction of NZCPS policies also apply to our assessment. Accordingly, our assessment considers the potential of the Project to impact both biophysical and sensory matters that contribute to the specific natural character in each area along the Ara, within the mapped coastal environment and where wetlands, and lakes and rivers and their margins apply (as required under the NZCPS and RMA) and whether, or not, the works will have, on balance, and inclusive of agreed mitigation, adverse or positive effects that are appropriate in that context.

Project footprint and effects of the works

3.7 With reference to the CMP and Project Tracker, works associated with the Ara, of relevance to landscape and visual effects, comprise earthworks and vegetation removal as required to establish the ara and the proposed structures. For the purposes of our assessment of effects, we have assumed that these works will generally be limited to between less than 1 – 1.5m in width (up to a maximum 8m width for installation of some structures and low bench type tracks).

3.8 Many parts of the Ara will be wayfinding only (on average 75% of all km will require no works other than installation of way-finding posts and road safety signage). As noted above, our assessment of landscape and visual effects has considered the potential effects of the Project within a 50m-wide corridor (25m either side of the proposed centreline)[38]. As is appropriate to this Project, this 50m corridor has provided greater certainty for our assessment of effects and enables flexibility for the ara to move within that corridor during detailed design.

3.9 This LVA does not consider the effects on ONFL, landscape, visual amenity or natural character that might arise from a known quantum of Ara users. Rather, the assessment takes a performance approach, in which the adverse effects, as assessed in the LVA, are limited and then maintained (and likely further reduced) through the suite of management plans, as described above. Including the Operational and Maintenance Management Plan, which will include methods to manage Ara use including a booking system for visitors to manage numbers,

[37] Section 9.37 of Te Tangi a Te Manu addresses the assessment of effects on natural character.

[38] As detailed further in the AEE Section 1.7.5, a wider 100m 'Sensitive Area Consent Corridor' will be considered for ecologically or landscape areas as defined by TRMP map layers, covenants and the GDC Provisional Wetland Assessment, 2022. Provision for a wider 100m corridor will apply in these areas at the detailed design stage where this can ensure reduced earthworks and vegetation removal. For this report I have considered the expanded corridor width only where it relates to potential 'hot spot' areas i.e. the 50m corridor is the baseline of this assessment.

and user Passport system the approach is to ensure an upper limit of adverse effects in in each Section such that these are designed and managed to be no more than low moderate (on a 7-point scale).

3.10 Effects on visual amenity for individual properties have not been assessed in the LVA given the stage and extent of the Ara. However, effects for individual dwellings have been considered at a high level within the Project shaping – and further commentary is provided on this within the body of the assessment. Measures to retain privacy for individual properties, while not assessed for individual residents, have been considered when determining the proposed alignment. Further, we consider that any visual amenity effects can be appropriately managed during detailed design by adopting the measures outlined in the LMPF and addressed in more detail below.

Construction (temporary) effects

3.11 Temporary effects from construction activities (as would be experienced during the construction period only, and as required to establish the ara, structures, and mitigation measures) are an important consideration for the Project, as the Ara is proposed to be located within ONFL, and the coastal environment[39] over much of the proposed Ara (as identified on planning maps), and/or in proximity to wetlands, rivers and streams and their margins. Further construction works will be experienced by local communities and, in that sense, could result in adverse effects on visual amenity and privacy and because of nuisance factors such and noise and dust (relevant to RMA Section 7c amenity values). Notwithstanding this, with 75% of the Ara, on average, requiring 'no works' we consider that the potential for temporary construction effects will be localised, and most relevant to the larger scale structures where these are located near communities or can be viewed from roads.

3.12 Therefore, we consider it appropriate to address construction activity effects in an integrated way, through a review of the methods included in the CMP, LMPF and ESMPP and the measures required, such that there is a known and lower impact method for establishing the Project. For example, where erosion and sediment control measures are stipulated throughout and hand tools must be used for vegetation removal sensitive areas there will be reduced adverse construction effects. The potential for greater temporary adverse effects (along with

[39] Where Section 6a) RMA matters and the New Zealand Coastal Policy Statement, NZCPS (2010) policies will apply.

operational effects) is also considered in the identification of residual 'hot spots' (including the larger-scale swing bridge over Karakatuwhero within an ONFL at km212). Further, we have recommended each construction stage confirmatory LVA includes an assessment of temporary effects including through the review of the final CMP, LMPF and ESMPP and the recommended comprehensive design concept.[40]

Approach

Definitions

3.13 This LVA uses definitions of landscape, visual amenity and natural character as provided by Te Tangi a Te Manu. The definitions are set out in **Appendix A** to this report along with further explanations.

Effects Envelope

3.14 The overall approach for assessment has been driven by the maximum potential scale of the Project and the landscape issues to be addressed in developing a walking Ara over the approximately 345km through diverse landscapes.

3.15 The LVA has used the Project Sections (described in the Introduction above) as a framework for the baseline evaluation (of the existing environment) and effects assessment. While the Sections relate to a possible construction sequence, these also have a landscape logic. For example, the first Section assessed considers Makorori Headland to the trails connection with the existing Cooks Landing track, at Tolaga, Uawa; which is the southern headland defining that bay.

3.16 The Proposal (as referenced in the AEE) defines potential walking days along the length of the Ara - generally aligned with possible accommodation options and with times varying between days. Reference to defined days has not been included in the LVA as these may be subject to refinement in the next stages of the Project, where-as the landscape Sections relate to existing natural and built patterns, unlikely to change. We note also that the term 'Section' is referred to in other reports as is appropriate to the context, or assessment purpose. The AEE provides a quick guide to this, at Section 1.7.2 of that report, to avoid confusion.

[40] Refer to Approach below for a description of what this assessment considers a "temporary" (construction) effect.

3.17 The baseline evaluation of landscape values along the Ara is provided in **Appendix C** with each Section analysed by subset landscape 'catchment' or character area (approximately 10-20km of the ara, or what could be walked in no more than 3 days). The boundaries for the (sub-section) catchments consider significant waterways, well known destinations and experiential character, resulting from both natural and built patterns.

3.18 The scope of the baseline analysis is broader than the Project (or 50m corridor), generally to the boundary of the mapped coastal environment within the TRMP (or the defining ranges and rivers surrounding the inland parts of the Ara), providing an appropriate spatial scale to consider how the ara, and its immediate surrounds, contributes to landscape values. Relevant planning overlay and natural and built landscape patterns[41] are summarised in the **Appendix C** table to establish an understanding of the existing key characteristics that contribute to the values in each area, as a baseline to consider, whether the Project works will have neutral, positive or adverse effects in the immediate surrounds and the trails wider landscape context.

3.19 Effects of the Project are then assessed from that baseline and the systematic analysis of the Project using the km-by-km Tracker and updated CMP (including cross-sections examples, and further concept design information) and suite of conditioned management plans (LMPF, ESMPP and draft OMMP).

3.20 A detailed assessment of the Project against the relevant statutory planning provisions is addressed within the updated AEE (statutory assessment ref Section 8 of that report). The Project's policy context has been used to inform the baseline appraisal and LVA effects assessment, including through a consideration of km specific consent triggers, as identified in the Project Tacker. A summary of key landscape-related provisions is discussed below.

3.21 In summary, the approach and assessment methodology used in this LVA update has been developed and informed by the updated description, assessment and management documents. Further, overall, we consider the envelope approach as informed by the Project Tracker, is in

[41] Refer to **Appendix A** definitions, natural and built patterns provide a useful framework to identify the natural science, sensory/perceptual and shared and recognised/associative dimensions or components of landscape and the characteristics that are valued.

line with Te Tangi a Te Manu, which recognises the need for a fit for purpose assessment, rather than the application of a standard methodology. [42]

Project shaping and requirements of the LMPF

3.22 Whilst developing this LVA, we have helped inform the alignment of the Ara and construction methodology, through contributions to the initial shaping of the Project, Project Tracker and CMP.

3.23 As a first principle, we have helped to ensure the Project avoids inappropriate adverse landscape effects, including mapping of areas to be avoided through workshops with the wider Project team. We have also provided feedback and recommendations to ensure the construction requirements avoid and mitigate adverse effects, including via the design features included in the CMP concept information and cross section examples. Similarly, we have also contributed to the development of the Project Tracker, including to ensure there was a sufficient understanding of requirements for benched tracks, the extent of earthworks and the sequencing of structures, natural waterbody crossings, single span timber and swing bridges.

3.24 The updated LMPF has been developed in parallel with these shaping inputs to provide translate the design assumptions made in the LVA to be applied in the final design and implementation of the Project. It outlines the required matters for further consideration and integration during development of construction stage specific comprehensive concept plans. Along with the CMP and ESMPP, the LMPF outlines measures we consider necessary to ensure a site-responsive approach is taken when implementing our recommendations that will provide further opportunities to further reduce adverse effects and enhance positive landscape effects of the Project.

[42] For example, at Section 2.32 Te Tangi A te Manu "The first task of a landscape assessment is to affirm a methodology and to design (or tailor) a method in response to the relevant issues. The issues are particular to each project. As discussed in paragraph 2.09, they typically arise from the intersection of the context landscape, the purpose of the assessment (such as the potential effects of a proposal), and the planning framework."

Methodology/Tasks

3.25 The methodology used to consider potential adverse and positive effects on ONFL, landscape, visual amenity and natural character and construction effects of the proposal follows best practice NZILA guidance of Te Tangi A Te Manu[43]. This has included the following tasks:

a. Review of the proposal plans, drawings and documents (included in the CMP, ESMPP, OMMP) and relevant planning provisions (as provided by the Project planners and with reference to the AEE).

b. Evaluation of the existing environment and characteristics that contribute to landscape values (refer to **Appendix C**). This baseline evaluation has comprised desk-top analysis of existing information (statutory planning documents and maps), supplemented by local knowledge and site visits (historically as a local resident, to specific areas along the ara through 2023 and in a 2 day whole team hikoi in June 2024), and assisted by context photos provided to the Project team, including drone shots taken in January 2023 and on the 2025 site visit.[44]

c. Review of the Project description as informed by the Project documents and mapping files, and identification of relevant matters/components likely to generate, ONFL, landscape, visual amenity and natural character effects.

d. Desktop evaluation of the Project's visual catchment, considering existing visual "access" – views to/from the ara.

e. Project shaping through workshops, meetings, and adjustments to the alignment and design information informed through iterative multi discipline "hot spot" analysis and review of the suite of management plans (CMP, ESMPP, OMMP).

f. Development of an LMPF in parallel with the Project shaping and assessment work – including assumed mitigation measures and required design requirements to be adopted during detailed design (Refer to **Appendix D**).

g. Assessment of residual effects by Section – that is, effects remaining after adjustments to the proposal through Project shaping to confirm the concept design information, cross

[43] Te Tangi a te Manu, Aotearoa New Zealand Landscape Assessment Guidelines; Tuia Pito Ora New Zealand Institute of Landscape Architects (NZILA); April 2021. The NZILA recommended methodology recognises the need for adaptation of methodology in each project, to suit the site, context, and proposal being considered.

[44] Refer also to Scope above for a more detailed explanation of the baseline evaluation completed.

section examples and the assumed mitigation measures, which will be addressed in the final LMPF and other management plans.

h. Identification of any localised residual 'hot spots' where further measures are recommended to ensure adverse effects are managed.

i. Conclusions and recommendations.

Limitations

a. Although the Project's design is necessarily high level and indicative, in our opinion it provides sufficient information to understand the upper limit of the Project's potential adverse effects and lower level of potential positive effects [45](referred to as the effects envelope). This approach ensures the potential effects of the Project are understood on a conservative basis and will be appropriately managed, while allowing for design refinements in the next phases of the Project, in response to specific site/context issues, and the necessary opportunity for further input to the design as it progresses; from iwi, hapu, landowners, and the wider Te Ara Tipuna community.

b. The following matters were not specifically included in the Project design and are not expressly assessed in this report: retaining walls, additional car parking facilities, fencing and bollards, lighting, seating or signage (other than wayfinding markers and road safety requirements), and other stand-alone mahi toi structures, such as Pou or other integrated features, artwork.[46] However, we consider that the potential effects of these elements are able to be sufficiently understood without a specific concept design, such that our upper/lower envelope of effects can be confirmed. We have specifically addressed these features in the LMPF, including principles that must be addressed if these elements are

[45] Indigenous vegetation removal will be minimised, as required under the ESMPP. Therefore, we understand that the exact quantum indigenous vegetation removal, and therefore 2:1 enhancement planting, will be confirmed during construction. This means that our assessment of positive effects, relating to enhancement planting, is not based on exact numbers, rather an understanding of the relative order of the ecologically sensitive vegetation removal (and specifically the upper limit of TRMP mapped vegetation to be removed, as estimated in the Tracker, which is the larger component of ecologically sensitive vegetation) and the opportunity to enhance natural character, due to the 2:1 enhancement planting requirement this generates. For example, in Section 1, as an upper limit, 240m^2 of TRMP mapped indigenous vegetation may be removed (and the total 'other' indigenous vegetation to be removed, in part ecologically sensitive, totals some 3108m^2), such that the opportunities for enhancement planting and natural character benefits will be limited. In contrast, in Section 2 the upper limit of TRMP mapped indigenous vegetation to be removed is approximately 13,000m^2 (and a portion of 'other' indigenous vegetation totalling approximately 23,000m^2 will contribute to the enhancement planting requirement, as it is ecologically sensitive). This means there are much greater opportunities for natural character benefits in Section 2, as there is a greater order of enhancement planting likely to be required.

[46] Further resource consents may be needed for such components depending on their activity status.

incorporated as part of the final design. We are confident that, provided those principles set out in the LMPF are specifically addressed, the adverse effects of the Project arising from those elements will not result in adverse effects more than low moderate, and, in fact, with respect to interpretation signage and mahi toi this will result in additional benefits for landscape values, as design measures that further strengthen shared and recognised values..

4. EXISTING ENVIRONMENT

Values – Site and Context

4.1 A baseline evaluation of the existing environment and landscape values is provided at **Appendix C** to this report. This appraisal references relevant statutory planning documents, supplemented by local knowledge, desk-top study (including photos of the proposed Ara provided by the wider team during 2022-2023), Project shaping hui and site observations from 2023 and the 2025 two-day Project team hikoi.

4.2 The purpose of the existing environment evaluation is to understand the existing characteristics of the area that contribute landscape values, as the 'base' from which the impacts of the Project can be assessed. The analysis is set out by Section and landscape 'catchment' in tabulated form under the headings ONFL, natural landscape, built/community landscape, visual amenity, and planning overlays.

4.3 As a summary overview of the Projects setting, the landscapes of the Ara are highly varied, young geologically, and prone to erosion. Past and continuing land use practices have meant the existing indigenous vegetation cover in the district is less than 15%, well below the national average[47] of 23%. Prominent uplifted headlands and marine terraces characterise the coast, backed by the foothills and Raukumara range. The highest peak is Mount Hikurangi (1,752m, and although first to see the sun, as its name suggests, and often snow clad in winter). While the landforms of the coast are dissected by many waterways, it is the Waiapu River (which spans some 130km) and its connection to the maunga that creates a natural centre, particularly for the iwi and hapu of Ngati Porou. On the banks of the Waiapu is the largest settlement of Ruatoria

[47] Tairawhiti-regional-factsheet.pdf https://www.canopy.govt.nz/assets/content-blocks/downloads/Tairawhiti-regional-factsheet.pdf

(population of approximately 910, NZ Statistics 2024), the heart of the Ngati Porou rohe. The total population of the region is approximately 51,000, with most living in Gisborne City (and increasing proportionally). Over half the districts population is Maori and 'up the coast', beyond Makorori, over 70% (NZ Census 2023). In turn, this reflects continuing patterns of land ownership, ahi kaa, and a significant sequence of Pa and marae, connected to small coastal edge communities, previously linked to travel by waka and a thriving coastal shipping route. State Highway 35 now connects these communities along with narrow local roads, often gravelled and close to waterways. These connections are often tenuous, regularly impacted by weather events, and the coasts 'soft' and fault impacted geomorphology.

Planning Framework

4.4 The planning framework for the Proposal includes relevant Section 6 and Section 7 matters of the Resource Management Act 1991 (RMA) and the New Zealand Coastal Policy Statement (NZCPS 2010) as included in **Appendix B.**

4.5 Further, the TRMP forms part of the planning context (or existing environment) for the Proposal with relevant *overlays* addressing Section 6 and NZCPS matters identified for each Project Section in the baseline evaluation, **Appendix C.**

4.6 A summary of more detailed planning provisions applying is set out at the end of **Appendix B**. [48]

4.7 For each kilometre of the Trail the Project Tracker provides further information on relevant planning matters identified in the TRMP including the incidence or proximity in any one km of/to. Those matters include the TRMP mapped:

a. ONFLs identified in the TRMP.

b. The TRMP's mapped PMAs, SVMAs and TaoSCs and 'other' areas of indigenous vegetation.

c. 'Other' indigenous vegetation as identified on the Landcover Database LCDB v5.0. 49

d. The TRMP's Coastal Environment overlay.

[48] This summary is drawn from more detailed information provided by the TPC and relates to standards and activity status for vegetation removal, land disturbance and the inclusion of structures inside the various landscape planning overlays and/or zones in the region, such as ONFL, coastal environment, coastal zoning, riparian areas, and in formed/unformed roads).

[49] LRIS Portal https://lris.scinfo.org.nz/

e. The TRMP's Riparian environments.

f. TRMP Scheduled water bodies.

g. TRMP recognised wetlands that are adjacent to the Trail (noting the Trail avoids TRMP mapped wetlands including as identified in the GDC 2022 study).

h. The coastal marine area.

i. Any TRMP heritage notations for archaeological and waahi tapu sites and areas, heritage precincts, and post European contact heritage sites.

j. If a consent trigger applies and for what purpose e.g. vegetation disturbance (as identified by TPC and CPS).

k. Whether or not local or state highway road reserve matters apply.

4.8 In addition, we have referred to the TRMP Planning Maps to consider the proposed alignment against certain features of the Tracker and other planning features (including underlying zoning).

5. LANDSCAPE & VISUAL AMENITY EFFECTS – SCOPE

5.1 Having considered the existing environment, policy context and proposal description as summarised above, the key adverse landscape and visual amenity effects will relate to:

a. The constraints posed on horizontal and vertical alignment, to achieve a continuous Ara with connections to remote communities through highly variable terrain and areas with geotechnical and natural hazards.

b. Because of a., the Project's varying footprint including areas requiring earthworks (cut and fill batters) and vegetation removal to establish a 1-1.5m ara (up to a maximum of 8m for the installation of steps, low bench type tracks and the area required to establish the abutment areas around the bridge connections; all estimated at an upper level within the Project Tracker).

c. The proximity of required earthworks and vegetation removal (independent of the scale) to highly sensitive environments including wetlands, streams and rivers, dune habitats, including the potential for alternative or ad hoc routes at, for example through dunes at high tide.

d. The potential for severance caused by the ara and its interaction with existing patterns of

movement and settlement and sites that are sensitive – related to archaeological, historical, and contemporary community connections and associations.

e. The adverse visual amenity effects associated with the ara earthworks which will take time to rehabilitate.

f. The location, appearance and scale of any structures including bridges, toilet facilities and steps, and wayfinding and safety signage.

5.2 Potential positive effects of the Project in relation to landscape and visual amenity, that can be evaluated with a degree of certainty[50] at this stage of the Project, relate to:

a. The general order of enhancement planting requirement in each Section of the Ara. Noting the exact quantum is to be confirmed in construction (and will be based on the ECiA and ESMPP requirement to minimise indigenous vegetation removal and for a 2:1 removal to enhancement planting ratio for ecologically sensitive vegetation removal). This will present a significant opportunity to enhance indigenous vegetation, and likely natural character values, where waterways and areas within the coastal environment near the ara would logically be considered for enhancement planting sites (to be confirmed during the comprehensive concept stage and subject to landowner consultation and approval).

b. Low impact improvements made to existing ara such as connections made between existing recreation tracks or to replace ad hoc informal routes and access provisions (as will also be supported by the detailed design safety audit).

c. Improved access and connectivity to the coastal environment and other valued destinations, for both local communities and visitors.

d. Enhanced visual amenity in particular locations due to the standard/typical details and planting proposed as rehabilitation, compared to the existing condition and visual quality of the environment.

e. Improved visual access to features that are appreciated in views such as the coastal environment, well known and valued natural and built/landscape features including sites of archaeological, heritage and contemporary significance and association.

[50] Implementing the design and mitigation measures set out in the draft CMP, draft ESMPP, draft LMPF and draft OMMP.

5.3 There are a range of other opportunities to integrate further positive landscape and visual amenity and natural character benefits in the Project at the detailed design stage including (and not limited to) the development of a strategy for interpretation signage and mahi toi linked to landscape values and further opportunities for enhancement planting. These have been addressed at a high level within the draft LMPF (and are not assessed in this LVA).

6. NATURAL CHARACTER EFFECTS - SCOPE

6.1 The Project shaping stage has, similarly, had a focus to avoid and integrate measures necessary to remedy and mitigate for effects on the biophysical and perceptual factors that contribute to natural character (refer also to definitions and relevant statutory provisions in **Appendix A** and **B**). The key potential adverse effects of the Project relate to the following, due to works in the coastal environment and margins of streams, rivers and wetlands:[51]

a. The modification of natural landforms and vegetation removal (particularly indigenous vegetation) in the coastal environment and waterways, hydrological patterns, and habitats. Including the height and extent of cut and fill batters.

b. The location and design of the ara in all areas of the coastal environment, where it interacts with waterbodies and it's fit with the existing context, and to the extent it provides for low-key rural-bush type designs, with roading type components limited to the transport corridor (and as required by GDC and NZTA).

c. The nature and extent of any new planting, including for rehabilitation of the footprint or any other required enhancement planting, and how this planting fits with naturalised patterns in the environment, including known historical habitat types.

d. The requirement for new bridges and new natural (non-bridged) stream and river crossings including over waterways and their design qualities and fit with the existing natural and built landscape.

e. The nature and extent of other new structures, such as steps and toilet facilities and their relative dominance and qualities or fit within the existing context.

f. Where there is a loss or reduction to visual or physical access to the coastal environment and waterways, for example, due to the ara design, structures or proposed rehabilitation

[51] Note the CMP sets a requirement for no works within 10m of a wetland and limited works over dunes.

planting including severance.

6.2 Positive effects of the Project and mitigation measures proposed will relate to the counter factual of these matters, where, on balance there is shift in both the biophysical and perceptual factors that contribute to natural character. In this context, positive effects would result from:

a. Enhancement of natural patterns of indigenous vegetation relating to areas off the earth-worked footprint (natural ground). This includes the proposed enhancement planting which will likely enhance natural character, including the logical siting, as required to be considered in the in LMPF, within landscape types such as dune, riparian and bush environments (i.e. to emphasise landscape patterns and existing habitats rather than planting the edges of the ara).

b. Improved visual and physical access to the coastal environment and waterways, providing this is via sensitive construction methods, following topography, avoiding indigenous vegetation removal and uses existing tracks where possible.

7. SECTION BY SECTION ASSESSMENT OF THE PROJECT

7.1 The following parts of the LVA provide an assessment of each of the four Project Sections. Each outline:

a. The existing environment, as a summary of the baseline evaluation, (see **Appendix C**).

b. The relevant aspects of the Project which will determine landscape effects in that Section.

c. Through a comprehensive contextual appraisal and assessment of the residual nature and extent (magnitude on a 7-point scale) of effects on ONFL (where relevant), natural and built landscape, visual amenity, and natural character values, with integrated consideration of construction and operational effects.

d. Identification of any residual 'hot spots', in terms of landscape, where the proposed works have the potential for greater adverse effects and there is a recommendation for site specific pre-construction management plans. Noting that the overall adverse effects for each Section are assessed in this LVA to be no more than low moderate and this evaluation does not rely on the site-specific construction management plans. With the suite of existing and required management plans, and the ability to consider a 100m corridor in sensitive landscape areas (refer to the AEE Section 1.7.5), we are confident

that the requirement for works in ‘hot spot’ areas will be less than that set out in the Project Tracker and the design for the identified swing bridge will result in a structure that is well integrated within the ONFL, such that the landscape values of these areas are protected. However, in line with our conservative approach, and to ensure every practicable measure is used to reduce adverse effects, we have recommended site specific construction management plans are provided for the residual 'hot spot' areas, along with a confirmatory LVA assessment.

7.2 As an example of this contextual evaluation: On approach to Anaura Bay (and as illustrated in **Appendix E**) the ara is located on private land (from km65-68) and passes through a sequence 100% (wayfinding posts only over an existing farm track, code green), orange and one area identified as 30% ‘no works’ (on the upper steeper slopes, code red) including steps, the use of gravel and the requirement for clearance of some indigenous vegetation (non- ecologically sensitive, although non permitted). Apart from in the lower valley floor, and as related to the natural water body crossing, the area is outside of the coastal environment (natural character matters apply to the crossings only), it is not identified as an ONFL, and it will be unlikely to feature in public viewpoints (other than on the ara). On this basis and following a review of the required CMP LMPF and ESMPP measures, we have concluded that there are no ‘hot spot’ recommendations to progress in this Section. While the works are some works coded red and orange in this location, we consider the effects will be appropriately managed through the BAU measures required by the Project, such that they will not contribute to adverse effects greater than low moderate (in this location, or as they might contribute to the overall assessment for this Section).

7.3 In contrast, the nature and extent of works at Haupara Point (km215-216) has been recommended as a ’hot spot’. In this case there is protected vegetation (PMA) removal required through an ONFL overlay and the terrain is steep such that low bench type tracks with a wider footprint will be needed including likely steps. While parts of this ara will be screened from SH35 by intervening vegetation and the final alignment will be confirmed by investigation a wider 100m corridor (as a Sensitive Area Consent Corridor, refer to the AEE Section 1.7.5), the exit/entry points are likely to be highly visible (and some aspects of the benching may be able to be seen from the highway, at least for a time until the rehabilitation planting is established). On this basis, and while we are comfortable with the overall evaluation of effects through this Section, as being no more than low moderate adverse, we are recommending a precautionary approach and a ‘hot spot’ site specific construction management plan.

7.4 For completeness, we have assessed the sections south to north, acknowledging there will be varied journeys in terms of starting point, direction, and duration.

7.5 As a high -level summary of our Project Tracker analysis we include Table 1 below (repeated from the Introduction Section above), noting some of the key differences and characteristics for each section of the ara. This analysis is expanded on in the assessment for each Section below.

Table 1: Project Works Summary by Section

	green 80-100% no works (%of km with no works)[52]	orange 40-79% no works	red 0-39% no works	earthworks total m^2 (m^2/km-average)	TRMP mapped (PMA/TASC/SVMA) indigenous vegetation removal m2 (/km-average)	Other indigenous removal m2 (/km-average)	ONFL (km within)	Proposed Structures
Makorori to Tolaga Bay, Uawa km1-km48 (assessed length and total journey[53] 52.5km)								
Section 1	96% (69%)	4%	0%	8631 m^2 (164m^2/km)	240 m^2 (4.6 m^2/km)	3108 m^2 (57 m^2/km)	13km	2x swing bridges 1x timber bridge 5x new steps
Tolaga Bay, Uawa to Waipiro Bay km49-km116 (assessed length 72.45km, total journey 74.45km, with Te Puia return)								
Section 2	57% (47%)	11%	32%	40,324m^2 (556 m^2/km)	13,150m^2 (182m^2/km)	23,311 (321 m^2/km)	3km	3x toilet 1x swing bridge 13x steps

[52] Please note- this analysis is based on a conservative 'count', not an average (used to calculate the overall estimate of 'wayfinding only' at 75%). The % are calculated from the incidence or count of green, orange or red coded works (and in bracket, 100% 'no works') e.g. over the first 52.5km approximately 96% of the Project Tracker columns in row 37 are coded green; have a % 'no work' between 80-100%.

[53] Project tracker markers have been maintained at km1-km239 through the route refinement. Actual lengths between markers may vary and are noted in the Project Tracker as part km e.g. km22.3 signifies that km22 is now 1.3 km long. In some cases, where additional km have been added into the alignment, the markers have been used twice. These are distinguished by their classification as e.g. km30**a** is distinguished from km30. The assessed length is then calculated by adding all part and repeat referenced km together e.g. for Section 1 -52.5km (48+3+1.5km). Further, in Section 2 and 3, where there are return loops, the assessed LVA length removes repeating km. It does not double count i.e. the Te Puia and Te Ara ki Hikurangi connections are assessed as 2km (the return journey is 4km) and the Port Awanui loop at 26km (the return journey is 39.2km).

Waipiro Bay to East Cape km117-km191 (assessed length 168km, total journey 183km with Te Ara ki Hikurangi and Port Awanui returns)								
Section 3	57% (38%) 78%, (62%) Mt Hikurangi	14% 15% Mt Hikurangi	29% 7% Mt Hikurangi	67,118m^2 (399 m^2/km) 10,115 m^2 Mt Hikurangi	8068m^2 (48 m^2/km) 2,900 m^2 Mt Hikurangi	52,278 (311m^2/km) 7,215 m^2 Mt Hikurangi	1km TRMP ONFL Mt Hikurangi 23km (from km21 to km44	6x toilet 2x swing bridges 6x timber bridges No steps 2x toilet Mt Hikurangi
East Cape to Potaka km192-km239 (assessed length and total journey 48.4km)								
Section 4	65% (46%)	29%	6%	24,600 m^2 (513m^2/km)	11,965 m^2 (247m^2/km)	12,625 m^2 (260m^2/km)	30.4	2x toilet 3x swing bridges 2x steps

8. SECTION 1: MAKORORI HEADLAND TO TOLAGA BAY, UAWA

Existing Environment- Project Context

8.1 Section 1 of the Project (km1-km48 markers, assessed length and total journey 52.5km) traverses' coastal headlands, escarpments, and beaches including existing recreation and farmland tracks, with less than half of the ara aligned with formed roads, and less than 1km of that is in the SH35 road reserve. Unformed (paper) roads have been used as a basis for the ara alignment in other areas. For example, north of the Pakarae River crossing, km30 onwards.

8.2 Parts of the Makorori to Uawa section of the ara are located within, or are near ONFL, scheduled waterways and areas of indigenous vegetation, as identified on TRMP maps (refer to **Appendix C**). While indigenous vegetation patterns are more limited in this Section, and the ONFL are generally open pasture, there are sensitive environments which form part of, or are nearby the ara, with important natural character values to consider in beaches and dunes, rivers and streams, wetlands, and estuaries. For example, where the ara uses the high tide area of the beach and existing and new tracks through the dunes at Pouawa.

8.3 In the south of this Section, the existing visual and recreational experience of this coastline is characterised by the proximity of the highway. North of Pouawa, where the highway alignment follows an inland route, there are 'few and far between' local road connections to the coast, providing limited visual and physical access to these landscapes and beach areas. Existing

recreation tracks are generally informal, to beach areas off public roads other than the GDC tracks over Makorori headland and the well-known connection to Cooks Cove walkway (which could form a side trip from the ara). Historically, there have been horse trekking operations that used Makorori Beach, to and from Lysnar Road Wainui, and informal, or club type treks over the coastal farmland to the north of this (authors local knowledge). Recreation and commercial fishing is common in the area, as served by the Gisborne City and Tatapouri boat ramp. The coastal edge and marine environment are well used and appreciated from the sea, through a variety of recreation and fishing activities and in the kaitiaki of resources, including by local communities such as at Whangara. There are many valued coastal and river mahinga kai located in these landscapes.

8.4 There are wider community and cultural connections contributing to landscape values to be considered here (as in other Sections of the Ara), signalled by the pattern of recognised archaeological and culturally significant sites, as documented in the Projects' Heritage and Cultural Impact Assessment Reports and TRMP overlays. There are ongoing connections for hapu, including a pattern of continued land ownership and shared and recognised values associated with the old east coast coach road (which the ara follows in some locations) and its link to early trade and a coastal shipping route. Further, the ara will bring walkers in contact with popular freedom camping areas at Turihaua and Pouawa (from which the regions marine reserve extends) with potential options for a marae experience at Whangara (should the community wish) and the existing public (Captain) Cooks walkway and the iconic Tolaga Bay wharf.

Section Specific Analysis

8.5 As a summary of the Project Tracker and other desk- top and site work appraisal within this Section of the Ara:

a. With reference to our 'first filter' analysis of Project 'works': Most of the ara in this Section (96%) is coded green (in any one of these km less than 20% will be impacted by works). The majority of kms in this section, approximately 69%, are wayfinding only, which will require no works (i.e. 0% disturbance), other than wayfinding posts or markers[54] and road safety signage, as per GDC and NZTA standards.

b. Earthworks required within this Section will total approximately 8631m^2 over the 52.5km

(relating to 40% of the ara in this Section with the scale of earthworks required categorised as 'limited' for most impacted km). Low bench type tracks (which increase the overall footprint of the ara) are required for a maximum of 13% of the kms (or seven locations along the 52.5km) and are generally non - consecutive (other than through km16-19, on approach to the Waiomoko River). Most other earth worked kms require disturbance less than 2m in width. Gravel sections of the ara (requiring base course etc) are limited to six locations. None are proposed within ONFL or ecologically sensitive vegetation (as mapped in the TRMP) or other areas with natural character values to consider (e.g. dunes) other than what might be required to provide additional erosion protection at the new bridge crossing over the Pouawa River (km13) and Kaitawa Stream. (km48).

c. There will be approximately 3108m^2 of 'other' / lower value indigenous vegetation removal and a maximum of 240m^2 of higher value indigenous vegetation to be removed (predominantly in the TaoSC area and ONFL at km48). Should this be required (and noting the centreline, as currently proposed, sits will outside of these overlays) the applicant's proposed enhancement planting (as required by the ESMPP) will ensure these effects are more than adequately mitigated through a 2:1 replacement ratio, with opportunities to reduce vegetation clearance area further being required to be identified at detailed design stage via obligations in the LMPF and ESMPP.

d. New structures required in this Section (with reference to the CMP concept information and Waterbody Crossing Schedule) include a new swing bridge at km13 Pouawa River alongside SH35[55] in the coastal environment (36m in length, 1.5m wide and end suspension supports no greater than 4m high and back stays approximately 14m in length). This will be located downstream in the road reserve, as confirmed through recent site work, where the edge of a mapped PMA overlay applies (although this appears to go over the highway). Detailed design investigation will be needed to confirm the deck height relative to the SH35 structure to provide for a flood safe asset. At worst the swing bridge may need to be elevated such that the mesh and rail side barriers and deck is visible above the bridge balustrade which would block some parts of the coastal view for motorists (over the short bridge extent). See figures below for photos of the site and of a

[55] Refer to also to the Waterbody Schedule, as included in the CMP update

representative design (provided by Abseil Access[56]).

Figure 3 –Pouawa River SH35 existing bridge (Source; Viridis)

Figure 4–Waitekohe Bridge, Bay of Plenty (Source: Abseil Access)

[56] Abseil Access (specialist trail bridge designers for DOC and many Councils) have provided advice to the Project team on the construction of all bridges including maximum parameters, materials and likely construction process as referenced within the CMP. https://abseilaccess.co.nz

e. A second swing bridge is required to cross the Waiomoko River (50m in length, with suspension end supports of 5.5m maximum and back stays of 17m). This will be located outside the ONFL should the proposed centreline be confirmed (the tracker shows 'Y' for ONFL conservatively) and would not impact a PMA area. See figure below for representative design (source Abseil Access)

Figure 5 – Buckler Burn Swing Bridge Glenorchy, 48m. (Source: Abseil Access)

f. Finally, a single span timber bridge (15m in length and 2m wide) proposed to cross the Kaitawa Stream will be located within the coastal environment, outside the ONFL. See representative photos below, as included in the required CMP concept information.

Figure 6 – Okitu Reserve, Gisborne single span timber bridge, 10-15m (Source: Isthmus)

g. In other locations existing road bridges will be used to cross waterbodies, such as over the Pakarae River (using Pakarae Road) and Manupohau Stream (on Waihau Road) with warning signage to be put in place as per GDC requirements, as described in the CMP concept information, and type listed in the Waterbody Crossing Schedule. In other locations crossings will be 'natural' via existing culverts within a local road and farm type bridges or on foot (in and out of low flow streams) with the crossing point clearly marked by wayfinding posts as set out in the CMP. LMPF and ESMPP requirements will apply in all crossing types with respect to minimising earthworks, vegetation removal, rehabilitation and any enhancement planting proposed.

h. Five sets of steps (typically to provide for access on and off beach areas, or through steep terrain e.g. the south of the Waihau Bay) are required to service the ara in this Section. Existing steps will be used in two locations (km1 -2) over the Makorori Headland and while the steps required at km4 are conservatively set as a 'Y' in the Project Tracker, as within the ONFL and TAoSC, there will be no impact on these overlays if they are built off the ara centreline as shown. At km15 Pariokonohi Point ONFL there is an existing farm track over the steep section (to be confirmed in detailed design, such that the steps may not be required). Similarly, at km34 (within the coastal environment, where no ONFL or TaoSC apply) a short section of steps is unlikely to have more than low moderate adverse effects (and may not be needed, where recent aerials show existing farm tracks close to the centreline of the alignment). Further, in this Section overall, we consider that the recommendations in the CMP, LMPF and ESMPP regarding the design and construction of timber steps are in line with GDC reserve details and this will ensure that any adverse effects greater than low moderate adverse will be able to be managed.

Summative Effects

Outstanding Natural Features and Landscapes

8.6 ONFL are identified over all the, headlands in this Section (bar Makorori headland) along with the estuary, wetland, and river environments at Waiomoko and Uawa River. Where the ara passes through these landscapes (in a maximum 13km, through ONFL Units 13 and 14 and noting this is inclusive of the 50m corridor) it is typically wayfinding only (works will be limited to the installation of marker posts and minor fencing elements e.g. access styles). For the most part the ara will follow existing farm and recreation tracks through ONFL areas, such that the Ara can be integrated with limited or very limited earthworks and no indigenous vegetation removal.

8.7 The crossing of the Waiomoko Stream requires a swing bridge and there will be no earthworks or indigenous vegetation removal required on approach through the ONFL, and the structure will likely be located outside the overlay (providing the proposed centreline for the ara is retained or a more inland option is finalised). We consider that the CMP concept design information, LMPF and ESMPP will ensure this structure is well integrated into the surrounding environments including avoidance of unnecessary vegetation removal. The swing bridge design, in terms of both vertical and horizontal scale, materials, and location, will not detract from existing landscape values and provide an elevated viewpoint from which the ONFL can be appreciated (downstream), where there are no existing public vantage points.

8.8 No works will be carried out in wetland areas, or within 10m of these features including those located in an ONFL area and any PMA or TaoSC vegetation removed, if required, such as at Pouawa and Uawa, will be replaced with enhancement planting using a 2:1 ratio (and noting the current centreline through these areas would avoid vegetation removal). There will be one set of steps required at km4 where the proposed centreline sits outside the ONFL and PMA area (northern end of Makorori Beach) and where site observations have confirmed this as a viable route and of lesser impact, compared to an alternative design which would involve a zig zag bench type ara over the steep terrain through the overlay. Further, the set of steps in a steep section of the ara over Pariokonohi Point ONFL would avoid zig zag or low bench type earthworks (and may be avoided by alignment adjustments within the 50m corridor).

8.9 Avoidance of specific sites of significance within ONFL areas (as identified within the Heritage overlays of the TRMP and by the Heritage Assessment) have been integrated into the proposed alignment. With the ara set outside the buffer zone stipulated by the Project Archaeologist, as referenced in the Archaeology report (a provision ensured throughout the trail). As provided for in the LMPF, boardwalks (which we have assumed will be no more than 100m in length and of timber construction, consistent with those used in the Ruatoria trial constructed in 2023) may be confirmed in detailed design to support the buffer, and expectations to maintain a safe distance from sites of significance will be set in OMMP.

8.10 Overall, the **adverse** effects on **ONFL** are assessed as **very low** at most, with the potential for **positive** effects of at least **low moderate**. The Project establishes a low impact walking ara to and near ONFL through a coherent headland sequence. The Project will provide opportunities for enhanced associations and perception of their natural science, sensory and shared and

recognised values and where 2:1 enhancement planting is required and located within coastal ONFL this will support their natural character values.

Natural and Built Landscape (other than ONFL)

8.11 The indicative alignment and required designs for the Ara (in line with the CMP information and cross section examples) will allow the works to be well integrated into the natural and built landscape patterns in this Section.

8.12 Most of the ara in this Section requires no, or very little, earthworks; categorised in the Project Tracker as 'None' or 'Limited' with no 'Extensive' sections evident.

8.13 The removal of TRMP mapped indigenous vegetation removal has generally been avoided through the ara alignment, with the applicant proposing that any loss of indigenous vegetation in identified ecologically sensitive areas will be replaced with enhancement indigenous vegetation planting at a ratio of 2:1. Other requirements that will limit the impact on coastal and inland features with natural character values, include avoidance of wetlands, adoption of a low impact[57] approach for dune crossings and use of beaches above high tide areas.

8.14 The Project will not introduce significant new built structures in this Section with two bridges located outside ONFL areas (the Waiomoko Bridge is addressed above), a 35m swing bridge at Pouawa River (where ESMPP will apply to limit impacts on PMA vegetation) and a 15m timber single span over Kaitawa Stream which does not require vegetation removal. There are five sets of steps in total through this Section (two are existing and two having been assessed in the ONFL section above). We consider that the CMP concept design information and cross section examples, LMPF and ESMPP will ensure these structures are well integrated into the surrounding environments including avoidance of unnecessary vegetation removal. The built works proposed in this Section are in keeping with the character of existing facilities and recreation tracks in the wider context, in terms of scale, materials, and location within bush, coastal, small- scale community and rural areas. They will not detract from existing landscape values.

8.15 The ara will provide further connectivity in this landscape between isolated coastal communities and provide for a safer link between existing informal recreation areas. Use of existing tracks,

[57] Ensuring that there are low or very limited earthworks and vegetation removal through these areas, including use of existing tracks, and wayfinding markers are located to avoid vegetation or habitat impacts, as required by the ESMPP and included in the CMP.

consideration of farming practices (e.g. to follow fence lines, utilise existing natural waterbody crossings), locating the road portions of the ara generally along lower volume local routes (including use of the carriageway in some locations), and reference to the old coach road, contributes further to a clear landscape logic. This will ensure the Project integrates elements with a 'best fit' for existing built landscape patterns.

8.16 Overall, we consider that with our proposed mitigation measures, the **adverse** effects on **natural and built landscape** values will be **very low** as most of the ara requires very limited works, there are few proposed structures, and the suite of management plan measures (CMP, ESMPP and LMPF) will allow the works and structures to be well integrated.

8.17 We also consider that the adverse effects of the Project are likely to be more than offset by the **low moderate positive** benefits, due to the way in which the ara will enhance connectivity for local communities and provide an immersive experience to the varied and dramatic landscapes for visitors and residents alike.

Visual Amenity

8.18 Measures to avoid and mitigate potential adverse visual amenity effects have been focus of the Project scoping design phase and required mitigation. These measures have included determination of the indicative alignment, development of concept design information and cross section examples for structures, ara types and the proposed approach to earthworks and vegetation removal (as included in the CMP, ESMPP and LMPF).

8.19 Viewing audiences and visibility of the ara will vary markedly along this Section, with the greatest range and numbers of viewers associated with the beach and highway through to Pouawa km13. Local road use and the close, or direct, connections with smaller communities and remote public beaches will also provide views of the ara. Views toward the land from boats may feature the Ara, particularly where it is elevated. However, where the works are generally wayfinding only, the potential for adverse visual amenity effects is very low. There is only one area coded orange (i.e. where 'no works' relates to 40-79% of the ara) and no km are coded red. Works at km9 Turihau have been considered as a potential visual amenity 'hot spot', where there is a requirement for low bench earthworks and 'other', lower value indigenous vegetation removal. However, it is our view that the CMP ara designs and protocols and the ESMPP and LMPF requirements will ensure these works are well integrated into the surrounding environments. As

a result, we do not consider that this Section will have any residual “hot spots” i.e. areas with the potential for localised adverse effects greater than low moderate.

8.20 Measures to retain privacy for individual properties while not assessed in for individual residents, have been considered when determining the indicative ara alignment proposed. For example, the ara avoids the Private Road immediate areas around the marae at Whangara. We consider that any visual amenity effects can be appropriately managed during detailed design by adopting the measures outlined in the LMPF. For example, where the ara is currently aligned near the front or back yard of a home, the LMPF requires the confirmed alignment to consider privacy matters (e.g. providing the greatest practicable separation distance within the 50m corridor) and for rehabilitation and the required enhancement planting to support and consider privacy measures). As part of the detailed design stage, and as included in our recommendations for a confirmatory LVA, there will be a need to work with the community and individual residents to address the potential for adverse visual amenity effects related to loss of privacy. As per our recommendations below, this process would inform the development of the construction stage comprehensive concept (and planting plans within that) such that no more than low moderate adverse effects are achieved.

8.21 The LMPF requires consideration of opportunities that would further enhance visual amenity during detailed design. For example (although not assessed in this LVA), through the requirement to provide for a comprehensive spatial strategy for ara types to support natural wayfinding (where the alignment and sequence of ara types forms obvious cues for movement and the need for signage and barriers is reduce), and a more detailed planting approach, including a construction stage specific palette and tohu/marker species. Note: As included in Section 8 of the LMPF, the spatial strategy will form part of the comprehensive concept design and confirm the sequence of all design elements using an approach which responds to landscape values, such that no more than low moderate adverse effects are ensured, and additional positive effects are integrated.

8.22 Overall, considering the fit-for-context design components proposed and the required mitigation measures for site specific sensitive works to establish all structures, adverse **visual amenity** effects in this Section are assessed **very low** or less. There is only one area (km9) coded orange where a low bench ara may be required over steep terrain, that will be visible from SH35 and popular beaches. However, we consider that the required mitigation measures as included in the CMP and LMPF, to consider a lesser impact alignment within the 50m corridor and to rehabilitate

any earth works, will be sufficient to manage these effects such that they are no more than low moderate adverse and do not require additional management.

8.23 In contrast, the Ara will provide significant visual amenity **benefits** to local communities and visitors in this Section, as it affords access to elevated coastal viewpoints and a varied visual experience along the ara of beach, bush and pastureland set to a sequence of distinct and largely unmodified landforms, headlands and bays. These benefits are at least **low moderate** on the 7-point scale.

Natural Character

8.24 Potential **natural character** effects are relevant to most of this Section, as the ara is or nearby the mapped coastal environment for the most part and includes numerous stream and river crossings. (Refer to **Appendix C** for summary of features contributing to natural character in this Section). Measures to ensure that both the biophysical and perceptual aspects of natural character are retained relate to three key matters (as are relevant to each Section, so not repeated below):

a. Alignment of the ara to avoid, where practicable, or otherwise minimise earthworks and vegetation removal, and, where necessary, recommended site rehabilitation measures and the Applicant's proposed enhancement planting.

b. The extent to which the proposed ara type and its location enhances or detracts from the experience of the natural environment, including visual and physical access to the coast and elevated areas.

c. The nature (design type, component scale and materials used) and extent (length, total number and sequencing) of other built elements and their fit with the existing context and relative dominance in the landscape.

8.25 We consider that these matters will be appropriately addressed through the recommendations for detailed design measures specified in the LMPF, ESMPP and CMP. The ara will be low impact through this Section with limited earthworks and indigenous vegetation removal. Stream crossings will be predominantly 'natural' and the concept design information as included in the CMP will ensure the proposed structures are appropriate, with swing bridges being a less visually dominant option for the wider crossings (than a rigid deck and pier design) including where the required suspension end supports are of a scale that is consistent with vertical elements in the

area. These structures will not detract from of the natural patterns in the coastal environment and can be well integrated, avoiding dominance with localised earthworks required to be rehabilitated by the LMPF. As such the **adverse** effects on **natural character** will be no more than **very low.**

8.26 In addition, there at least **low positive** effects provided by the Project in terms of perceptions of natural character, due to the way in which it will enable local communities and visitors to have enhanced access to the coastline and beach areas. Similarly, the new bridges will provide additional visual access over and along the waterways, including where they have a down-stream setting compared to the highway bridge and the side railing design of suspension structures is more transparent (compared to a rigid deck structure). In addition to the modest enhancement planting in this Section (at a 2:1 ratio, an upper envelope of 480m^2 based on the Tracker's conservative TRMP mapped vegetation removal estimates), required pest control measures, as required by the LMPF and OMMP are likely to support natural regeneration of habitats and, while not assessed, support community restoration efforts.

Localised Hotspots

8.27 Through this Section, there is only one area, at km9 is coded 'orange', where there is the potential for low bench earthworks and lower value 'other' indigenous vegetation over 60% of that km. There are two new swing bridges proposed (36m in length at Pouawa and 50m at Waiomoko River) and a new timber bridge (15m) across the Kaitawa Stream and five new sets of required in 3 locations over the 48.4km with the proposed centreline of the ara (tbc including refinement) avoiding ONFL and PMA areas and other features that contribute to landscape values.

8.28 Overall, we consider that the proposed alignment and requirements of the CMP (including the bridge and step concept design information), LMPF and ESMPP will be sufficient to integrate these works such that there are no residual localised 'hot spots' to address in this Section. For example, on-site investigations will likely be able to reduce the need for earthworks at km9, from the conservative upper threshold assumed in the Project Tracker e.g. through the use or improvement of existing tracks that follow existing fence lines (each being adjustments within the 50m corridor). We consider such measures to be in line with the requirements included in the CMP and, that in any case, these localised orange coded works and fit for context structures

will have no substantive impact on the Project's overall assessed level of landscape effects for this Section, of no more than **low adverse**.

Summary of Effects - Section 1 Makorori Headland to Tolaga Bay, Uawa.

8.29 Overall, the **adverse** effects on landscape values for this Section of the ara are assessed as **very low** and the **positive** at least **low** (low moderate other than for natural character).

9. SECTION 2: TOLAGA BAY, UAWA TO WAIPIRO BAY

Existing Environment- Project Context

9.1 From the Tolaga Bay wharf and Cooks Cove track connection, Section 2 (74.45km total journey, 72.45 assessed length) of the Ara follows the edge of the Uawa estuary ONFL to cross the SH35 Uawa River bridge (via Hauiti Road). Once through the Tolaga Bay township it follows existing footpath back out to the coast and climbs the Earnest Reeve escarpment walkway (also ONFL Unit 10) at the northern end of the bay. Heading north, the ara connects from bay to bay through to Waipiro, over steep headlands and stream gulleys, 'looping' back and forth to the coast and a sequence of small settlements. Approximately 40% of the trail is located alongside SH35, or local roads and uses the carriageway in a portion of these (relating to 19km locations), where there are narrow shoulders, and the Project team has assessed low volume use by vehicles. Unformed legal (paper) roads are included in the proposed alignment, where they provide a stable ara, for example, between Kaiaua and Anaura Bay. In other areas, historic survey lines were found to be unreliable (paper roads across slips and coastal escarpments), and a new route had to be found. Existing tracks, located at some distance from the coast, are proposed to be used as part of the ara where practicable, to avoid earthworks and removal of indigenous vegetation. While there are regular connections to and from the coastal edge, beach areas above the high tide mark are less commonly used in this Section, due to known coastal hazards, and the safer option of low volume local roads, such as at Kaiaua Bay and Tokomaru Bay.

9.2 ONFL feature at the start of the journey, where the ara is located alongside Uawa Estuary and uses the existing Earnest Reeves walkway (both areas are identified as ONFL Unit 10). Along the ara, the sequence of headland ONFL will form the wider context in views from the ara, where there is elevation and an open aspect. For example, above Nuhiti Beach there will be expansive views of Motuhina Island and Mawhai Point (Unit 7+6, ONFL). As in the previous Section, there

are numerous waterways in this landscape including the scheduled rivers at Anaura and Tokomaru Bay (which will be crossed by existing bridges). In contrast, there is a greater pattern of regenerating and protected indigenous vegetation, such as in the SVMA and TaoSC north of Nuhiti (Nuhiti Reserve) and in the PMA, Tawhiti Block (north of Tokomaru Bay, and a continued pattern of sensitive environments including dunes, wetlands, and minor estuary areas.

9.3 Visual and direct physical access to the coast is not a feature of the existing journey through this landscape along SH35, as it follows an inland route between Tolaga Bay, Tokomaru Bay and Ruatoria[58]. This transport corridor has suffered considerable damage through successive cyclones in recent years. There has been a need for new bridges and temporary roads to be constructed, for example, along the Hikuwai River (in the area known as 'three' bridges') and through the Mangahuini Gorge, from Tokomaru Bay to Te Puia, which was impassable for several months, following Cyclone Gabrielle, February 2023.

9.4 From the inland SH35 route, local roads connect out to small coastal communities at Kaiaua, Anaura, Nuhiti (via a private road) and Waipiro Bay, often along tributaries that are impacted by flooding. These small coastal communities have a rich history, a 'heyday' during coastal shipping times (for example, the population of Waipiro peaked at 10,000 in the mid-1800s is now less than 300 NZ Census 2023) and feature ongoing associations for iwi and hapu and pakeha families through continued land ownership. The sequence of Pa, marae, and historic churches speak to these connections along with highly valued intergenerational public and family land campsites.

9.5 Hunting and fishing is a common activity through this area, including via informal access over farms for hunting, fishing, and surfing. Travel by sea today traces significant historic events extending to arrival of waka, and the coastal trading route, as marked by the wharf at Tolaga, (now restored, in Section 1), relics of wool store buildings and the wharf at Tokomaru, both common visitor and recreation destinations.

9.6 A clear sequence of important archaeological and cultural sites continues through this Section of the Ara, as signified by historic and continuing kainga, marae and often mark past transport routes closer to the coast. Remnants of the bench cuts used to form the old coach road are often

58 While noting that the sequence of views from SH35 on approach to Tolaga and Tokomaru Bay from SH35 travelling north are spectacular, featuring sweeping bays, prominent eroding coastal escarpments and steeply sloped hills behind with small settlements, including marae and iconic wharf structures, set to lowland and outfall of major rivers.

visible at the end of beaches (and in Section 1); where horse and cart crossed river mouths, sand and rock shelfs and navigated steep tracks over the headlands.

Section Specific Analysis- Tracker Summary

9.7 As a summary of the Project Tracker and other desk- top and site work appraisal:

a. Approximately 47% of the ara will be wayfinding only, requiring only posts and / or road safety signage (with a 57% requiring works over no more than 20% of each km, coded green in our Project Tracker analysis).

b. Parts of the ara, totalling 24 locations (32%), are coded as red (where between 60-100% of the km will require works to be undertaken) and, therefore, as a first filter, are considered potential 'hot spots'; being localised areas that may have greater adverse effects (as determined below by a more detailed contextual analysis). Located in two sequences the first red area km83-87 (north of Nuhiti Beach) is located, in part, through a SVMA and TAoSC. The second sequence km99-116 (north of Tokomaru Bay along an unformed legal road) includes a PMA area (the Tawhiti Block) and forms part of the proposed all weather ara to Ruatoria (with gravel applied and likely low bench type ara). In these ecologically sensitive areas, where the terrain allows, the ara will be narrowed to 1m, to minimise earthworks and indigenous vegetation removal.

c. There are eight other locations coded as orange (where works in any one km will impact 40-79% of that length). These areas are generally associated with open pasture- land, and do not require indigenous vegetation removal. There is only one location km53 coded orange, where an ONFL (Unit 10) may be potentially impacted by moderate earthworks, above the existing Earnest Reeves walkway.

d. Earthworks required will total approximately 40,324m^2 over the 72.5km, relating to 53% of the ara length within this Section. Approximately 30% of these earthworks are coded as 'Extensive' (where these will be more than 2000m^2 across a specific km). Greater earthworks are typically associated with the use of low bench type cross sections (in a portion of 23km in this Section) and the use of gravel[59] (to be applied within some portion

[59] Gravel is likely to be required as part of the all- weather route north of Tokomaru Bay (such that it may offer an alternative walking ara and non-vehicular response route alternative in flooding events for SH35 including for the often closed Maungahuini Gorge (which inaccessible for a significant time after cyclone Gabrielle limiting access to critical services).

of 32km within this Section).

e. The envelope of maximum effects includes approximately 23,311m^2 of 'other' / lower value indigenous vegetation removed and approximately 13,150m^2 of mapped TRMP indigenous vegetation (PMA, SVMA or TaoSC). These mapped areas are mainly located in the Nuhiti Reserve and Tawhiti block (north of Tokomaru). The ara has been limited to a 1m in width where possible within these areas (subject to the required alignment and steepness of terrain).

f. New structures required in this Section include an 80m swing bridge over the Waikawa Stream (southern end of Waipiro Bay km109) which will require 9m high suspension steel posts, with a 25m long back stay and concrete deadman. See figure below supplied by Abseil Access, as a reference (Pakuratahi swing bridge, 90m, the deck could be FRP - fibre reinforced plastic). Existing road bridges with signages as required by GDC and NZTA will also be used along with 'natural' water body crossings, some on foot (as shown in the CMP concept design information and cross section examples) others via existing culverts and farm type bridges.

Figure 7 –Pakuratahi Bridge, Upper Hutt, 90m (Source: Abseil Access)

g. Steps will likely be required in 13 locations, including a sequence at km67-70 (south of Anaura) and km82-88 (through Nuhiti Reserve) where the terrain is particularly steep. These areas also feature sections of gravel ara and a narrowed, 1m ara where the terrain allows. Three new composting toilets will be constructed along this Section at Kaiaua Bay km60, and at the northern end of Nuhiti Beach km82 and at Waipiro Bay km116, the latter being proposed opposite the church. These toilets will be accessible to members of the

public, which would benefit the wider community.

Summative Effects

Outstanding Natural Features and Landscapes

9.8 There will be no adverse effects on the Uawa estuary ONFL (Unit 10) from km48 to kim49, as the alignment follows the open pastureland to the edge of the overlay and no works is required (other than wayfinding posts) to connect with Hauiti Road.

9.9 The Project Tracker identifies one area of orange coded works above the Earnest Reeves escarpment (also part of ONFL Unit10) at km53 where there may be a need for a low bench type ara, steps and an area of indigenous vegetation removal within a TaoSC. We consider that there are options to refine the alignment in this area (minor adjustment outside of the TaoSC and to follow existing farm tracks and fence lines) to ensure that any potential localised adverse effects are reduced further. Refinement options are outlined and required in the CMP and LMPF and we consider these will protect the ONFL values and ensure the effects on the ONFL will be **very low** or less.

9.10 Overall, the **adverse** effects on ONFL values are assessed as **very low** or less. Further, given the enhanced direct and indirect connections ara will provide (the sequence of ONFL in views) there is the potential for at least **low moderate positive** benefits; as the values of these landscapes will be heightened through direct immersive experience and enhanced views, reinforcing both the sensory and associative connections.

Natural and Built Landscape (other than ONFL)

9.11 The scope of works for Section 2 will require greater levels of disturbance than in the previous landscapes. These additional works are mainly due to the steep terrain that the ara must traverse (with the least impact alignment having been selected in the project shaping stage) and increased patterns of indigenous vegetation. We consider that the trail alignment, proposed ara widths and conditioned concept design information for structures have been refined to reduce these impacts. Through implementation of the mitigations outlined in the LMPF and ESMPP (including rehabilitation of earth worked areas and proposed enhancement planting), we consider that the level of adverse effects is likely to be further reduced; confirming the conservative envelope set in this LVA.

9.12 Over half (57%) the ara requires 'None' or 'Limited' earthworks in this Section. Where 'Extensive' earthworks are required (over some 23km, or 30% of the trail), it is associated with steep inclines through PMA or TaoSC or lower value 'other' bush (and, as a result, is coded red in terms of overall works). The CMP and LMPF set out suitable measures to further reduce the level of earthworks in these areas within the 50m corridor. For example, detailed design investigation will likely increase the use of existing tracks through the 'Extensive' bands; given the attention paid to establish a centreline that follows the natural contours as a best estimate of past walking connections, (which are known to the applicant and used by locals historically and now as hunting routes). This will likely reduce areas of the ara where a footprint greater than 1.5m is assumed (areas requiring a low- cut bench type ara and vegetation removal will be reduced). That being said, and to strengthen preconstruction investigation, we have evaluated these earth-worked areas as residual 'hot spots', see below.

9.13 Indigenous vegetation removal is conservatively estimated at a total of 36,461m^2. Just over one third (36%) of this indigenous vegetation removal will occur within TRMP mapped indigenous vegetation areas. However, we consider that the restriction on removing trees above 30cm dbh (requiring the ara to thread through the vegetation rather than following a set alignment) will likely reduce the estimated indigenous vegetation removal during detailed design (and note the proposed 2:1 enhancement planting, will also result in positive effects on landscape values). Further, the proposed management plan requirements (CMP, ESMPP and LMPF) will limit impacts on natural features including avoidance of wetlands, adoption of a low impact approach (no or limited earthworks and vegetation removal, wayfinding only) for dune crossings, use of beaches above high tide and use of existing local roads.

9.14 Steps and gravel sections of the ara (in 14 and 32 locations respectively) are proposed due to the steep terrain in this Section outside of the ONFL. However, we understand that this is the potential 'worst case' scenario, and the actual need for these features will be tested further (through the comprehensive concept design development under the CMP and LMPF) and likely reduced during detailed design. A single swing bridge (80m, km109) will be required to cross the Waikawa Stream outside of any ONFL, within the coastal environment and impacting lower value 'other' indigenous vegetation, and as part of a wider band of red coded works. However, we are of the opinion that the concept design information provided for the steps and bridges and required mitigation measures outlined in the CMP, LMPF and ESMPP will mean that that these structures will be well integrated within this landscape (as they are in steep bush tracks in many other parts of Aotearoa) such that the values of these areas will be protected (including where

these result from biophysical and perceptual aspects of natural character). On this basis we can confirm there are no residual 'hot spots' identified in this Section.

9.15 The ara will provide further connectivity in this landscape between isolated coastal communities, including the provision of toilet facilities which will add to the amenity of two popular beaches and the historic setting at Waipiro. Use of existing tracks, consideration of farming practices (to follow fence lines, utilise existing natural waterbody crossings), use of safe sections of local roads, and reference to the old coach road, provides for further landscape logic, which will ensure the Project incorporates elements for best fit within built landscape patterns.

9.16 Overall, we consider the **adverse** effects on **natural and built landscape** values will be **low moderate**, at most. Over half the ara requires very limited works, and the suite of management plan requirements will provide for effective mitigation and fit for context designs, in keeping with the concept design information and cross section examples, such that the required earth works, vegetation removal and structures can be well integrated.

9.17 Further, it is our view that the adverse effects of the Project are likely to be more than offset by at least **low moderate positive** benefits, due to:

a. the Applicant's proposed enhancement planting measures (which are to be confirmed relative to removal). Based on the Project Tracker upper estimate TRMP mapped indigenous vegetation removal, this would result in more than 26,000m^2 of planting. A significant addition to this landscape.

b. the enhanced connectivity for local communities and immersive experience to the varied and dramatic landscapes for visitors to the area provided by the Project.

c. new toilet facilities, in areas currently used for recreation, and of benefit to the wider community.

Visual Amenity

9.18 Measures to avoid and mitigate potential adverse visual amenity effects have been the focus of the Project scoping phase and recommended mitigation. These measures have included determination of the indicative alignment, development of concept design information and cross section examples for structures, ara types and the proposed approach to earthworks and vegetation removal (as outlined in the CMP, LMPF and ESMPP).

9.19 Viewing audiences and visibility of the ara will be limited along much of this Section, given the population is more dispersed and the ara passes through farms and regenerating bush to remote beaches with low permanent populations. The greatest range and numbers of viewing audiences to experience the ara will be through the Tolaga and Tokomaru Bay townships including the sequence of marae, coastal edge campgrounds and the existing Earnest Reeve walkway at Uawa (ONFL Unit 10). Views of the ara will also feature in the smaller communities of Kaiaua Bay (popular freedom camping site), Anaura Bay (two campgrounds with a larger permanent community than Kaiaua), Nuhiti (private road bach/camping) and from the (historically much larger) settlement at Waipiro. Local road use and connections with remote public beaches will also provide views of the ara. Views toward the land from boats may feature from the ara, particularly where it is elevated. However, works are generally wayfinding only through these areas, meaning that the potential for adverse visual amenity effects are very low.

9.20 Orange and red coded areas through this Section, are generally remote and where the ara traverses through bush, so are unlikely to be viewed unless at close range (for example, from an individual residence). There may also be some sections of low bench ara that could be visible from the sea (for example where the terrain is open at km64). Where bench cuts are required in a continuous sequence, from km98 to km116, we note that such works are not uncommon in these landscapes (related to farm and forestry operations including an existing network of roads for harvesting) and where possible the ara and overall footprint has been limited to 1m. Further, these works will be rehabilitated, as required by the CMP and LMPF, which will reduce their impact overtime, and the Applicant's proposed 2:1 enhancement planting (relevant to the removal of ecologically sensitive vegetation, under the ESMPP) will prioritise like for like sites nearby, softening of any adverse impact on views.

9.21 Overall, we consider the design concept information, cross section examples and mitigation measures required in the CMP, LMPF and the ESMPP (including the use of low impact machinery and hand tools to minimise earthworks and vegetation removal) will establish and rehabilitate the works sensitively such that adverse **visual amenity** effects in this Section are assessed **low adverse** or less.

9.22 In contrast, through this Section, the Ara will provide significant visual amenity **benefits** to local communities and visitors. It will establish access to elevated coastal viewpoints and a varied visual experience along the ara of beach, bush and pastureland set to a sequence of distinct

coastal headlands and, largely, unmodified natural landforms. These benefits are at least **low moderate** on a 7 -point scale.

9.23 We note also, the LMPF requires consideration of opportunities that would further enhance visual amenity during detailed design. For example (although not assessed in this LVA), through a comprehensive concept ara type, planting and signage spatial strategy. For example, where the construction stage specific plans for this Section would include specific tohu/signature plant species and the approach to signage and mahi toi is adapted from a coherent 'kit of parts', to better represent the unique landscapes and its community.

9.24 Measures to retain privacy for individual properties, while not assessed for individual landowners residents, have been considered when determining the indicative ara alignment proposed. We consider that any visual amenity effects can be appropriately managed during detailed design by adopting the measures outlined in the LMPF. For example, where the ara is currently aligned near the front or back yard of a home, the LMPF requires the confirmed alignment to consider privacy matters (e.g. providing the greatest practicable separation distance within the 50m corridor) and for rehabilitation and the required enhancement planting, as will be detailed in the comprehensive concept design, to support and consider privacy measures such that no more than low moderate adverse effects result.

Natural Character

9.25 Potential natural character effects are relevant to this Section, as the Ara is located within the coastal environment for part of the ara, follows or cross several waterways and provides access to beaches above high tide (Refer to **Appendix C** for summary of features contributing to natural character in this Section). We note that some areas coded red and orange within this Section are located outside the coastal environment (such as at km86-88 and km99-102). Measures to ensure that both the biophysical and perceptual aspects of natural character are retained relate to three key matters (where located in the coastal environment or associated with waterways), as stated above under the previous Section (refer to Section 8.43 above).

9.26 With reference to these matters, we consider that the potential effects will be appropriately addressed through recommendations in the LMPF, CMP and ESMPP. The ara will be low impact within this Section where possible, with nearly half of the total number of km requiring no or

limited works. Greater levels of earthworks and vegetation removal will generally relate to [two] bands of steep terrain north of Nuhiti and Tokomaru Bay that are generally outside of the coastal environment overlay. In these locations, project shaping determined an alignment of least impact, and where the terrain allows, a typical 1m wide ara is proposed. While significant, these works will not detract from perceptions of natural character, as they have limited visibility (and are outside the mapped coastal environment). We consider that the proposed planting and rehabilitation of earth-worked areas will also help mitigate for the loss of biotic values through earth-worked areas. Further, the concept design information and mitigation measures required for built structures (steps and 1 swing bridge in the coastal environment), and the integration of varied types of 'natural' water body crossings (such as at km66-67 and illustrated in **Appendix E**) are fit for context, as feature in many coastal tracks around the motu. They can be well integrated to avoid biophysical and perceptual adverse effects on natural character. Once the earth works are rehabilitated (with either grass or like for like indigenous planting) they will not be dominant in the landscape. As such the **adverse** effects on **natural character** will be **low** or less.

9.27 There are common and specific **benefits** provided in this Section, in terms of perceptions of natural character, due to the way in which the ara will enable local communities and visitors to have enhanced access to the coastline. Further, the Applicant's approach to offer enhancement planting could be substantive in this Section (providing for an upper limit of enhancement planting at 26,000m^2), as will be supported by LMPF and OMMP required pest control measures, also likely to enhance natural regeneration of habitats. Overall, with the proposed design, mitigation and enhancement measures in this Section, the Project will have at least **low moderate positive** effects on natural character. While not assessed, we consider that the ara will also help support community and managed restoration efforts, such as in the PMA and TaoSC areas.

Localised Hotspots

9.28 There is a total of 32 km coded as red and orange in this Section. Twenty- four are coded as red, where earthworks are identified as generally 'Extensive' or 'High', and there is indigenous vegetation removal proposed, including within a PMA or TaoSC.

9.29 Individual and 'short run' (less than 3km) areas coded orange and red, include km53 above the Earnest Reeves walkway (within the ONFL Unit 10, as discussed above) km58-59 on approach to

Kaiaua Bay and km65 and km67-68 south of Anaura Bay. We are of the opinion that the requirements to refine the alignment within the 50m corridor and the mitigations outlined in the CMP, ESMPP and LMPF can reduce the impacts of the Project in these areas, such that no residual 'hot spots' apply. For example, in all three locations, and with reference to recent aerials, it should be possible to refine the alignment to follow existing farm tracks or fence lines of a walkable grade, reducing the need for earth works in these km.

9.30 For the sequence of orange to red coded bands discussed above, we consider that the mitigations proposed, within the suite of management plans, will appropriately manage the potential effects of the Project in these areas. For example, through the ESMPP recommended limits of the ara width to 1m (and no more than 1.5m) and restrictions placed on vegetation removal to trees below 15cm dbh and 30 dbh, the level of works required will be reduced. We also note that these areas are very remote, and the Project Tracker has provided a conservative estimate of anticipated works in these areas, so the actual quantum of earthworks and indigenous vegetation removal is likely to be less than assessed. For example, as required within the CMP and LMPF, the use of existing tracks as identified on site, will likely reduce the requirement for earthworks. We also note, that to the extent that ecologically sensitive indigenous vegetation is removed, the Applicant proposes to replace this at a ratio of 2:1.

9.31 Conservatively, however, we have assessed that after the application of these mitigation measures there are still two residual bands of red and orange areas in this Section where we recommend additional mitigation (including the sections of ara through the steep terrain where there is ecologically sensitive indigenous vegetation) being:

9.32 North of Nuhiti km80-88; and

9.33 North of Tokomaru Bay km98-103.

9.34 Overall, the effects of this Section can be assessed as less than **low moderate adverse**, however, in line with our conservative approach, we recommend that the designs and works for these two residuals 'hot spot' areas warrant confirmatory investigations, due to their specific context. While we do not require any further information to reach our overall assessment (which is inclusive of the 'hot spot' areas and the measures required in the suite of management plans), we recommend that a site-specific pre-construction assessment should be undertaken in these locations. This process should confirm the landscape values in the area and provide recommendations which are to be reflected in a site-specific management plan within the CMP

(informing the recommended comprehensive concept design and confirmatory LVA) setting out additional measures that are practicable to reduce any localised adverse effects on landscape. The objective of the site-specific construction management plans is to identify, investigate and integrate measures that can only be considered at the detailed design stage to reduce adverse effects specific to that location, as far as is practicable, for example, by refining the alignment (including, with reference to the AEE Section 1.7.5, where the investigation can consider a wider 100m corridor; as both areas are sensitive in terms of landscape and ecology) along with the cross section design, materials used and the extent of steps and gravel type ara required.

Summary of Effects - Section 2 Tolaga Bay, Uawa to Waipiro Bay.

9.35 Overall, we consider that the **adverse** effects on landscape values for this Section of the ara will be **low moderate** or less and the **positive** effects will be at least **low moderate.** There is the potential for greater adverse effects in two localised 'hot spots' and we recommend that these are a focus for site specific management plans within the CMP.

10. SECTION 3: WAIPIRO BAY TO EAST CAPE

Existing Environment - Project Context

10.10 From Waipiro Bay, the Ara (km117 to 191km markers, the assessed length is 168km and total journey 183km through this Section[60]) will continue along Kopuaroa Rd to connect with Taharora and Kiekie marae and the Parapara Rd end. The main Ara, then follows an unformed legal road, above the coastal escarpment, connecting with the isolated communities of Whareponga and Tuparoa via stream gulleys, using Reporua Road, also the starting point for the 39.2km (2-3 day) loop through to Port Awanui, to connect back to through Ruatoria and the bridge over the Waiapu River.

10.11 The intersection of SH35 and Tupuaeroa Rd marks the start of the Mount Hikurangi ara, as an additional 57km total journey loop. Beyond the Tupuaeroa River crossing at km20 this follows an

[60] To avoid effects double counting, the LVA assessed length is approximately 15km less (2km on the Hikurangi loop and approximately 13km on the Port Awanui loop) than the overall required return journey for walkers in this Section.

existing farm track up to Te Takapau a Maui carvings[61] (as a 4km return side trip) from which a bookable hut[62] nearby provides the option to stay overnight to climb up to the summit 1299m above sea level). From this point, a new ara is proposed around the lower slopes of Hikurangi into the Mangatangaruru Stream (under the Wharekia maunga 1106 m) and then back up the Umukokako Stream to cross a saddle on the south side of Aorangi maunga (1273m) then dropping down an existing track from the trig at Aria (888m) onto Horehore Road near the Waingakia woolshed. For the most part this follows existing tracks used by landowners for stock management and hunting purposes Once across the Mata River and the Mararika Road connection to SH35 the Hikurangi Loop ends and the ara connects back along SH35 and Kopuaroa Road to the main ara north via Kiekie Rd. Noting also the alternative, Kupuaroa connection and Mount Hikurangi loop could be used to travel north (with the option to link back into Ruatoria and walk the Port Awanui loop from the other direction).

10.12 Along the main ara, and once over the Waiapu River, the ara is located directly alongside the SH35 through to Tikitiki. For safety reasons, some areas north of km154 requires an off-road ara directly alongside the highway and km155 to km158 feature, two broader loops off the highway (including use of the past SH35 alignment). From Tikitiki the ara is in the berm of Rangitukia Road to the remote settlement near the mouth of the awa. From this Pa, access to the East Cape combines the use of the Rangitukia Road reserve and, where vehicle use is low volume, the carriageway, through to Te Parera Steam. Existing tracks, generally aligned with the unformed legal road alongside the waterway, are then used to connect to the East Coast Road, via the saddle to the west of the maunga Kokomukataranga (268m) and the East Cape[63]. This connection traces an historic walking ara between communities with long held associations, including Te Kautuku and Marangairoa Block management and plans for extensive restoration[64]. An extensive pattern of heritage sites, as identified on the TRMP and as discussed in the Heritage and Cultural Impact Assessment provides a further record of shared and recognised values for hapu in these landscapes.

[61] Our Story - Maunga Hikurangi- https://maungahikurangi.com/our-story/ Mount Hikurangi - Te Ara ki Hikurangi: Gisborne area walks and tracks https://www.doc.govt.nz/parks-and-recreation/places-to-go/east-coast/places/raukumara-conservation-park/things-to-do/mount-hikurangi-te-ara-ki-hikurangi/

[62] Mount Hikurangi - Te Ara ki Hikurangi: Gisborne area walks and tracks https://www.doc.govt.nz/parks-and-recreation/places-to-go/east-coast/places/raukumara-conservation-park/things-to-do/mount-hikurangi-te-ara-ki-hikurangi/

[63] The East Cape light house area, Otiki, is currently closed to the public following Cyclone Gabrielle

[64] Biodiversity Mission — East Coast Exchange https://eastcoastexchange.toha.nz/biodiversity-project/te-kautuku

10.13 In contrast to the Tolaga-Waipiro Section, there is a return to align the ara with or near SH35 (from Ruatoria to Tikitiki), and a greater reliance on formed local roads, and as another point of difference, with much of the ara being located outside of the mapped coastal environment. Unformed legal roads have been able to be used with fewer adjustments in this Section, as they avoid eroding slopes and the requirement to remove protected indigenous vegetation. While there are regular access points, to, and from, the coastal edge communities along this ara, in contrast to the previous Sections, the beaches are not proposed to be used, other than at Port Awanui – Te Wharau Beach - due to known coastal hazards and, or lack of navigable areas at high tide.

10.14 ONFL areas are largely avoided, although the ara connects to the East Cape Road through (Unit 3, East Cape ONFL). And, while inland ONFL are not identified in the TRMP, it is assumed Mount Hikurangi would be identified as such, and the ara would be in that landscape from km20 to km45– river to river. Other ONFL will continue to form the wider context and feature in views from the ara, including the Waiapu River mouth delta (Unit 4).

10.15 As in previous Sections, there are numerous waterways in this landscape, including the TRMP scheduled Whareponga Stream which will be crossed via a proposed swing bridge, and the larger scheduled Waiapu and Maraehara Rivers, to be crossed via the existing bridge (or an alternative taxi system, tbc with NZTA). Scheduled streams also feature to the north of this, including Te Parera Stream and all tributaries to Tunanui Stream flowing through the East Cape ONFL. In contrast to the Tolaga-Waipiro Section, the pattern of indigenous vegetation is more dispersed through these landscapes, and there are fewer TRMP mapped areas (of PMA, SVMA, TaoSC). Noting that the ara from Rangitukia to the East Cape is predominantly through regenerating bush with sites of ecological interest noted by the Project Ecologist. Other sensitive environments with important natural science and natural character values to consider include the areas of regenerating vegetation along the costal escarpment between Waipiro, Tuparoa and the Reporua Road connection and there are dispersed wetlands through this landscape, which are avoided by the ara.

10.16 Existing visual and direct physical access to the coast from SH35 is also limited in this Section, as the highway follows an inland route from Ruatoria to Te Araroa. The connections to the coast and the marae-based communities are via narrow gravel roads that are regularly cut off by flooding events. The confining topography reinforces the areas relative isolation, and where it is accessible, this enhances perceptions of natural character along this Section of the coast.

10.17 As a further function of isolation, and necessary self-reliance, there is a strong connection to the coastal environment and forest areas in these landscapes for 'kai based' activities, which may interact with the Ara in this Section. Hunting, fishing, and diving has been retained as an essential activity, with a cultural and fundamental purpose, to put food on the table. While 'hunting and gathering' based recreation is a common contributor to landscape values for all communities along the ara, it is particularly evident in these remote landscapes, and supported by semi-private local access routes, and hapu-based management. Boat launching, from shingle beaches, and surf casting are common, and at times, dangerous activities. There are no sheltered harbours or wharf access, and the beaches are very narrow above high tide mark along much of this coastline.

10.18 The resilience of the Waipiro- East Cape communities and the areas significance for Ngati Porou are reflected in the rich narrative of archaeological and cultural sites and ongoing connections to land and marae, as also documented in other technical reports for the Project. As a clear tohu, or marker of these values, Te Maunga Hikurangi, is acknowledged as a sacred place, the first to see the sun, the first point and part of the fish, Te Ika a Maui, to be pulled from the sea by the ancestor and atua Maui, and where his waka now rests.

Section Specific Analysis- Tracker Summary

10.19 As a summary of the Project Tracker and other desk- top and site work appraisal for this Section:

a. Approximately 38% of the main ara (including the Port Awanui loop) requires 'no works' only wayfinding posts and, or road safety signage. That percentage is greater, approximately 62%, on the Mount Hikurangi ara. Parts of the ara coded green (in our Project Tracker analysis, with 80% or more 'no works' in any one km) are greater; 57% of the main ara and 78% of the Mount Hikurangi loop.

b. More significant works, coded red (where 61-100% of any km requires works) occur in distinct sequences in a total of 38 locations (22% of the total Section). On the maunga loop ara, this relates to 4 locations. At km11 only where there may be a need for earthworks and PMA vegetation removal (the Mangatiti Stream PMA and works coded orange also in km10). At km35 and km36 where there is steep terrain and there may be some impact on the Aorangi PMA and at km44 likely removal of 'other' indigenous vegetation and earthworks through the steep descent to connect with Horehore Road (noting existing tracks may be identified during detailed design and used in preference where within the

50m corridor).

c. Along the Kopuaroa connection to the Hikurangi Loop there is a further sequence of works coded red at km2,5 and km6 (with works coded orange at km3) where the ara is located on the other side of the stream and there is a need for 4 new timber single span bridges (over the total 10.6km Kopuaroa connection), gravel ara types in 2 locations and the removal of 'other' lower value indigenous vegetation

d. On the remainder of the main ara, there is a distinct red sequence from Waipiro Bay to Whareponga and Tuparoa Road from km117 to km135 and from 139 to km143 (and prior to that in the previous Section from km99-km116) where low bench type tracks and a greater use of gravel is required to provide a safe all- weather ara. Individual red coded works feature for the same reasons at km6 and km17 on the Port Awanui loop. The remaining areas of red coded works relate to the connection along SH35 beyond the Waiapu Bridge, heading to Tikitiki where, for safety reasons, there is the provision for an off-road track along-side SH35 at km154-155 (a low bench type track above the highway) and km167 and km169 (flanked by orange coded works) where earthworks and 'other; indigenous vegetation removal may be required to establish a level and safe ara in the road corridor.

e. As a further measure of landscape impacts, the requirement for low bench type tracks are identified in 15 locations (through a portion of that km, as reflected in the earthworks total, where the overall footprint will be greater than 1.5m) and areas of gravel (in some portion of 61km) are anticipated to improve all weather access (including on the maunga ara in 6 locations). However, the ara alignment and design generally avoids the removal of TRMP mapped indigenous vegetation (PMA, SVMA or TaoSC overlays), and, on the Project ecologist's recommendation, a 1m wide ara has been accommodated where the terrain allows through any ecologically sensitive vegetation.

f. In total, there are twenty-three locations coded orange (where 40-79% of the km include works). These areas typically occur at both ends of the red coded 'bands', as highlighted above, or will 'bookend' individual red coded sites, such as at km8-9and km16 on the Port Awanui Trail (near the Wairoa River) and km10on the Hikurangi ara, where localised conditions require a greater level of earthworks. Other localised areas coded orange are due to short sections of steep terrain where there is no existing track identified (such as at km189). None of the orange or red coded areas feature TRMP ONFLs. Noting that the red coded areas identified above do occur on the Mount Hikurangi Loop which, while not

identified, as an ONFL under the TRMP, is considered as such from km20 to km45 in this conservative envelope based LVA and where there is some PMA vegetation removal anticipated (a maximum of 2,900m^2).

g. Earthworks required will total approximately 67,118m^2 over the Section (and approximately a 15% of that, some 10,115m^2, is on the Mount Hikurangi loop). Overall, this relates to 55% of the ara, with around 18% of that coded as 'Extensive' (more than 2000m^2 in that km). Greater earthworks are typically associated with the use of low bench type cross sections (in a portion of 15km and generally not on the Mount Hikurangi loop) and the use of a gravel track type (used in some portion of 61km in this Section, once again predominantly on the main ara and to support all weather access). Most of the extensive earthworks areas are located outside of the TRMP mapped areas of indigenous vegetation (PMA, SVMA or TaoSC), and where they are in any ecologically sensitive areas, and the terrain allows, the ara has been reduced to a typical 1m width to reduce works required.

h. The Tracker provides an upper limit of approximately 52,278m^2 of 'other'/lower value indigenous vegetation removal and 8,068m^2, of mapped TRMP indigenous vegetation (PMA, SVMA or TaoSC, predominantly through the coastal blocks and 2,900m^2 of that on the maunga). The confirmed ara alignment changes have prioritised avoidance of these areas, and the track width has been limited to 1m in width where the terrain allows.

i. New structures required in this Section include two new swing bridges and six single span timber bridges all less than 40m in length. At km128 a 40m, 1.5m wide swing bridge is required to cross the Whareponga Stream suspension uprights maximum height of 4.5m (timber pole and connector- rigid frame) and back stack length of 14m. See figure 5 above for a similar scaled bridge (as recommended by Abseil Access).

j. A second 30m long swing bridge is proposed at km6 to cross the Makatote Stream (a Waiapu river tributary) along the Kopuaroa Connection (just west of the where the ara meets SH35) which would have components of a similar scale and materials. The single span bridges required are typically 10-15m in length (like the timber bridge at Kaitawa km47- see Figure 6 above).

k. Other water body crossings will be made via existing bridges including potential for an alternative taxi system over the Waiapu River and the use additional signage and traffic light systems over the longer bridges and where the crossings are on SH35 (signage

requirements are tbc GDC and NZTA as are shown in the CMP). Natural 'on foot' water body crossings feature in this Section particularly on the Hikurangi Loop, where the ara follows the stream bed over several kilometres, with logical crossing points chosen (and tbc on site), as are used for existing farming operations and managed hunting access (refer also to the draft OMMP for warning and access protocols during rain events).

l. No steps are required in this Section of the ara, and other structures relate to six new composting toilets, two of which will provide for walkers on the Hikurangi loop near the local road ends and (in addition to the existing hut facilities) and in other locations e.g. near the Reporua marae or adjacent to local roads where they may be of benefit to the local community.

Summative Effects

Outstanding Natural Features and Landscapes

10.20 There will be no adverse effects on the mapped ONFL Unit 5 and 4 (Koutunui Head/Point, Waiapu River Estuary) given the alignment is located at some distance from these landscape areas.

10.21 There are 'no works' required through ONFL Unit 3- East Cape in this Section (ending at km191), as the ara will follow existing tracks up over the saddle from Te Parera Valley.

10.22 In planning terms, therefore, the **adverse** effects on ONFL values are assessed to be **nil**. Further, given the enhanced direct and indirect connections the ara will provide (including the sequence of ONFL in views) there is the potential for at least **low positive** benefits; where the values of these landscapes are heightened through visual experience, supporting greater understanding and associations.

10.23 Mount Hikurangi is not identified as an ONFL in the TRMP, however, would likely be identified as such in a whole region study. It is an area of at least moderate high natural science, very high sensory/perceptual and very high shared and recognised, associative values.

10.24 For this assessment it is assumed the ara will pass through an area of outstanding landscape values associated with Mount Hikurangi from km21-km44, and its connection back onto Horehore Road. With reference to the Project Tracker, over most of this extent (14km) 'no works' is anticipated other than wayfinding signage - posts or markers set to trees over existing tracks. However, km36-37 and km44 include works coded red due to steep terrain and PMA vegetation

removal at km36 along with 'other' indigenous vegetation removal reduced by keeping the track and earthworks footprint to a maximum of 1.5m (1m at km44-45).

10.25 None of the required bridges are located within the Hikurangi Loop and overnight stays are intended to be provided via farm stays outside of the ONFL, and with the potential for the existing hut to be booked on the maunga.

10.26 In summary, there has been a sensitive approach considered to the works around the maunga, with use of existing tracks, narrowed trails and measures used to reduce vegetation loss and earthworks through the 'outstanding' landscape area; with a relatively small area of mapped TRMP indigenous vegetation removal required (and ESMPP requirements likely to reduce this and where required to be replaced 2:1 as enhancement planting). Further site investigation and rehabilitation planting measures required in the CMP and LMPF will mitigate for the confirmed earthworks and vegetation removal requirements. As such, the **adverse** effects on this highly valued landscape will be no more than **low**.

10.27 At least **moderate positive** effects will result from the enhanced access the ara provides, with the local community and visitors now being able to physically connect with and appreciate the maunga in a continuous journey, strengthening values related to perception and association of this important natural and cultural landscape. The Trail's pest control strategy, as addressed in the OMMP, will also support the enhancement of natural science – biodiversity- values and with those enhanced perceptions of natural character.

Natural and Built Landscape (other than ONFL)

10.28 The scope of works from Waipiro to East Cape, Hautai will require similar disturbance than in the previous Section with approximately 57% of the overall length of the ara requiring limited (code green) works (no more than 20% of a km impacted). Along the Mount Hikurangi ara this is reduced, with 78% of the loop coded green.

10.29 Approximately two thirds of the ara requires no, or very little, earthworks; categorised in the Tracker as 'None' or 'Limited'. The 'Extensive' earthworks sections are localised bands, where a new ara is to be constructed (generally along the unformed road alignment) over steep land between Whareponga and Tuparoa, along the Kopuaroa Connection relating to km5 and km6 and the footprint around four bridges (3 timber and 1 swing) and at km155 due to steep terrain. Project shaping phases have been used to test alternative alignments in these locations and,

where the terrain allows, the track width has been narrowed to 1m in these areas whilst ensuring the aim for an all-weather ara is provided for. (Although not assessed) it is important to note, site investigation and detailed design measures, as required through the management plans, will likely narrow this envelope.

10.30 Indigenous vegetation removal is conservatively estimated at a total of 60,346m^2. Approximately 13% of this, some 8,068m^2, is in mapped TRMP and ecologically sensitive areas. Outside of the Mount Hikurangi ONFL, mainly within the PMA of the Mangatiti Stream block, where the ara is located alongside the Tupuaeroa Rd (km10-11), through km124-126, the Whareponga PMA area and km163-164, the Tutara PMA. Any vegetation removal in this area will however be subject to the Applicant's proposed enhancement planting at a 2:1 ratio. While not assessed, it is relevant to note the required site investigation measures to reduce this envelope, included in the CMP and ESMPP's protocols to avoid removing trees above 30cm dbh (and under 15dbh where practicable). Further, pre-construction appraisal, as will occur through these management plans, to confirm the actual condition of bush areas and any existing tracks within the 50m corridor is likely to result in reduced actual PMA vegetation clearance. These points are noted to reiterate that the Project Tracker is conservative, and, in our opinion, overstates the impact.

10.31 Additional works required to establish gravel sections of the ara are potentially in 61 locations overall, (36%), most outside the ONFL area, where there is steep terrain and to support all weather access to the bridge approaches. Further the number of additional structures (6 new toilets, 1 swing bridge and 5 single span timber bridges) in this section have been refined through site work observations and discussions with NZTA and GDC including a range of signage options developed and possible taxi system (back up option over Waiapu River) to suit the existing bridge length and road use context. Required concepts and construction methods, as provided for under the CMP information, will limit earthworks and vegetation removal associated with the new structures and ensure they are well integrated within this landscape. Visual amenity and potential natural character impacts of the bridge structures are considered further below, noting none are located alongside existing roads in this Section and the bridge over the Whareponga Stream is likely to be the only structure visible from a public road.

10.32 Further, at a finer grain, and as confirmed through Project shaping and recent site work, the use of existing tracks and consideration of farming practices (to follow fence lines, utilise existing natural waterbody crossings) and existing bridges (with additional safety measures) provides a

landscape logic, consideration of the best fit with built landscape patterns which reduces adverse landscape effects.

10.33 As an immediate benefit, the ara will provide further connectivity in this landscape between isolated coastal communities including the provision of toilet facilities which will add to the amenity for the local community at Whareponga and Reporua.

10.34 Overall, with the mitigation measures required within the CMP, LMPF and ESMPP including 'like for like' rehabilitation planting on earth-worked areas beyond the ara, and the required sensitive approach to location and construction of proposed bridges, the **adverse** effects on **natural and built landscape** values will be **low,** or less.

10.35 Further, the adverse effects need to be considered alongside, at least, **low moderate positive** landscape effects**,** due to the way in which the ara enhances connectivity, provides public amenities and provides low impact access to the wider Mount Hikurangi landscape (benefits to the deemed ONFL areas are assessed above).

Visual Amenity

10.36 Viewing audiences and visibility of the ara will be limited along much of this Section, given the area is remote, has lower traffic volumes compared to Waipiro Bay and a low population by land area, other than in the main townships of Ruatoria and Tikitiki. Views of the ara will be a feature in the smaller communities of Whareponga (although the ara is located upstream from the Pa), at Tuparoa (where the ara passes in front of the marae) and likewise at Reporua. On the Port Awanui loop, the communities of Tikapa, Te Horo and Pourourangi will be able to view the ara and, similarly, the Mount Hikurangi loop connections will pass near the marae at Kopuaroa (on the other side of the Makatoke River) and the local school community. However, for the most part the works are wayfinding only though these settlements and as such the potential for adverse visual amenity effects (other than localised property owner privacy considerations which will be managed via the LMPF) is **very low**.

10.37 Areas coded red or orange, with works over at least 20% of a km, are not generally viewed from public areas in this Section. They are generally remote (Mount Hikurangi loop) and include bands of works through bush along the coast, and what will be screened from the highway at Kopuaroa, so unlikely to be viewed unless at close range. Measures to protect individual residences, where there is an open outlook are included within the LMPF to address this during detailed design (and

through property owner agreements) and are to include consideration of planting for screening or alignment adjustment within the 50m corridor.

10.38 There is one area of works from km123-134 which includes greater earthworks and a low bench type ara that could be visible from distant locations out at sea; however, it is likely that intervening topography and vegetation will screen this section of the ara (particularly given the ara within this location has a maximum 1m width where possible and standard rehabilitation requirements will apply). Similarly, the band of orange and red coded works alongside the highway at Kopuaroa does include clearing forestry and 'other' indigenous vegetation and 6 new bridges which could be visible from the carriageway. However, it is likely the remaining trees between the ara, and the highway will screen most of these works and the structures themselves. Further, while the band of more extensive works alongside SH35 from km154 will be highly visible (as was the Ruatoria track trial in 2023), providing the required rehabilitation of earthworks, and CMP and LMPF measures are applied to reduce requirements the potential adverse effects can be well managed, with viewpoints temporary and oblique from a moving vehicle.

10.39 Several existing bridges located in sequence from the Waiapu River (km151 to Rangitukia km176) will require additional signage (ranging from additional static or illuminated warning signs to a possible traffic light system) and in the case of the Waiapu (200m long) may require a taxi service, as tbc with NZTA. Such measures are typical on the East Coast (increased after Cyclone Gabriele) and limit the requirement for significant new structures that could block views and have far greater impacts on natural character.

10.40 Overall, considering the fit-for-context design components proposed and the required mitigation measures, including for site specific sensitive works to establish all structures, adverse **visual amenity** effects in this Section are assessed **low adverse** or less.

10.41 The ara will provide significant visual amenity **benefits** to local communities and visitors given the access established to elevated coastal viewpoints and a continuous ara around Mount Hikurangi. These benefits are at least **low moderate** on a 7 -point scale.

10.42 Although not assessed in the LVA, privacy for remote residences and smaller communities is identified as the key visual amenity issue to address in detailed design, as prioritised in the LMPF We consider that any visual amenity effects can be appropriately managed during detailed design by adopting the measures outlined in the LMPF. For example, where the ara is currently aligned

near the front or back yard of a home, the LMPF requires the confirmed alignment to consider privacy matters (e.g. providing the greatest practicable separation distance within the 50m corridor) and for rehabilitation and the required enhancement planting, as will be detailed in the comprehensive concept design, to support and consider privacy measures such that no more than low moderate adverse effects result.

10.43 In summary, this assessment considers that the adverse visual amenity effects will be able to be mitigated through the methods and measures set out in the CMP, LMPF and ESMPP and this Section will provide visual amenity benefits to local communities and visitors. The Waipiro to East Cape ara will establish a sequence of coastal, rural and bush views that are previously inaccessible including to vantage points featuring ONFL and regenerating indigenous vegetation with structures that can be well integrated into the environment.

Natural Character

10.44 While generally located outside of the coastal environment, natural character matters apply in this Section along parts of the all-weather ara 'event response' pathway, within the coastal environment overlay and multiple river and stream crossings. We note that areas coded as red 'works' generally sit outside the coastal environment. Measures to ensure that both the biophysical and perceptual aspects of natural character are retained relate to three key matters, as stated above under the previous Sections 8.24.

10.45 We consider that these matters will be appropriately addressed in the coastal environment, through the alignment proposed to avoid earthworks and vegetation removal and the requirements of the CMP, LMPF and ESMPP to rehabilitate areas off the ara and provide for enhancement planting. Where the ara is located within the coastal environment overlay (13km only, 8% of the total), and there are red coded areas, it is generally associated with the requirements all weather access (a 1-1.5m gravelled track), the removal of 'other' indigenous vegetation, and, a narrowed 1m track where practicable and impacting a relatively small section of mapped TRMP indigenous vegetation (PMA, TaoSC or SVMA). Clearance and earthwork techniques are required in the CMP and ESMPP to be low impact, employing hand tools and site survey to avoid trees above 15dbh where possible. Views towards this part of the ara will be limited from public areas during construction and the rehabilitation of any batters will reduce its visibility during operation limiting perceptions of any adverse natural character effects.

10.46 The largest swing bridge Whareponga (40m) will be located at the edge of the coastal environment and another 30m structure to cross the Makatote Stream with five other smaller scale timber bridges needed in Kopuaroa Section. However, considering the concept design information for these structures and the mitigation measures included in the CMP, LMPF and retention of vegetation adjacent, we consider the Projects BAU measures (inclusive of the suite of management plans) will manage adverse effects such that there are no residual 'hot spots' due to natural character matters.

10.47 Overall, natural character adverse effects are assessed as **low moderate** or less. Most of the ara is located outside of the coastal environment overlay in this Section, and the required design concepts and mitigation measures included in the suite of management plans, for smaller swing bridges and natural crossings, will be sufficient.

10.48 Where along the coastline this Section of the ara will provide natural character **benefits**, due to the way in which the ara will enable local communities and visitors to have enhanced access through remote areas (with coastal environment areas critical to providing a continuous route). For ara users also, the sequence of swing and timber bridges at Kopuaroa is likely to enhance perceptions of the river's natural patterns, particularly where there are views over the longer swing bridge crossing, as at Whareponga (increasing the sense of being suspended above water). Further, the Applicant's proposed enhancement planting (potential of some 16,000m^{2}based on the upper threshold of removal of TRMP mapped indigenous vegetation in the Tracker) and pest control measures along the ara is likely to support natural regeneration of habitats with coastal and riparian areas prioritised by the LMPF. Overall, there will be at least **low moderate positive** effects on natural character. While not assessed, we consider that the ara will also help support community and managed restoration efforts, such as in the PMA areas.

Localised Hotspots

10.49 Potential 'hot spots' in this Section relate to 72km coded red or orange (where the % 'no works' per km is more than 20%) occur in bands, as discussed above, along the coastal part of the ara, within the Mount Hikurangi Loop, along the Kopuaroa connection and the SH535 connection from the Waiapu River to Tikitiki. These bands generally occur outside of TRMP mapped indigenous vegetation, the coastal environment and any ONFL. On the maunga ara and coastal route, the trail has been limited to 1m width where the terrain allows, and the ESMPP will require the ara to thread through the bush to avoid more mature trees (15 or 30 dbh) and

removal via the use of hand tools. Safety imperatives require works along SH35 between the Waiapu River and Tikitiki and to connect with the maunga track along Tapuaeroa Road including some indigenous vegetation removal (generally of lower value, not ecologically sensitive) and employ standardised details and protocols, as required by GDC and NZTA. As such and considering the suite of required mitigation measures included in the CMP, ESMPP and LMPF and areas of the ara reduced to 1m, we consider that the effects of these works are addressed, and no residual 'hot spots' apply.

10.50 With respect to the bridge crossings in this Section (7 in total including 2 swing bridges 30m and 40m long) we are of the same view. Due to the structures location, scale, the required design and mitigation measures, as provided for in the suite of management plans, there are no residual 'hot spot' matters to address.

Summary of Effects -Section 3 Waipiro Bay to East Cape

10.51 Overall, we consider that the **adverse** effects on landscape values for this Section of the ara will be no more than **low moderate** and the **positive** effects will be at least **low moderate** (moderate for Mount Hikurangi). There is the potential for greater adverse effects where there are large scale swing bridges to be constructed and we recommend that these are a focus for confirmatory investigations pre-construction to confirm values and ensure appropriate mitigation methods and measures are imposed, as per the requirements of the CMP and LMPF to ensure effects are low moderate or less.

11. SECTION 4: EAST CAPE TO POTAKA

Existing Environment - Project Context

11.1 From the East Cape, Hautai to the settlement of Te Araroa the ara follows the local road for the most part with wider road reserve area providing an off-road ara in some locations. From the Te Araroa to Wharekahika, Hicks Bay, the connection is made via a combination of new and existing off-road paths, through dunes, headland and beach areas, and the road reserves of SH35 and Wharf Road in the bay. Once over the northern Wharf Road bridge, the ara turns inland along the Wharekahika River, likewise, making use of existing and new tracks, to connect back on to the SH35 road reserve, just south of Potaka. The ara ends at near the new toilet facility alongside the

local primary school. In total, 48.4km assessed length (and total journey) for this Section (Project Tracker markers km192-239).

11.2 In contrast to the previous Section, the Potaka connection follows the coastal edge, and is mainly located within the mapped coastal environment, other than through this inland connection, along the Wharekahika River.

11.3 ONFL form the immediate context for the Ara through much of this Section. The ara is located within the East Cape ONFL (Unit 3) enroute to Te Araroa and then the Hicks Bay and Te Araroa ONFL (Unit 2). The overlay extends approximately 500m to the west of Wharf Rd bridge across the Wharekahika River mouth.

11.4 As in previous Sections, there are numerous waterways in this landscape including those scheduled in planning maps. The ara will cross these using existing bridges where practicable, on lower volume local roads, where additional safety signage (including possible push button warning systems) will be installed as required by GDC and NZTA. Exceptions to this include new swing bridges at Karakatuwhero River along SH35 at Te Araroa, one crossing of the Wharekahika River and of the Onekawa Stream, to connect back onto SH35. There will also be several natural waterbody crossings, including some that are 'on foot', mainly along the Wharekahika River.

11.5 In contrast to the Waipiro – East Cape Section, there is a more consistent pattern of indigenous vegetation through this Section. This includes areas identified as ecologically sensitive (in the ECiA and within the TRMP as PMAs, SVMA or TAoSC) including all dune lands through this Section.

11.6 Scheduled wetland areas feature alongside the ara (with the detailed design required to provide an 'all works' buffer of at least 10 meters pursuant to the ESMPP, excepting where permitted by NZTA regulations, as detailed in the AEE). These features are identified in the TRMP (and through a more recent GDC Regional Wetland Assessment, August 2022, as provided to the Project team by GDC) including the more dispersed wetlands alongside East Cape Road and the broader area of Te Whare wetland at Te Araroa and at Hicks Bay. Dispersed areas of wetland are also located alongside the Wharekahika River including the feature named as Wharekahika oxbow pond.

11.7 Other sensitive environments with important natural science and natural character values to consider are the apparent (non-scheduled) dune formations (including clear 'blow out' areas) through the East Cape ONFL (parts are identified as PMAs).

11.8 Close visual and direct physical access to the coastal environment from SH35 and local roads is a distinct feature of this Section, as the road network is confined to the narrow-uplifted platforms with steep ranges behind. The exception to this being the SH35 inland link through to the small settlement of Potaka. Views from local roads and SH35 are expansive, with an outlook to the north-east distinct to this Section and marking the transition to a warmer, Te Kaha Coast climate. The East Cape Road and SH35 sinuous ara provides a varied experience and outlook to the sea, over rivers, prominent headlands, to the Raukumara range behind, or along the sweeping bay, between the East Cape and Matakaoa Point.

11.9 Inland and coastal 'kai based' recreation for local communities continues through these landscapes, reflecting the sequence of kainga and marae and hapu-based management. The larger rivers and their tributaries contribute further to this, including popular swimming holes on the Awatere River. Hunting and gathering associations are reinforced by visitors to holiday homes and campgrounds in Te Araroa, Onepoto Bay and Hicks Bay, mainly over summer months including to start the East to West cycle ara Kopiko Aotearoa. Visitors to this coast over winter are often linked to the marlin and blue fin tuna season and deep water close to shore (the 'drop off' at Lottin Point). Productive land use activities of the preceding Sections continue through this Section, of extensive farming operations, forestry, and beekeeping (regenerating manuka) and small- scale cropping on elevated terraces reflecting the areas isolation and low permanent population. While the low- lying areas of SH35 and the East Cape Road are regularly impacted by flooding events through this area, the general condition of the transport network is improved from Te Araroa, due to changes in the underlying geology.

11.10 The many and rich narratives to be told for Ngati Porou along this coast are further signified in these landscapes archaeological and cultural sites and ongoing connections to land and marae, as described further in other technical assessment reports and signalled by TRMP heritage overlay mapping. As it relates to landscape perceptions and associations, and because of the confined roading network, the sequence of hapu-based communities, including small urupa, feature prominently in the 'built landscape'. In contrast to the previous Sections, where marae and hapu connections are just as plentiful, although often relate to isolated coastal communities at the end of local roads.

Section Specific Analysis - Tracker Summary

11.11 As a summary of the Project Tracker and other desktop and site work appraisal:

a. Approximately 46% of the ara will be wayfinding only, requiring no works other than marker posts and / or road safety signage, with 65% of all km coded green (requiring limited works, over less than 20% of these km).

b. In contrast to the previous Section, only three km areas are coded red (where between 60-100% of the km will require works to be undertaken). There are also 14km (29%) coded orange (where 40-79% of the km will require works). These red and orange coded areas are considered as potential 'hot spots' (for greater adverse effects) and include:

c. Firstly, from km210 to km216 (orange and red coded works, the latter over 2km only), where the ara will be located alongside SH35 and then connects via a new track over Haupara Point. These km are located within Te Araroa ONFL, noting that the current centreline for the ara along SH35 (from km210 to km 214) avoids this overlay, as it is on the landward side of the road reserve. Noting, however, the bridge crossing of Karakatuwhero River will be located downstream of the existing road bridge (as confirmed through site work and ongoing discussions with NZTA) within the ONFL. Along SH35 (km coded as orange) there is earthworks required and at km212 to 214 the ara passes through the mapped Te Whare wetland, where it spans the highway in several locations. In these areas it may be difficult to achieve a 10m works buffer to wetland areas, such that NZTA regulations will apply (as addressed in more detail within the AEE). 'Other' and PMA vegetation removal will be required (noting the ESMPP requirements do not restrict necessary vegetation removal in road reserves). Additional safety barriers (tbc with NZTA, in some cases guard rails may be required) will be likely required, where the shoulder is not wide enough to provide adequate separation for walkers, as shown in the CMP. In off road areas (km215 and 216, coded red) earthworks and vegetation removal will have an impact on the Te Koau PMA within an ONFL. Works totalling 6m in width may be required (including the width of the ara and low bench cut and fill batters) to provide for a steep, yet navigable, new track with steps and gravel used in some portion of each km (overall, through these 2km there could be a maximum of 8,800m^2 of earthworks and PMA vegetation removal). [It should be noted that alternatives to the SH35 portion (km210-214) would not avoid wetland and ONFL areas (and require additional landowner notification). Further, an alternative Haupara Point connection along SH35 would require significantly greater earthworks and vegetation removal (to widen the shoulder), and the rocky shoreline is not suitable for a safe walking ara.]

d. Secondly, at km227 to km234, alongside the Wharekahika River (with only 1km coded

red), there are earthworks and indigenous vegetation removal required including where the ara alignment goes through the Oxbow PMA and other ecologically sensitive vegetation (as identified in the ECiA). Through the orange coded areas, where possible the ara has been limited to 1m in width, however, works up to 6m in width may be required in km233-234 (the ecologically sensitive area, including the km coded red) such that a maximum of 6,500m^2 of earthworks and lower value 'other' indigenous vegetation removal will be required in these 2km.

e. There are 2 other isolated km locations coded as orange at km206 (within ONFL Unit 3) and km239 where the East Coast Road and SH35 is confined (respectively), and earthworks is conservatively required to form a safe track alongside the carriageway and the removal of 'other' indigenous vegetation may be required.

f. The Tracker assesses a conservative upper threshold for earthworks at total approximately 24,600m^2 over the 48.4km, relating to 55% of this Section. Less than 10% of the earthworks through this Section is coded as 'Extensive' (where these will be more than 2000m^2 across a specific km). Greater levels of earthworks (coded 'Moderate or 'Extensive') are typically associated with the use of low bench type cross sections (in 4 locations), gravel through steep terrain (in a portion of 15km locations) and are typically associated with the removal of indigenous vegetation as identified on TRMP planning maps and in some cases impact ONFL areas. As such, all areas with moderate and extensive earthworks have been considered as potential residual 'hot spots' (see above).

g. The Tracker also assesses a conservative upper threshold for vegetation removal of approximately 12,625m^2 of 'other' / lower value indigenous vegetation removed and approximately 11,965m^2 of higher value indigenous vegetation removed from within the PMA areas. The PMAs impacted are generally at Hautai, Haupara Point and alongside the Wharekahika River. In these areas, the ara has been limited to a 1m in width if possible (subject to the steepness of terrain).

h. New structures required in this Section (with reference to the CMP concept information) include three new swing bridges. The first over the Karakatuwhero River along SH35 (km212, 100m in length, 1.5m wide, 12m high suspension end supports likely stainless-steel poles (taller than the 8-10m high power poles alongside the highway), and 33m back stays). This will be located downstream of the existing bridge within the road reserve and the Te Araroa ONFL (outside of any PMA or wetland overlay). Resilience measures tbc at detailed design will likely position the 'deck' of the swing bridge above that of the highway

structure (and there is a need to provide additional clearance for the under-deck stability cables). This could mean that part of the deck, or at least a portion of the mesh balustrade, will be visible above the SH35 bridge and block some portion of down-stream views for motorists while they are on the bridge. See photos below and Figure 7 above, of a representative bridge design at Pakuratahi, Abseil Access.

Figure 8 –Karakatuwhero River SH35 bridge. (Source: Isthmus)

i. The second swing bridge will cross the Wharekahika River (km234, 40m in length, 1.5m wide, 5.5m maximum timber suspension end supports, and 14m stays) and where ecologically sensitive vegetation has been identified on the true left bank (no other overlays apply). Finally, over the new bridge over the Oweka Stream to connect back onto SH35 will have similar component dimensions such that Figure 5 above for the Buckler Burn Bridge is relevant.

j. Existing road bridges will be used with improved safety signage, as will be confirmed by GDC and NZTA (if on SH35) including where motorists may be alerted and managed via a push button system (on longer and SH35 bridges). Natural water body crossings (over existing culverts in local roads, farm type bridges and on foot where the CMP concept

information and cross section examples will apply) also feature in this Section as referenced in the Waterbody Crossing Schedule for the Project.

k. Steps will likely be required in two locations, in the climb up and over Haupara Point km215-216, noting that the ara will also make use of existing steps through km217 and km218, as regularly used to access Onepoto Beach (and as confirmed through recent site work). Between the steps, in km215-216, sections of gravel track are also likely to be required to ensure safe access along the steeper sections of the low bench type track.

l. Two new toilet facilities will be constructed along this Section, to the north of the Oruroa River near Te Matahi o Te Tau marae on the East Cape Road (km199, within the ONFL) near and approximately half-way along the Wharekahika River ara (km134 on the true right bank, over the swing bridge).

Summative Effects

Outstanding Natural Features and Landscapes

11.12 While the ara is predominantly located within, or directly alongside, the East Cape ONFL through this Section (Unit 2, 30.4km out of the total 48.4km journey), for the most part it uses existing tracks through dune land areas, and the road reserve associated with East Cape Road. Works in ONFL areas are predominantly coded green (less than 20%, and typically less than 10% of any km will be impacted by works) including minor work. As such there will be nil or very low adverse effects on ONFL values in these areas.

11.13 The exception to this relates to the potential 'hot spot' areas (as discussed in detail above) at km206 (earthworks to widen the shoulder and where sightlines limit the use of the road corridor). Then at km210-216 including the Karakatuwhero River swing bridge (to be located within the ONFL) and sections of the ara in the SH35 corridor (where the proposed centreline sits outside the ONFL, as confirmed through recent site work) and the off-road track over Haupara Point (through PMA areas), which then connects to an existing track down to Onepoto Bay.

11.14 At km206 and alongside SH35 km210-214 we consider the CMP, ESMPP and LMPF for track type design and rehabilitation of earthworks (along with a consideration of NZTA regulations relating to possible impacts on wetlands) will be sufficient to mitigate adverse effects such that they are no more than **low**.

11.15 However, given its scale within the ONFL (and potential to have adverse effects on natural character values), the swing bridge at Karakatuwhero, is identified for further investigation and a site-specific construction management plan, as a 'hot spot', see below.

11.16 The construction of the new track over Haupara Point to Onepoto Beach through the ONFL, will require greater earthworks and ecologically sensitive indigenous vegetation (PMA areas). Noting the potential impact has been reduced by use of an existing track to the beach (km217-218.4), and that the alternative, to use SH35, rather than an off-road ara, would likely have greater impacts. Steps and low bench track types increase the overall footprint of the ara in km216 and 217- where the maximum footprint will be 6m due to cut/and or fill batters. While the requirement for steps and low cut bench type tracks will likely be reduced (including through use of the 100m Sensitive Area Consent Corridor, refer to AEE 1.7.5), earthworks will be rehabilitated, and PMA vegetation removal subject to the 2:1 enhancement planting proposed by the Application (and required by the ESMPP), it is retained as a potential 'hot spot' (see below). It is our view that a site- specific construction management plan will provide the greatest opportunity to refine the design and therefore reduce the requirement for earthworks and vegetation removal.

11.17 In summary, the **adverse** effects on ONFL values overall are assessed as **low.** However, in line with our conservative approach, and while this assessment is inclusive of all works and based on the updated Project description, the larger swing bridge (Karakatuwhero River km212) and ara over Haupara Point (km215-km216) are identified as localised residual 'hotspots' for preconstruction confirmatory investigation, see below. That is: we confirm the overall adverse effects in this Section will be **low** in the ONFL. The recommendation for site specific construction management plans, at the two residual 'hot spots', follows our conservative envelope approach, to ensure every practicable measure is used to reduce adverse effects. We do not require any further information to reach our overall assessment and are confident that the suite of management plans and embedded mitigation measures will ensure that landscape values are protected within ONFL in this Section.

11.18 Further, given the enhanced direct and low impact connections provided by the ara, and the requirement for 2:1 enhancement planting for ecologically sensitive areas, there is the potential for at least **low moderate positive** benefits on the East Cape ONFL values.

Natural and Built Landscape (other than ONFL)

11.19 The scope of works through other parts of this landscape (the remaining 18km not included in the ONFL assessment) relates to the track alongside the Wharekahika River, which is outside of the coastal environment. Works coded orange (and one coded red) are located between km227 and km234 and then again at km239 (where the track is in the road reserve alongside SH35). The ECiA recommends (through several sections in the ara from km227 to km234) that the ara width be reduced to 1m, which can be accommodated in most cases other than at km233 and km234 where a low bench type track with an overall footprint of 6m is required, due to the terrain (earthworks are coded as 'Extensive').

11.20 The Tracker's upper threshold estimate of indigenous vegetation removal is conservatively estimated at approximately 24,600m^2 for this Section overall. Approximately half of that indigenous vegetation removal will occur within mapped (TRMP PMA, SVMA or TaoSC) or otherwise ecologically sensitive areas; for the most part within ONFL areas, as assessed above (and all Wharekahika River wetlands are avoided). Further we consider that the restrictions, included in the ESMPP, on removing mature trees above 30cm dbh (requiring the ara to weave through the vegetation sensitively) will likely reduce the estimated indigenous vegetation removal during detailed design in this area, such that the Project Tracker overstates the impact on river environment.

11.21 Steps are not required through this part of the ara, although sections of gravel are needed in some portion of 7km of the Wharekahika area, related to the low bench type tracks and steep terrain, will ensure safe access and reduce likelihood of informal alternative routes. Other structures required in this landscape include a new toilet half- way along the river ara, two swing bridges (one across the Wharekahika River, 40m and 50m swing bridge across Oweka River through farmland) and several on foot natural waterbody crossings; in line with the concept information specified in the CMP and Waterbody Crossing Schedule.

11.22 Overall, we consider development and implementation of the design and mitigations, as required by the CMP, LMPF and ESMPP (including rehabilitation of earth-worked areas and any enhancement planting), will ensure that effects will be managed, and detailed design requirements will provide further opportunities to reduce any adverse impacts. As such, there are no areas or structures carried forward as a potential 'hot spot' along the Wharekahika section of the ara.

11.23 In summary, given the requirements of the suite of management plans and construction methods proposed for the track types and structures, we consider the impact on this landscape will be no more than **low adverse**.

11.24 Over the majority of the Wharekahika ara the works are wayfinding only providing access to a previously inaccessible river valley, and immersive 'wilderness' experience. Combined with the ONFL parts of the ara, it contributes to an alternative connection between the popular holiday locations of Te Araroa, Onepoto Bay, Hicks Bay and the small community at Potaka (and gateway to Lottin Point fishing grounds) for the benefit of visitors and the local community. Use of existing tracks through the Wharekahika farmland and attention paid to existing operational patterns (to follow fence lines, utilise existing waterbody crossings), provides for further landscape logic, which will ensure the Project incorporates elements for best fit within built landscape patterns. As such, we consider, the adverse effects of the Project are likely to be more than balanced by the **low moderate positive** benefits**.**

Visual Amenity

11.25 Viewing audiences and visibility of the ara will be diverse through the ONFL part of this Section, as the ara follows local roads and SH35, is in the road corridor for over half its length and makes use of the existing trails along the Te Araroa dunes and the high tide of the popular beach of Onepoto Bay. The greatest range and numbers of viewing audiences to experience the ara will be through the Te Araroa, Onepoto Bay, Hicks Bay and the Potaka settlements, including the sequence of marae, coastal edge campgrounds. Views toward the land from boats may feature the ara, particularly where it is elevated, through the Haupara Point crossing, however, once the batters are rehabilitated (and noting the recommendation for a site- specific construction management plan) it will likely be screened by intervening vegetation. For the most part, where there are open views of the ara by greater numbers of people, the works are generally wayfinding only, meaning that the potential for adverse visual amenity effects are very low. Further, viewing audiences along the Wharekahika River section will be very limited and effects are therefore more likely to relate to landscape and, or the biophysical aspects of natural character (addressed below).

11.26 Areas coded red and orange that will be able to be viewed by the public relate to the works alongside SH35 travelling north of Te Araroa and the new track up and over Haupara Point, which have been addressed above under ONFL impacts (including the identification of 'hot spots').

11.27 Overall, and considering the fit-for-context design components proposed and the required mitigation measures included in the suite of management plans to establish all structures, **adverse** visual amenity effects in this Section are assessed as **very low** or less.

11.28 In contrast, visual amenity benefits for this Section will relate to the construction of a new elevated coastal track linking Te Araroa and Onepoto Bay (new vantage points where there are unobstructed views, where the ara is located outside the PMA) and a highly varied visual experience including to the previously inaccessible Wharekahika River valley. We consider these visual amenity benefits are at least **low moderate** on a 7 -point scale.

11.29 Although not assessed in the LVA, privacy for remote residences and smaller communities is identified as the key visual amenity issue and has been considered in determining the proposed alignment (such that the *overall* assessment of no more than very low adverse effects is maintained). That said, we consider that the potential concerns of individual landowners and communities close to the ara should continue to be addressed through detailed design, including through the adoption of the measures outlined in the LMPF (such as increasing separation or use of existing screening elements or additional screening planting as part of rehabilitation or required enhancement planting). Privacy matters are also recommended to be addressed in more detail in the conditioned construction stage confirmatory LVA.

Natural Character

11.30 Potential natural character effects are relevant to this Section, as the ara is either located in the coastal environment, or in the Wharekahika River area. Refer to Existing Environment analysis in **Appendix C** for summary of contributing features and characteristics. It will cross several rivers and streams using new swing bridges (two over 50m in length) and via existing bridges and 'natural' crossings; some over existing culverts or farm type bridges and others 'on foot'. Further, the ara will access existing tracks on dunes and to beach areas, above the high tide.

11.31 As in the previous Sections, measures to ensure that both the biophysical and perceptual aspects of natural character are retained relate to three key matters, as stated above under 8.24.

11.32 Areas coded red and orange that are relevant to natural character in this Section include the works required to construct the track over Haupara Point track and parts of the ara along the Wharekahika River. (Noting works alongside SH35 north of Te Araroa sit outside the Coastal Environment overlay and are addressed above under ONFL effects). While notable in terms of

biophysical impacts, these works will generally not detract from overall perceptions of natural character, given they are limited in extent and will be largely screened from existing public viewpoints. The Haupara Point ara will be screened by intervening bush and the Wharekahika River ara is not able to be viewed from existing public areas, other than the road ends. We consider that the Applicant's proposed enhancement planting (at a 2:1 ratio for removal of ecologically sensitive vegetation in these areas) and rehabilitation of earth-worked areas will also help mitigate for the loss of biotic values contributing to natural character. Further, that the designs for built structures (as relevant to both the biophysical and perceptual aspects of natural character) will be in line with the requirements of the CMP concept information and mitigation measures included in the suite of management plans, such that they are considered fit for this context and will be well integrated into this landscape.

11.33 Overall, we consider natural character matters will be appropriately addressed through the requirements set out in the suite of management plans (CMP, ESMPP and LMPF). The ara will be low impact within this Section where possible, with nearly 60% of all km requiring no or limited works. As such, overall, the **adverse** effects on **natural character** for the East Cape - Potaka ara will be **low moderate** or less.

11.34 As discussed above, the potential for localised greater adverse effects on natural character relates to the main river crossing at Karakatuwhero River and the Haupara Point connection, where we have recommended further pre-construction confirmatory investigation, as below under 'hot spots'.

11.35 There are common natural character **benefits** provided in this Section, due to the way in which the ara will provide enhanced visual and physical access to the coastline for pedestrians (compared to motorists travelling at speed in a vehicle along a paved surface). In addition, the proposed enhancement planting requirements (potentially relating to a maximum of 23,000m^2 enhancement planting at a 2:1 ratio, i.e. double the Tracker's upper threshold of potential TRMP indigenous vegetation removal) would likely contribute to the biotic aspects of natural character within this Section. Overall, with the assumed mitigation and some enhancement measures (for example if only 10,000m^2 were realised) there would be least **low moderate positive** effects on natural character.

Localised Hotspots

11.36 Potential hotspots relate to areas coded orange, totalling 13km in this Section, with only 3km coded as red (km requiring works over 61-100% of the km). These areas are generally located within the coastal environment, the East Cape ONFL and along the Wharekahika River ara. However, for the most part, we consider that required mitigation measures included in the management plans including the areas of the ara reduced to 1m, and rehabilitation planting, will ensure adverse effects are less than low moderate.

11.37 Residual 'hot spots' in this Section, where we consider there is the potential for greater localised adverse effects (noting the overall adverse effects for ONFL are assessed as low and is inclusive of these areas and the updated Project information and management plans) relate to:

a. The Haupara Point works at km215-216 in terms of earthworks and vegetation removal within an ONFL and mapped PMA and,

b. The 100m swing bridge crossing of the Karakatuwhero River at km212, also within an ONFL.

11.38 We consider that site specific pre-construction confirmatory investigation should be undertaken to confirm the landscape values for these areas, and to provide specific input into the site-specific CMP. The objective of these plans is to ensure that every practicable measure to reduce adverse effects within the ONFL identified, investigated and integrated; our overall assessment of no more than low adverse effects for ONFL in this Section stands (is not reliant on these plans). The requirement for site-specific construction management plans is in keeping with our conservative envelope approach. We are confident the landscape values in these areas can be protected by the required suite of updated management plans.

Summary of Effects for Section 4 - East Cape to Potaka

11.39 Overall, we consider that the **adverse** effects on landscape values for this Section of the ara will be **low moderate** or less and the **positive** effects will be at least **low moderate.** There is the potential for localised greater adverse effects in km215-216, Haupara Point and in constructing the large swing bridge over Karakatuwhero River, and we recommend that these are a focus for refinement during detailed design, through a site- specific CMP and inclusive of the measures outlined in the draft CMP, ESMPP and LMPF.

12. SUMMARY OF EFFECTS AND CONCLUSIONS

12.1 Overall, we consider the effects of the Ara on ONFL, landscape, visual amenity and natural character effects will no more than **low moderate** adverse (with low and very low effects for some aspects of landscape). In addition, the effects of the overall Project are assessed to have at least **low positive** effects, (low moderate in three Sections and moderate in relation to the Mount Hikurangi loop) provided the required management plan construction, mitigation and enhancement measures are implemented. A summary of the 7-point scale magnitude of effects is set out below. We note that while useful as an overview of effects, the 7- point scale rating should not be read in isolation from the descriptive matters detailed above. Our effects rating is derived through a comprehensive appraisal of the nature of the effect and its spatial, policy and required management plan context.

12.2 In Summary, we can confirm, that while the level of works required varies throughout the ara, and there are bands coded orange and red (where 'no works' may only apply to 0-40% of a km) the proposed alignment, concept design information, cross section examples and management plans provide for a low impact and well mitigated approach, such that adverse effects are no more than low moderate. We also note that in some Sections, for aspects of landscape, the effects are assessed as low or very low.

Table 2- Summary of Effects

	ONFL		*Landscape*		*Visual Amenity*		*Natural Character*	
Effect type	adverse	positive	adverse	positive	adverse	positive	adverse	positive
Section 1- Makorori to Tolaga Bay, Uawa	Very low	low moderate	Very low	Low-moderate	Very low	Low moderate	Very low	low
Section 2 – Tolaga Bay, Uawa to Waipiro Bay	Very low	Low-moderate	Low moderate	Low moderate	low	Low moderate	Low	Low moderate
Section 3- Waipiro Bay to East Cape	Nil (Low [65])	Low moderate (moderate) [66]	Low	Low moderate	Low	Low moderate	Low moderate	Low moderate
Section 4- East Cape to Potaka	Low	Low moderate	Low	Low moderate	Very Low	Low moderate	Low moderate	Low moderate

[65] For Mount Hikurangi (assumed) ONFL inclusive of km21-km44
[66] For Mount Hikurangi (assumed) ONFL inclusive of km21-km44

12.3 Notwithstanding this overall assessment, we have identified a small number of localised residual red and orange 'hot spots' where there is the potential for greater adverse effects (albeit with no adverse effects anticipated to be greater than low moderate overall, or in any Section). In these locations we have recommended that site specific confirmatory investigations be completed prior to construction, with plans and detailed design prepared in pre-construction (as part of the comprehensive concept documentation) to confirm appropriate mitigation methods and measures to be implemented, in accordance with the management plans, to ensure localised adverse effects are reduced and, overall, **adverse** effects are no more than **low moderate** in any Section. Noting, as above the residual 'hot spots' are identified in line with our conservative envelope approach. Our assessment of effects in each Section is inclusive of all works and does not rely on additional mitigation measures that may be identified in the recommended site-specific construction management plans. These residual 'hot spots' are in Sections 2 and 4:

Section 2- Tolaga Bay, Uawa to Waipiro Bay

a. North of Nuhiti km80-88 in the Nuhiti Reserve TaoSC; and

b. km98-103 north of Tokomaru Bay in the Tawhiti PMA.

Section 4- East Cape to Potaka

a. The swing bridge (100m crossing) of the Karakatuwhero River at km212 within an ONFL; and

b. The Haupara Point works at km216-217 in terms of earthworks and vegetation removal within an ONFL.

12.4 As this assessment has utilised an effects envelope approach, determined by a conservative data set provided for in the Project Tracker, (which we agree is likely to overstate incidence and impact) we are confident that the adverse effects of the Ara on landscape matters will be no more than **low moderate**.

12.5 To ensure this assessed level of adverse effects (or less) is achieved following detailed design of the Project, and with respect to *each* construction stage (and in terms of certification process) we recommend a suitably qualified Landscape architect (NZILA registered) be engaged to develop/provide:

12.6 Overall, the findings of this assessment are that, with the implementation of Project such that the design is consistent with the concept information, cross section examples and mitigation

provided for by the CMP, LMPF and ESMPP, the effects of the Ara on ONFL, landscape, visual amenity and natural character effects will be no more than **low moderate** adverse with at least **low positive** effects.

12.7 In keeping with our precautionary and best practice approach to this assessment, and to ensure the assessed level of adverse effects of low moderate (or less) is achieved following detailed design of the Project, we recommend that:

12.8 Prior to construction stage of each stage (and in line with a council certification process) a suitably qualified Landscape architect (NZILA registered) be engaged to develop/provide:

a. A final LMPF (that is materially consistent with the appended draft). This framework document should support the requirement to achieve adverse effects no more than low moderate for landscapes along with measures required to investigate and integrate further landscape benefits. Further, the LMPF should be used as an assessment tool to support the evaluation each construction stage detailed comprehensive concept for certification (see below).

b. Input to the site- specific construction management plans to be integrated within the final CMP and comprehensive concept design, with respect to the 'hot spot' areas identified in this LVA.

c. Design services relevant to the provision of a comprehensive concept design (to be certified by council) and (subsequent) detailed design documentation, such that the LMPF and other management plans are addressed (including 'hot spot' site-specific construction management plans), and adverse effects of low moderate or less are confirmed and opportunities for landscape benefits are further investigated and integrated. This is to include (but is not limited to) documentation required to address a comprehensive spatial strategy for ara types, structures, wayfinding, safety and interpretation signage, integration of mahi toi, including through design reports, plans, with cross sections-elevations, details and specifications for planting and all hardscape (built) elements.

d. Provide a confirmatory LVA (consistent with Te Tangi a te Manu guideline) that evaluates the comprehensive concept design, the implementation of the LMPF, CMP and ESMPP, as it relates to landscape matters, such that adverse effects (including considering the localised 'hot spots' and the wider context, including any previous stage constructed) are, as assessed in this LVA, confirmed to be no more than low moderate, and to identify

where opportunities for further avoidance or minimisation of adverse landscape effects have been investigated and integrated. This confirmatory LVA should address all landscape matters – construction and operational effects on ONFL, other landscapes, visual amenity (including privacy for individual properties) and natural character values.

e. Provide input into the final OMMP that is developed by the consent holder (and certified by council) to provide for the continuation of the mitigation measures of the CMP, LMPF and ESMPP requirements, such that adverse effects on landscape can be maintained at no more than low moderate adverse and opportunities for further benefits are investigated and integrated.

12.9 Overall, the Project shaping stages, including iterative review and feedback on landscape matters, have confirmed a general alignment, concept information and cross section examples for ara types and new structures that bring a focus on avoiding adverse effects and practicable mitigation measures (as included in the CMP, LMPF and ESMPP). The proposal is to develop a landscape sensitive walking ara which will connect the communities of Ngati Porou and provide for greater immersive experience of the coastal and river environments, for whanau and visitors alike. This will maintain and enhance landscape values, such that the proposal is appropriate under Part 2 of the RMA and relevant district and regional objectives and policies.

12.10 There are many potential landscape benefits to be further integrated through detailed design, as are required to be investigated in the LMPF. Measures used to enhance natural environments, for example, through additional enhancement planting of dune and wetland areas or to buffer and enhance bush remnants, will provide further landscape benefits. Similarly, the development of a comprehensive spatial strategy to confirm the sequence of ara types, wayfinding and interpretation signage and mahi toi to support an overall narrative of the Ara[67] could be used to help further uplift and enhance the values of the unique landscapes and community of Te Ara Tipuna.

Isthmus
August 2025

APPENDIX A- DEFINITIONS

[67] The LMPF requires a comprehensive spatial strategy - to ensure these elements are designed and sequenced to maintain and enhance landscape values and ensure adverse effects are low moderate or less i.e. no more than minor- refer also to **Appendix A** definitions.

This assessment uses the following definitions/explanations of **natural character, landscape,** and **visual amenity**, taken from Te Tangi a Te Manu, the Aotearoa New Zealand Landscape Assessment Guidelines (July 2022) provided by Tuia Pito Ora, New Zealand Institute of Landscape Architects (NZILA):

Natural Character

> *"Natural character is the distinct combination of an area's natural characteristics and qualities, including degree of naturalness."*
>
> *"Natural character is an outcome of physical environment and perception. Perception is influenced by what we know of an area's natural characteristics and qualities (including input from natural sciences) and how we experience them."*

Naturalness

> *"Naturalness" is a measure of the actual and apparent modification from a fully natural state."*
>
> Natural character is a type of character – the distinct combination of an area's natural characteristics and qualities. Naturalness is an attribute of that natural character.
>
> As a measure of the extent of modification present, *naturalness* is quantitative.
>
> As a distinct combination of natural characteristics and qualities, (including naturalness), the consideration of natural *character* is qualitative.

Landscape

> *"Landscape embodies the relationship between people and place. It is the character of an area, how the area is experienced and perceived, and the meanings associated with it."*

Landscape is an integrating concept. While landscape draws strands from diverse sources (natural sciences, humanities, cultural perspectives), it is perceived and experienced as a unified phenomenon. It is an integrated whole. It is more than a summary of data – the whole is greater than the sum of the parts.

Landscapes have biophysical (natural science), perceptual (sensory) and associative (shared and recognised) dimensions.

Visual Amenity

'Visual amenity' {is} shorthand for 'landscape values that contribute to amenity values.

While such shorthand is widely understood and occurs in some statutory plans, a pitfall is the potential to overlook the whole landscape by jumping to certain aspects. A sound approach is to identify landscape values first and then explain how such landscape values contribute to amenity values and the quality of the environment.'

The RMA defines amenity values 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."

Effects

Effects are assessed as **Nil, Adverse** or **Positive** and by nature (impact on valued characteristics) and magnitude (using a 7- point scale[68]). Where the effects of the proposal are considered to have no impact on landscape values, and the characteristics that contribute, the effects are assessed as **Nil**. Where they reduce or remove those characteristics the effects will be **Adverse** and vice versa, **Positive.**

The 7- point scale ratings are compared to the **RMA** and **NZCPS** Policy tests, in **Table 3** below[69].

Table 3: Effects Rating Summary - NZILA 7-point scale vs RMA and NZCPS tests

Effect Rating (magnitude)	Very Low	Low	Low Moderate	Moderate	Moderate high	High	Very high
RMA terminology	*Less than Minor*		*Minor*	*More than Minor*			
						Significant	

68 Very high, high, moderate high, moderate, low moderate, low and very low.

69 Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines, pg. 151.

APPENDIX B: STATUTORY FRAMEWORK

Statutory provisions most relevant to this assessment include:

Resource Management Act 1991 (RMA)

Section 6 Matters of national importance

Recognise and provide for the following matters of national importance:

(a) the preservation of the natural character of the coastal environment (including the coastal marine area), wetlands, and lakes and rivers and their margins, and the protection of them from inappropriate subdivision, use, and development:
(d) the maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers:
(e) the relationship of Māori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga.

Section 7 – Other matters

Have particular regard to:

(a) kaitiakitanga:

(c) the maintenance and enhancement of amenity values:
(d) intrinsic values of ecosystems:
(f) maintenance and enhancement of the quality of the environment:

Section 2 Interpretation

The RMA defines amenity values 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."

New Zealand Coastal Policy Statement

Objective 2

To preserve the natural character of the coastal environment and protect natural features and landscape values through:

- *Recognising the characteristics and qualities that contribute to natural character, natural features and landscape values and their location and distribution.*

- *Identifying those areas where various forms of subdivision, use, and development would be inappropriate and protecting them from such activities; and*
- *Encouraging restoration of the coastal environment.*

Policy 13

To preserve the natural character of the coastal environment and to protect it from inappropriate subdivision, use, and development:

a) avoid adverse effects of activities on natural character in areas of the coastal environment with outstanding natural character; and

b) avoid significant adverse effects and avoid, remedy, or mitigate other adverse effects of activities on natural character in all other areas of the coastal environment, including by:

c) assessing the natural character of the coastal environment of the region or district, by mapping or otherwise identifying at least areas of high natural character; and

d) ensuring that regional policy statements, and plans, identify areas where preserving natural character requires objectives, policies, and rules, and include those provisions.

Policy 14

Promote restoration or rehabilitation of the natural character of the coastal environment, including by:

a) Identifying areas and opportunities for restoration or rehabilitation.

b) Where practicable, imposing or reviewing restoration or rehabilitation conditions on resource consents and designations, including for the continuation of activities; and recognising that where degraded areas of the coastal environment require restoration or rehabilitation, possible approaches include:

i. natural science factors, including geological, topographical, ecological and dynamic components.
ii. the presence of water including in seas, lakes, rivers and streams.
iii. legibility or expressiveness – how obviously the feature or landscape demonstrates its formative processes.
iv. aesthetic values including memorability and naturalness.
v. vegetation (native and exotic).
vi. transient values, including presence of wildlife or other values at certain times of the day or year.
vii. whether the values are shared and recognised.
viii. cultural and spiritual values for tangata whenua, identified by working, as far as prac-ticable, in accordance with tikanga Māori; including their expression as cultural landscapes and features.
ix. historical and heritage associations; and
x. wild or scenic values.

Policy 15

To protect the natural features and natural landscapes (including seascapes) of the coastal environment from inappropriate subdivision, use, and development:

a) *Avoid adverse effects of activities on outstanding natural features and outstanding natural landscapes in the coastal environment; and*
b) *Avoid significant adverse effects and avoid, remedy, or mitigate other adverse effects of activities on other natural features and natural landscapes in the coastal environment, including by:*
c) *Identifying and assessing the natural features and natural landscapes of the coastal environment of the region or district, at minimum by land typing, soil characterisation and landscape characterisation and having regard to:*
   i. *natural science factors, including geological, topographical, ecological, and dynamic components.*
   ii. *the presence of water including in seas, lakes, rivers, and streams.*
   iii. *legibility or expressiveness – how obviously the feature or landscape demonstrates its formative processes.*
   iv. *aesthetic values including memorability and naturalness.*
   v. *vegetation (native and exotic).*
   vi. *transient values, including presence of wildlife or other values at certain times of the day or year.*
   vii. *whether the values are shared and recognised.*
   viii. *cultural and spiritual values for tangata whenua, identified by working, as far as practicable, in accordance with tikanga Māori, including their expression as cultural landscapes and features.*
   ix. *historical and heritage associations; and*
   x. *wild or scenic values.*

Policy 18 Public Open Space

- *Recognise the need for public open space within and adjacent to the coastal marine area, for public use and appreciation including active and passive recreation, and provide for such public open space, including by:*
- *ensuring that the location and treatment of public open space is compatible with the natural character, natural features and landscapes, and amenity values of the coastal environment.*
- *taking account of future need for public open space within and adjacent to the coastal marine area, including in and close to cities, towns and other settlements.*
- *maintaining and enhancing walking access linkages between public open space areas in the coastal environment.*
- *considering the likely impact of coastal processes and climate change so as not to compromise the ability of future generations to have access to public open space; and*
- *recognising the important role that esplanade reserves and strips can have in contributing to meeting public open space needs.*

Policy 19 Walking Access

a) *Recognise the public expectation of and need for walking access to and along the coast that is practical, free of charge and safe for pedestrian use.*
b) *Maintain and enhance public walking access to, along and adjacent to the coastal marine area, including by:*
   xi. *identifying how information on where the public have walking access will be made publicly available.*
   xii. *avoiding, remedying or mitigating any loss of public walking access resulting from subdivision, use, or development; and*
   xiii. *identifying opportunities to enhance or restore public walking access, for example where: -connections between existing public areas can be provided; or*

-improving access would promote outdoor recreation; or
-physical access for people with disabilities is desirable; or
-the long-term availability of public access is threatened by erosion or sea level rise; or
-access to areas or sites of historic or cultural significance is important; or
-subdivision, use, or development of land adjacent to the coastal marine area has reduced public access or has the potential to do so.

c) Only impose a restriction on public walking access to, along or adjacent to the coastal marine area where such a restriction is necessary:

xiv. to protect threatened indigenous species; or
xv. to protect dunes, estuaries and other sensitive natural areas or habitats; or
xvi. to protect sites and activities of cultural value to Māori; or
xvii. to protect historic heritage; or
xviii. to protect public health or safety; or
xix. to avoid or reduce conflict between public uses of the coastal marine area and its margins; or
xx. for temporary activities or special events; or
xxi. for defence purposes in accordance with the Defence Act 1990; or
xxii. to ensure a level of security consistent with the purpose of a resource consent; or
xxiii. in other exceptional circumstances sufficient to justify the restriction.

d) Before imposing any restriction under (3), consider and where practicable provide for alternative routes that are available to the public free of charge at all times.

Regional/District Planning

The following provides a summary of relevant planning provisions for the Gisborne District Council. This outline below has been summarised from more detailed information provided by the Project planning team (and confirmed as correct by the planning team).

ONFL

Under the TRMP vegetation removal over 500m2; land disturbance of more than 10m2/10m3; and structures[70] over 2.5m in height/25m3 in volume will be considered a Restricted Discretionary activity, meaning that certain landscape-related criteria will need to be addressed for consent.

Coastal Environment

Under the TRMP vegetation clearance proposed more than 1ha; and land disturbance proposed more than $50m^2/50m^3$ in a 12-month period, will need to address certain landscape-related criteria for consent (i.e., there will be a Restricted Discretionary status). If the proposed ara is within 200m of the MHWS it will likely be considered under the discretionary rule (i.e., standards are less permissive, and any matter can be considered for consent).

[70] Outside the Residential Zone.

Formed and unformed roads

Where the ara passes through the coastal environment, ONFL, other environmental protection areas, and/or is close to riparian areas, standards relating to vegetation removal and land disturbance and structures will apply under both the TRMP with landscape-related criteria needing to be addressed for consent.

Outside of these areas (as listed above) where the track is inside road reserve in the TRMP, the activity will not require a land use consent, but any land disturbance, discharges etc will be assessed under the regional rules.

Riparian

Land disturbance and vegetation clearance in the riparian areas will be a consideration, particularly for those G15c scheduled water bodies.

The TRMP has controls for bridges and structures over Schedule G18 Outstanding Waterbody. At this stage, the track will not affect any of these scheduled rivers.

Under the TRMP the size of the catchment also determines the provisions applying.

APPENDIX C - Te Ara Tipuna: Baseline Evaluation of the Existing Environment

This baseline evaluation of the existing landscape environment for the Ara addresses outstanding natural features and landscapes, natural and built landscape (including factors relevant to natural character), visual amenity characteristics and planning overlays relevant to the assessment of effects on landscape values. This analysis has a focus on the proposed 50m 'corridor' for the Ara (noting the final footprint of all works will likely be no more than 8m- refer to the Project Tracker) and the wider experiential context of the Ara, where landscape values may be impacted. The evaluation follows a south to north route through each of the Project Sections, reflecting the main experiential areas (landscape character areas) along the Ara, and then, at a finer grain, by landscape catchment/key destinations, as could be covered in no more than 3 days walking.

Refer to **Appendix A** of the LVA for relevant landscape definitions.

Section 1					
Makorori Headland to Tolaga Bay, Uawa, km0 to km48 (assessed length and total journey 52.5km)					
Landscape catchments-destinations	**Outstanding Natural Features and Landscape (ONFL)[1]**	**Natural landscape -including features contributing to natural character[2] and visual amenity**	**Built/Community Landscape – including features contributing to natural character and visual amenity**	**Visual amenity[3] contributed to by the natural and built landscape**	**Relevant Planning Overlays[4]**
Makorori Headland – Pouawa Beach (Kms 0 – 13)	Unit 14 Tatapouri, Makorori Unit 13 Whangara, Waiomoko Both units include terrestrial and marine areas over headland and river mouth areas. These extend along much of the coastline in this area, to Pouawa Rivermouth. Refer to the identified values in TRMP Schedule 11, Appendix 3.2 (Proposed Regional Coastal Environment Plan).	*Notable natural features* • Makorori Headland • Tatapouri Shore Platform: a geological site under TRMP • Turihaua Stream mouth/beach • Pouawa Stream mouth/estuary + sand bar *Natural landform types* • Beach, sand bar • Estuary and wetlands • Coastal dunes • Coastal escarpment and headlands • Coastal hills behind escarpment - steep and including a prominent, simple ridgeline with a rolling/flat top Landform is predominantly unmodified. *Vegetation* Predominantly exotic: • Foredune: exotic grasses, with occasional trees/groups of trees. • Headlands and escarpment: Sparse natural regeneration patterns. • Coastal hills: predominantly pasture.	*Settlements/Key community facilities* Settlements are coastal: • Makorori Beach settlement - seaward of SH35 and off the proposed ara, but close and with easy access (existing road off SH35) • Tatapouri Bay–seaward of SH35; includes Tatapouri Bay Oceanside Accommodation, campground • Turihau – rural station, homestead and farm buildings along Turihaua Stream and SH35 • Pouawa – dispersed rural-whanau development along SH35. Settlement nodes and scattered rural dwellings are located close to/adjacent to SH35, connected to each other by SH35 only (vehicular connections only). *Other built form* SH35 on coastal edge Parking areas and unformed ara/roads through dunes in places to the beach. Tracks – farm ara on coastal hills + on escarpment in some locations. Tracks are	*Public look-out (accessed along the ara):* • Makorori Lookout. Localised headlands. *Visual access from the proposed ara:* • Coastal escarpment, ridgetops and elevated slopes are predominantly in pasture allowing open, unimpeded, and expansive views of the coastal edge, CMA, and inland areas. • Views from the coastal edge (sea-level) provide predominantly unimpeded outlook towards the CMA over low vegetation and/or beach. • Views to inland areas from the coastal edge are variable – at times blocked by landform or vegetation, but at other times with views possible inland up coastal valleys. *Potential viewing audience:* • Path users • Recreational divers, fishing (elevated parts of path) • Dwellings:	**Tairāwhiti Resource Management Plan (TRMP):** *Coastal Environment Overlay* – applies to all areas of the proposed ara ***Note: natural character ratings are not assessed in the TRMP*** *Significant Values Management Area* From Makorori Headland to just south of Pouawa Stream – including CMA and terrestrial areas. *Terrestrial Areas of Significant Conservation* • Tatapouri Point WP20 • Pouawa River WR58 (river mouth and adjacent escarpment) *Scheduled Rivers & Streams* (SCHD G15B) • Pouawa River *Significant Recreation Areas* (SCHD G19) • Turihaua Stream • Pouawa Rivermouth

[1] Note the planning overlays that the ara passes though directly are identified on the Project Tracker and in the LVA assessment
[2] Refer to **Appendix A** in the LVA for the definition of natural character used in this assessment.
[3] Refer to **Appendix A** in the LVA for the definition of visual amenity.
[4] This column covers key planning layers relating to landscape, visual amenity and natural character and noting cultural values, archaeology, heritage, coastal hazards, recreation, and ecology matters are addressed in detail by other specialists. Note the planning overlays that the ara passes though directly are identified on the Project Tracker and in the LVA assessment

		• Consistent taller vegetation (trees/shrubs) to either side of SH35 landwards of Makorori Beach settlement. Wetlands at Pouawa (GDC Regional Wetlands Assessment August 2022) *Awa/Streams (crossings)* • Turihaua Stream • Pouawa River • Others un-named on the planning maps	predominantly in cleared areas (pasture/rough exotic grass).	- at settlements - rural homesteads/buildings • Drivers on SH35. • Recreation users (Significant Recreation Areas -Freshwater, refer to Planning Overlays column)	**GDC Proposed Regional Coastal Environment Plan** *ONFL* Units 13 and 14 (Refer to the separate column in this table).
Landscape catchments-destinations	**Outstanding Natural Features and Landscape** [5]	**Natural landscape -including features contributing to natural character[6] and visual amenity**	**Built/Community Landscape – including features contributing to natural character and visual amenity**	**Visual amenity[7] contributed to by the natural and built landscape**	**Relevant Planning Overlays[8]**
Pouawa Beach – Whangara (Kms 14-21)	Unit 13 Whangara, Waiomoko Refer to the identified values in TRMP Schedule 11, Appendix 3.2 (Proposed Regional Coastal Environment Plan).	*Notable natural features:* • Pariokonohi Point + escarpment • Waiomoko River mouth – broad river flats + estuary • Beach: narrow high tide beach north of Pariokonohi Point; wide dry areas at Whangara. • Whangara Island – off a headland/point at Whangara (wider context) *Natural landform types* • Estuary • Wide curved bays • Coastal dunes • Coastal escarpment and headlands • Coastal hills behind escarpment • Meandering river corridors with varying scales and vegetated character Landform is predominantly unmodified. *Vegetation* • Predominantly exotic – coastal hills and ridges in farmed pasture. • Indigenous regeneration is occurring on steep coastal escarpment,	*Settlements/Key community facilities* • Whangara - located at Whangara Beach, at the end of Pa Road (which comes off SH35). Settlement form consists of two primary roads parallel to the beach. Dwellings front the beach. • Whangara Marae (Whitireia and Waho te Rangi wharenui)– at Whangara Beach. • Whangara School (Pa Road) + dispersed rural settlement along Pa Road and Waiomoko Road (inland) off SH35. Vehicular access (Pa Road) linking the beach settlement (and proposed ara) to inland rural community. *Other built form* No formed public access connection along the coastal edge between Pouawa Beach and Whangara - inland vehicular ara only (along SH35 and then Pa Road). Existing farm ara (non-continuous) above the escarpment and over farmland between	*Public look-out (accessed along the ara):* None identified. Localised headlands. *Visual access from the proposed ara:* • Coastal escarpment, ridgetops and elevated slopes are predominantly in pasture allowing open, unimpeded, and expansive views of the coastal edge, CMA, and inland areas. • Views towards the CMA are typically back from the coastal edge; outlook will be predominantly across low vegetation. Views of the sea may be impeded at times by landform/dune formations. • At major river mouths open views are possible inland up the river valleys. *Potential viewing audience:* • Path users • Boats (elevated parts of ara) • Dwellings: - at settlements - rural homes/buildings along ara	**TRMP** *Coastal Environment Overlay* ***Note: natural character ratings are not assessed in the TRMP*** *Significant Values Management Area* • Pariokonohi Point (CMA + terrestrial areas) • Waiomoko River mouth + estuary • Whangara Island All the above include CMA and terrestrial areas. *Terrestrial Areas of Significant Conservation* • WR57 Whitiwhiti Stream Bush - located in a coastal valley – inland from the proposed ara. • WR56 Waiomoko Rivermouth – seaward of the proposed ara. *Scheduled Rivers & Streams* • Waiomoko River (SCHD G15B)

[5] Note the planning overlays that the ara passes though directly are identified on the Project Tracker and in the LVA assessment
[6] Refer to Appendix A in the LVA for the definition of natural character used in this assessment.
[7] Refer to Appendix A in the LVA for the definition of visual amenity.
[8] This column covers key planning layers relating to landscape, visual amenity, and natural character, noting cultural values, archaeology, heritage, coastal hazards, recreation, and ecology matters are addressed in detail by other specialists. Note the planning overlays that the ara passes though directly are identified on the Project Tracker and in the LVA assessment.

		(particularly at Pariokonohi Point), and in steep coastal valleys. • High-value indigenous estuarine vegetation at Pouawa River mouth, at Te Tapuwae o Rongokako Marine Reserve. • Regenerating estuarine vegetation at Waiomoko River mouth/estuary. • Inland Waiomoko River flats are predominantly in pasture. *Awa/streams (crossings)* • Pouawa River • Waiomoko River	Te Tapuwae o Rongokako Marine Reserve (at Pouawa River mouth) and Waiomoko River/estuary Very few built structures apparent on coastal hills and coastal edge between Te Tapuwae o Rongokako Marine Reserve (at Pouawa River mouth) and Waiomoko River/estuary	• Recreation users	*Reserves* • Te Tapuwae o Rongokako Marine Reserve (at Pouawa River mouth) **GDC Proposed Regional Coastal Environment Plan** *ONFL* Unit 13 (Refer to the separate column in this table).
Landscape catchments-destinations	**Outstanding Natural Features and Landscape [9]**	**Natural landscape -including features contributing to natural character[10] and visual amenity**	**Built/Community Landscape – including features contributing to natural character and visual amenity**	**Visual amenity[11] contributed to by the natural and built landscape**	**Planning Overlays[12]**
Whangara to Waihau Bay (Kms 22-39)	Unit 13 Whangara, Waiomoko Unit 12 Waihau Bay, Waiharehare Bay Refer to the identified values in TRMP Schedule 11, Appendix 3.2 (Proposed Regional Coastal Environment Plan).	*Notable natural features:* • Whangara Island • Pakarae River • Coastal cliffs • Wetlands *Natural landform types* • Bays and sandy beaches • Dunes • Wave cut shore platforms • Rugged coastal escarpment/cliffs • Rocky headlands and outcrops • Coastal ranges • Deeply cut stream valleys to the shore • Broad inland river valley/valley flats Landform is predominantly unmodified. *Vegetation* • Predominantly exotic – inland hills and river valleys farmed • Areas of streamside vegetation • Remnant bush • Areas of regenerating indigenous vegetation including wetland (in proximity to the proposed ara) (GDC	*Settlements/Key community facilities* • Waihau Bay Beach – a small cluster of coastal dwellings; adjacent to Waihau Road. Development sits on slopes above the coastal edge. *Other built form* • Waihau Road, off SH35 to Waihau Bay • Farm ara – limited on the coastal escarpment. • Dispersed/in frequent rural built form/dwellings	*Public look-out (accessed along the ara):* None identified. Localised headlands. *Visual access from the proposed ara:* • Coastal escarpment, ridgetops and elevated slopes are predominantly in pasture allowing open, unimpeded, and expansive views of the coastal edge, CMA, and inland areas. • Limited views out from existing escarpment ara, may be blocked by vegetation. • Views from the coastal edge (sea-level – at either end of the ara section) have predominantly unimpeded outlook towards the CMA over low vegetation and/or beach and some views inland up coastal valleys. • Inland ara is predominantly in pasture, allowing unimpeded and expansive views of inland river valleys and inland coastal hills, and in places there may be views along valleys to the coast.	**Gisborne District Council (GDC), Tairāwhiti Resource Management Plan (TRMP):** *Coastal Environment Overlay* - does not apply to parts of the proposed inland ara ***Note: natural character ratings are not assessed in the TRMP*** *Significant Values Management Area* • Much of the coastline and adjacent waters; headlands including ONFL *Terrestrial Areas of Significant Conservation* • WR55 Whangara Beach (dunes) • WR49 Waihau Road Wetland *Protected Watercourse* • Makatote Stream G21 *Scheduled Water Bodies* • Kings Farm Wetland G17 • Waihau Road Wetland (a) and (b) G17

[9] Note the planning overlays that the ara passes though directly are identified on the Project Tracker and in the LVA assessment
[10] Refer to Appendix A in the LVA for the definition of natural character used in this assessment.
[11] Refer to Appendix A in the LVA for the definition of visual amenity.
[12] This column covers key planning layers relating to landscape, visual amenity, and natural character, noting cultural values, archaeology, heritage, coastal hazards, recreation, and ecology matters are addressed in detail by other specialists. Note the planning overlays that the ara passes though directly are identified on the Project Tracker and in the LVA assessment.

		Regional Wetland Assessment - August 2022) *Awa/streams (crossings)* • Pakarae River • Other streams (unnamed on planning maps)		• Views of river edge/river waters (Pakarae River). *Potential viewing audience:* • Path users • Boats (elevated parts of ara) • Dwellings: - at settlements - dispersed rural homesteads/buildings • Drivers on SH35. • Recreation users	**GDC Proposed Regional Coastal Environment Plan** *ONFL* Units 13 & 12 (Refer to the separate column in this table).
Landscape catchments-destinations	**Outstanding Natural Features and Landscape**[13]	**Natural landscape -including features contributing to natural character**[14] **and visual amenity**	**Built/Community Landscape – including features contributing to natural character and visual amenity**	**Visual amenity**[15] **contributed to by the natural and built landscape**	**Planning Overlays**[16]
Waihau Bay to Tolaga Bay, Cooks Cove Walkway (Kms 40-48)	Unit 11 Pourewa Unit 10 – Tolaga Bay (south end only of Unit 10) Refer to the identified values in TRMP Schedule 11, Appendix 3.2 (Proposed Regional Coastal Environment Plan).	*Notable natural features:* • Uawa River Estuary (ONF) • Mt Titirangi • Pourewa Island • Cooks Cove *Natural landform types* • Wide coastal shelf/wave cut platforms • Dunes • Dramatic coastal escarpment/cliffs • Rocky headlands and outcrops/islands • Deeply cut gullies to the shore • Coastal ranges extending inland • Broad inland river valley/valley flats • Estuary/river mouth • Floodplain (Uawa River) • Bay, sandy beach, lagoon, and spit Landform is predominantly unmodified. *Vegetation* • Predominantly exotic – inland hills and river valleys are farmed or used for horticulture • Expansive areas of remnant/regenerating indigenous vegetation – on parts of escarpment, in coastal valleys, on inland slopes of	*Settlements/Key community facilities* • Tolaga Bay – coastal settlement at the mouth of Uawa River • Titirangi – small coastal settlement at the base of Mt Titirangi and at the south end of Tolaga Bay • Hauiti • Poho O Te Rawheoro Marae • Hauiti Marae • Mai Marae *Other built form* • Well-known/recognised side ara – Cooks Cove walkway (connected to the proposed ara) • Farm ara including up coastal valleys towards inland areas. • Tolaga Bay Wharf • Roading - Highway 35 skirts the coast at the mouth of the Uawa River and minor roads on both sides of Tolaga Bay give access to the base of the cliffs.	*Public look-out (accessed along the ara):* None identified Localised headlands. Cooks Cove lookout (side trip). SH35 vantage to Tolaga Bay *Visual access from the proposed ara:* • Views from the coastal edge (sea-level – at either end of the Day) have predominantly unimpeded outlook towards the CMA over low vegetation and/or beach and will often include views inland up coastal valleys. • Elevated coastal slopes are a mixture of pasture and vegetated areas, meaning a range of open and enclosed views will be likely. Vegetated parts of the ara may offer elevated “glimpses out” at times. • Inland valley flats are predominantly in pasture, allowing unimpeded and expansive views of contrasting, dramatic coastal ranges including Mt Titirangi, and with open views along broad river valley towards the coast. *Potential viewing audience:*	**Gisborne District Council (GDC), Tairāwhiti Resource Management Plan (TRMP):** *Coastal Environment Overlay* Proposed inland ara (along Shelton Road) is not covered by the Coastal Environment overlay. ***Note: natural character ratings are not assessed in the TRMP*** *Significant Values Management Area* • CMA at Waihau Bay Beach • Headland, offshore islands + CMA at Mt Titirangi/Cooks Cove (proposed ara avoids) • Dunes, river mouth at Cooks Cove *Terrestrial Areas of Significant Conservation* • WR 36 Tolaga Bay Estuary (alongside) *Scheduled Rivers and Streams* • Uawa River G15B *Significant Recreation Area (SCHD G19)*

[13] Note the planning overlays that the ara passes though directly are identified on the Project Tracker and in the LVA assessment
[14] Refer to Appendix A in the LVA for the definition of natural character used in this assessment.
[15] Refer to Appendix A in the LVA for the definition of visual amenity.
[16] This column covers key planning layers relating to landscape, visual amenity, and natural character, noting cultural values, archaeology, heritage, coastal hazards, recreation, and ecology matters are addressed in detail by other specialists. Note the planning overlays that the ara passes though directly are identified on the Project Tracker and in the LVA assessment.

		ranges, associated with streams on valley floors, and on dunes at Titirangi (WR36 – refer to Planning Overlays) • Wetlands at Tolaga Bay (GDC Regional Wetlands Assessment August 2022) *Awa/streams (crossings)* • Uawa River • Other streams (unnamed on planning maps)		• Path users • Boats (elevated parts of ara) • Dwellings: - at settlements - dispersed rural homes/buildings along ara • Drivers on SH35. • Recreation users (Significant Recreation Areas -Freshwater, refer to Planning Overlays column)	• Uawa River – at the Main Road/Cook Street bridge • Uawa River – at the river mouth **GDC Proposed Regional Coastal Environment Plan** *ONFL* Units 10 & 11 (Refer to the separate column in this table).
Section 2					
Tolaga Bay, Uawa to Waipiro, km49 to km116 (assessed length 72.5km, total journey 74.5km, with Te Puia return)					
Landscape catchments-destinations	**Outstanding Natural Features and Landscape**[17]	**Natural landscape -including features contributing to natural character**[18] **and visual amenity**	**Built/Community Landscape – including features contributing to natural character and visual amenity**	**Visual amenity**[19] **contributed to by the natural and built landscape**	**Planning Overlays**[20]
Tolaga Bay, Cooks Cove Walkway to Kaiaua Bay (Kms 49-61)	Unit 10 Tolaga Bay North Unit 9 Karaka Bay Refer to the identified values in TRMP Schedule 11, Appendix 3.2 (Proposed Regional Coastal Environment Plan).	*Notable natural features:* • Tatarahake Cliffs/Te Karaka Point Escarpment • Tokatea Rocks *Natural landform types* • Prominent inland ridge (Te Karaka Point Escarpment) • Floodplain (Uawa River) • Prominent rocky headlands • Steep, rugged coastal escarpment/cliffs • Coastal ranges, including enclosed river- valleys with flats and deeply incised gullies • Long sandy beach • Dunes • Stream mouth-estuary • Offshore rocky outcrops Landform is predominantly unmodified. *Vegetation*	*Settlements/Key community facilities* • Dispersed-rural and beach side homes/buildings only (north of Tolaga Bay) • Puketawai Marae (at a distance, away from the ara) *Other built form* Farm s including up coastal valleys towards inland areas. Roads - SH35 (wider context) Kaiaua Road Earnest Reeve Walkway (starting at Tolaga Bay).	*Public look-out (accessed along the ara):* Earnest Reeves walkway. Localised headlands. *Visual access from the proposed ara:* • Views from the coastal edge at sea-level have predominantly unimpeded outlook towards the CMA over low vegetation and/or beach and will include views inland up coastal valleys. • Parts through vegetated hills will provide enclosed views with glimpses out at times. • Valley floors offer predominantly open views of expansive farmed river valley and flats, set against contrasting landform of the coastal ranges. *Potential viewing audience:* • Path users • Dwellings:	**Gisborne District Council (GDC), Tairāwhiti Resource Management Plan (TRMP):** *Coastal Environment Overlay* Proposed inland ara is not covered by the Coastal Environment Overlay. ***Note: natural character ratings are not assessed in the TRMP*** *Significant Values Management Area* • At Karaka Point (terrestrial and CMA; at ONFL Units 9 and 10) *Terrestrial Areas of Significant Conservation* • WP12 Tatarahake Cliffs (at Te Karaka Point Escarpment) *Scheduled Rivers and Streams* • Uawa River G15B *Significant Recreation Area (SCHD G19)*

[17] Note the planning overlays that the ara passes though directly are identified on the Project Tracker and in the LVA assessment
[18] Refer to Appendix A in the LVA for the definition of natural character used in this assessment.
[19] Refer to Appendix A in the LVA for the definition of visual amenity.
[20] This column covers key planning layers relating to landscape, visual amenity, and natural character, noting cultural values, archaeology, heritage, coastal hazards, recreation, and ecology matters are addressed in detail by other specialists. Note the planning overlays that the ara passes though directly are identified on the Project Tracker and in the LVA assessment.

		• Predominantly exotic – inland floodplain is farmed • Limited vegetation on the floodplain associated with Uawa River. • Escarpment and coastal hills are predominantly cleared (historic); some areas of remnant/regenerating indigenous vegetation • Areas of exotic forestry on the coastal ranges *Awa/streams (crossings)* • Uawa River • Other streams (unnamed on planning maps)		- Isolated dwellings at Karaka and Kaiaua Bays. • Drivers on SH35 • Recreation users (Significant Recreation Areas -Freshwater, refer to Planning Overlays column)	• Anaura Stream • Hawai Stream **GDC Proposed Regional Coastal Environment Plan** *ONFL* Units 9 & 10 (Refer to the separate column in this table).
Landscape catchments-destinations	**Outstanding Natural Features and Landscape** [21]	**Natural landscape -including features contributing to natural character[22] and visual amenity**	**Built/Community Landscape – including features contributing to natural character and visual amenity**	**Visual amenity[23] contributed to by the natural and built landscape**	**Planning Overlays[24]**
Kaiaua Bay to Anaura Bay (Kms 62-70)	Unit 8 Motuoroi Island / Marau Point Refer to the identified values in TRMP Schedule 11, Appendix 3.2 (Proposed Regional Coastal Environment Plan).	*Notable natural features:* • Marau Point (ONF) • Morutoroi Island (ONF) • Anaura Bay (Scenic Reserve) *Natural landform types* • Long sandy beach/bay • Dunes • Prominent rocky headlands • Steep, rugged coastal escarpment/cliffs with deeply incised gullies. • River valleys with flats; enclosed by coastal ranges. • Off-shore island (Morutoroi) • Stream mouth + lagoon + beach (Anaura Lagoon) Landform is predominantly unmodified. *Vegetation* • Coastal ranges are historically cleared but now characterised by regenerating indigenous vegetation • Some exotic forestry blocks present	*Settlements/Key community facilities* • Dispersed/infrequent farm buildings/dwellings in the area • Anaura – small coastal settlement comprising several small clusters of dwellings and a marae, set along the length of Anaura Bay/beach. Streets/roads run parallel to the coastal edge. Dwellings front the coastal edge. • Hinetamatea (Anaura) Marae • Camping ground at Anaura. *Other built form* • Anaura Bay Track. • Farm tracks on coastal hills and in valleys. Tracks are limited on escarpment. • Roads - Anaura Road (off SH35 to Anaura coastal settlement and running the length of the bay parallel to the coastal edge); Kaiaua Road (adjacent/parallel to the beach at Kaiaua Bay).	*Public look-out (accessed along the ara):* None identified Localised headlands. *Visual access from the proposed ara:* • Views from the coastal edge at sea-level have predominantly unimpeded outlook towards the CMA over low vegetation and/or beach and at times will include views inland up coastal valleys. • Inland ara provides mixed and changing views as it moves in and out of vegetation, on and off hills and valley floor. At times there will be open, elevated views of the coastal edge. Other parts will provide views of smaller-scale river valley settings. *Potential viewing audience:* • Path users • Boats (elevated parts of ara) • Dwellings: - at settlements - dispersed homes/rural buildings along ara	**Gisborne District Council (GDC), Tairāwhiti Resource Management Plan (TRMP):** *Coastal Environment Overlay* A small section of the proposed ara is not covered by the Coastal Environment Overlay (where it passes landward of a headland near Anaura). ***Note: natural character ratings are not assessed in the TRMP*** *Significant Values Management Area* • At Marau Point (terrestrial and CMA) • At Morutoroi Island (terrestrial and CMA) • At WR35 (refer below) *Terrestrial Areas of Significant Conservation* • WR 35 Kaiaua Bush (at Marau Point) • WR 32 Morutoroi Island

[21] Note the planning overlays that the ara passes though directly are identified on the Project Tracker and in the LVA assessment
[22] Refer to **Appendix A** in the LVA for the definition of natural character used in this assessment.
[23] Refer to **Appendix A** in the LVA for the definition of visual amenity.
[24] This column covers key planning layers relating to landscape, visual amenity and natural character and noting cultural values, archaeology, heritage, coastal hazards, recreation, and ecology matters are addressed in detail by other specialists. Note the planning overlays that the trail passes though directly are identified on the Project Tracker and in the LVA assessment.

		• Expansive areas of remnant/regenerating indigenous vegetation at Marau Point. • Includes river valleys with complex vegetation patterns including areas of pasture for farming, mixed vegetation/trees, (often associated with streams), and with regenerating indigenous vegetation prevalent in some valleys. • Escarpment (away from the ara) is predominantly unvegetated (cleared and now eroded) *Awa/streams (crossings)* • Anaura Stream (Lagoon) • Hawai Stream • Other streams (unnamed on planning maps)		• Drivers on local roads at Kaiaua and Anaura Bay. • Recreation users (Significant Recreation Areas -Freshwater, refer to Planning Overlays column)	*Significant Recreation Area (SCHD G19)* • Anaura Stream mouth • Hawai Stream mouth **GDC Proposed Regional Coastal Environment Plan** *ONFL* Unit 8 (Refer to the separate column in this table).
Landscape catchments-destinations	**Outstanding Natural Features and Landscape** [25]	**Natural landscape -including features contributing to natural character[26] and visual amenity**	**Built/Community Landscape – including features contributing to natural character and visual amenity**	**Visual amenity[27] contributed to by the natural and built landscape**	**Planning Overlays[28]**
Anaura Bay to Tokomaru Bay (Kms 71-93)	Unit 7 Nuhiti Unit 6 Mawhai Point Refer to the identified values in TRMP Schedule 11, Appendix 3.2 (Proposed Regional Coastal Environment Plan).	*Notable natural features:* • Anaura Bay Scenic Reserve • Extensively vegetated coastal ranges • Mawhai Point (ONF) • Motuhina Island (ONF) *Natural landform types* • Wide coastal shelf/narrow coastal edge • Sandy beach/wide bay • Dunes • Prominent rocky headlands • Steep, rugged coastal escarpment/cliffs • Coastal ranges with deeply incised gullies predominating • Broad river valley/flats • Rivermouth/estuary • Off-shore island (Motuhina) Landform is predominantly unmodified.	*Settlements/Key community facilities* • Nuhiti Beach – small coastal settlement; located behind a road on the coastal edge. • Tokomaru Bay – larger coastal settlement along the length of the Bay and back inland along SH35 and the Mangahauini River. Dwellings are for the most part landward of roading along the beachfront. • At Tokomaru Bay - Tuatini Marae, Pakirikiri Marae and Waiparapara Marae • Dispersed development setback from SH35 and other coastal-edge roads *Other built form* • Farm tracks on coastal hills and in valleys. Tracks are limited on escarpment.	*Public look-out (accessed along the ara):* None identified. Localised headlands. Anaura Bay Rd – rest area. SH35 vantage to Tokomaru Bay and Mt Hikurangi *Visual access from the proposed ara:* • Views from the coastal edge at sea-level will have predominantly unimpeded outlook towards the CMA over low vegetation and/or beach and at times will include views inland up coastal valleys. • At times there will be open, elevated views of the coast and sea as the ara moves landward onto foothills in mixed pasture/regeneration. • Route through vegetated hills will likely be predominantly enclosed, with possible occasional views out,	**Gisborne District Council (GDC), Tairāwhiti Resource Management Plan (TRMP):** *Coastal Environment Overlay* Part of the proposed ara is not covered by the Coastal Environment Overlay. ***Note: natural character ratings are not assessed in the TRMP*** *Significant Values Management Area* • Anaura Bay CMA • Coastal ONF • Parts of W24, WP6 & WP7 (refer below) inside the coastal Environment Overlay *Terrestrial Areas of Significant Conservation* • WR 24 Anaura Bush • WP 6 Anaura Bay Scenic Reserve

[25] Note the planning overlays that the trail passes though directly are identified on the Project Tracker and in the LVA assessment
[26] Refer to **Appendix A** in the LVA for the definition of natural character used in this assessment.
[27] Refer to **Appendix A** in the LVA for the definition of visual amenity.
[28] This column covers key planning layers relating to landscape, visual amenity and natural character and noting cultural values, archaeology, heritage, coastal hazards, recreation, and ecology matters are addressed in detail by other specialists. Note the planning overlays that the trail passes though directly are identified on the Project Tracker and in the LVA assessment.

		Vegetation • Coastal ranges include large areas of remnant/high-value indigenous vegetation • Foothills are historically cleared but now characterised by regenerating indigenous vegetation • Coastal escarpment often includes areas of regeneration • Inland river flats along the Hikuwai River are predominantly in pasture • Mangahauini River valley behind Tokomaru Bay has complex vegetation patterns including areas of pasture for farming, mixed exotic vegetation/trees, and regenerating indigenous vegetation. • Wetland at Anaura Bay and inland at Nuhiti Q Reserve (slightly off proposed ara) (GDC Regional Wetlands Assessment August 2022) *Awa/streams (crossings)* • Waipare Stream • Mangahauini Stream • Hikuwai River • Waiotu Stream • Other streams (unnamed on planning maps)	• Roads – prevalent at the coastal edge between Anaura Bay and Nuhiti (including on elevated parts of foothills); and at Tokomaru Bay.	and open elevated views to the CMA on descent. *Potential viewing audience:* • Path users • Boats (elevated parts of ara) • Dwellings: - at settlements - dispersed rural/coastal homes along ara • Drivers on local roads. • Recreation users (Significant Recreation Areas -Freshwater, refer to Planning Overlays column) • Drivers on coastal roads at Nuhiti and Tokomaru Bay.	• WP 7 Waipare and Nuhiti Q Scenic Reserve (Protected Natural Area (Scenic Reserve)) *Scheduled Rivers and Streams* • Waipare Stream G15B • Mangahauini River G15B • Hikuwai River G15B *Protected watercourses G21* • Various – off Waiapu Road, associated with Hikuwai River *Significant Recreation Area (SCHD G19)* • Mouth of Waiotu Stream, at south end of Tokomaru Bay **GDC Proposed Regional Coastal Environment Plan** *Outstanding Landscape* Units 7 & 6 (Refer to the separate column in this table).
Landscape catchments-destinations	**Outstanding Natural Features and Landscape**[29]	**Natural landscape -including features contributing to natural character[30] and visual amenity**	**Built/Community Landscape – including features contributing to natural character and visual amenity**	**Visual amenity[31] contributed to by the natural and built landscape**	**Planning Overlays[32]**
Tokomaru Bay to Waipiro Bay (Kms 94-116)	Unit 5 Koutunui Head to Koutunui Point Refer to the identified values in TRMP Schedule 11, Appendix 3.2 (Proposed Regional Coastal Environment Plan).	*Notable natural features:* • Steep, large-scale vegetated coastal cliffs/headland (Koutunui Head/Point) (ONFL). Includes the largest catchment system under indigenous forest on the east coast. *Natural landform types* • Coastal cliffs rise abruptly from rocky shelves to steep bushed slopes and peaks of up to 500 metres in height.	*Settlements/Key community facilities* • Beach Road settlement at Tokomaru Bay (northern end of the Bay). • Pakirikiri Marae, Waiparapara Marae and Te Ariuru Marae, at Tokomaru Bay • Waipiro – small coastal settlement but with extensive subdivision (largely undeveloped to date) having occurred, creating a detailed pattern of Lots (so development may grow).	*Public look-out (accessed along the ara):* None identified. Localised headlands. Mt Hikurangi from open vantage points, local roads and SH35. *Visual access from the proposed ara:* • Views from the coastal edge at sea-level have predominantly unimpeded outlook towards the CMA over low vegetation and/or beach and are predominantly	**Gisborne District Council (GDC), Tairāwhiti Resource Management Plan (TRMP):** *Coastal Environment Overlay* Parts of the proposed ara are not covered by the Coastal Environment Overlay. ***Note: natural character ratings are not assessed in the TRMP***

[29] Note the planning overlays that the trail passes though directly are identified on the Project Tracker and in the LVA assessment
[30] Refer to Appendix A in the LVA for the definition of natural character used in this assessment.
[31] Refer to Appendix A in the LVA for the definition of visual amenity.
[32] This column covers key planning layers relating to landscape, visual amenity and natural character and noting cultural values, archaeology, heritage, coastal hazards, recreation, and ecology matters are addressed in detail by other specialists. Note the planning overlays that the trail passes though directly are identified on the Project Tracker and in the LVA assessment.

		• Rugged, steep, and incised coastal ranges • Indented coastal edge. • Sandy beach/bay backdropped and enclosed by elevated, steep, vegetated coastal hills • Narrow coastal edge predominates north of Tokomaru Bay through to Waipiro • Rivermouth/estuary Landform is predominantly unmodified but includes extensive areas with complex road patterns on hills landward of Koutunui Headland. *Vegetation* • Predominantly vegetated slopes (indigenous) seaward of the proposed ara • Cleared with regeneration occurring landward (west) of the proposed ara • Small areas cleared for farming along the proposed ara • Forestry inland • Pattern of dispersed, modified wetlands, including at Te Puia Springs (GDC Regional Wetland Assessment - August 2022) *Awa/streams (crossings)* • Waiotara Stream • Waikawa Stream • Waipiro Stream mouth • Waitakeo Stream • Other streams (unnamed on planning maps)	• Iritekura Marae at Waipiro *Other built form* • Tokomaru Bay Wharf • Open drains through dunes at Tokomaru Bay • Local Road e.g., at Tokomaru Bay and Waikawa Road at Waipiro Bay • Forestry Roads	enclosed by escarpment landform from inland areas. At either end of the day there may be open views up major river valleys towards inland areas. • Escarpment ara provides predominantly enclosed views inside vegetated areas, possible with glimpses out at times providing elevated views of coastal areas and inland valleys. *Potential viewing audience:* • Path users • Boats (elevated parts of ara) • Dwellings: - at Tokomaru Bay - at Waipiro - at Te Puia Springs - other scattered dwellings at Waikawa Stream mouth • Drivers on local roads at settlements (Tokomaru Bay and Waipiro) • Recreation users (Significant Recreation Areas -Freshwater, refer to Planning Overlays column)	*Significant Values Management Area* • ONFL Unit 5 (terrestrial + CMA) *Terrestrial Areas of Significant Conservation* • WR 19 Tauhiti (north end Tokomaru Bay) • WP 5 Waimahuru Bay Scenic Reserve *Scheduled Rivers and Streams* • Waiotara Stream G15A • Waipiro Stream G15B *Protected watercourses (SCHD G21)* • Various – landward of ONFL Unit 5, northern end *Significant Recreation Area (SCHD G19)* • Waikawa stream mouth (near Waipiro) • Waipiro Stream mouth • Waitakeo Stream mouth (Tokomaru Bay) **GDC Proposed Regional Coastal Environment Plan** *ONFL* Unit 5 (Refer to the separate column in this table).

Section 3					
Waipiro to East Cape - km117 to km191 (assessed length 168km, total journey 183km with Te Ara ki Hikurangi and Port Awanui returns)					
Landscape catchments-destinations	**Outstanding Natural Features and Landscape** [33]	**Natural landscape -including features contributing to natural character[34] and visual amenity**	**Built/Community Landscape – including features contributing to natural character and visual amenity**	**Visual amenity[35] contributed to by the natural and built landscape**	**Planning Overlays[36]**
Waipiro Bay to Reporua (Kms 117-139)		*Notable natural features:* • Streams and regenerating indigenous vegetation *Natural landform types* • Coastal ranges – slopes at the coastal edge are often less steep then to the south, and include a more simple (less broken) broad top along the coastal edge with predominantly consistent elevation • Deeply incised river valleys through to the coast • Enclosed river valley with flats (Tohoratea River) • Bays and headlands • Narrow coastal edge • Broader coastal edge at bays and river mouths Landform is predominantly unmodified *Vegetation* • Predominantly vegetated slopes • Some areas cleared for pasture along the proposed ara • Forestry *Awa/streams (crossings)* • Houhouounamu Stream • Te Maire Stream • Whareponga Stream • Wharekaha Stream • Tohoratea River • Other streams (unnamed on planning maps)	*Settlements/Key community facilities* • Small-scale development associated with marae • Taharoa Marae • Kiekie Marae • Whareponga Marae • Ruataupare Marae • Reporua Marae *Other built form* • Roads – overall limited, including along the coastal edge, but present to connect marae inland and/or to the coast • Farm ara/roads – limited but present through vegetated and cleared areas.	*Public look-out (accessed along the ara):* None identified. Localised headlands. Mt Hikurangi from open vantage points, local roads and SH35. *Visual access from the proposed ara:* Views will be predominantly from within densely vegetated areas in inland hills: • At either end clearer ridgetops from the coastal edge provide elevated and open coastal views. • Inland vegetated ara, predominantly, provides enclosed views along the ara. There may be more open views of occasional inland hill areas cleared for farming; there may be brief elevated views out at times, through/out of vegetation. *Potential viewing audience:* • Path users • Marae and scattered associated dwellings • Drivers on local roads • Recreation users (Significant Recreation Areas -Freshwater, refer to Planning Overlays column)	**Gisborne District Council (GDC), Tairāwhiti Resource Management Plan (TRMP):** *Coastal Environment Overlay* The ara predominantly falls outside the Coastal Environment Overlay. ***Note: natural character ratings are not assessed in the TRMP*** *Significant Values Management Area* • Coastal parts of WR16 (see below) *Terrestrial Areas of Significant Conservation* • WR 16 Mataahu *Scheduled Rivers and Streams* • Houhouounamu Stream G15A • Te Maire Stream G15A • Whareponga Stream G15A • Wharekaha Stream G15A *Protection Management Area* WR15 Whareponga Stream (from online maps – inconsistent with G11 Schedule) *Significant Recreation Area (SCHD G19)* • Kopuaroa Stream • Whareponga Stream • Waitekaha Stream mouth **GDC Proposed Regional Coastal Environment Plan**

[33] Note the planning overlays that the trail passes though directly are identified on the Project Tracker and in the LVA assessment
[34] Refer to **Appendix A** in the LVA for the definition of natural character used in this assessment.
[35] Refer to **Appendix A** in the LVA for the definition of visual amenity.
[36] This column covers key planning layers relating to landscape, visual amenity and natural character and noting cultural values, archaeology, heritage, coastal hazards, recreation, and ecology matters are addressed in detail by other specialists. Note the planning overlays that the trail passes though directly are identified on the Project Tracker and in the LVA assessment.

					Outstanding Landscape (Refer to the separate column in this table).
Landscape catchments-destinations	**Outstanding Natural Features and Landscape** [37]	**Natural landscape -including features contributing to natural character[38] and visual amenity**	**Built/Community Landscape – including features contributing to natural character and visual amenity**	**Visual amenity[39] contributed to by the natural and built landscape**	**Planning Overlays[40]**
Reporua to Waiapu Rivermouth (Kms 140-175) **+ Reporua to Port Awanui** (39.2 Km side trip)		*Notable natural features:* • Large-scale braided river (Waiapu) *Natural landform types* • Coastal ranges with valleys at different scales and steepness • Narrow coastal edge • Broad, large-scale estuary • Broad river flats with braided river • Beach Landform is predominantly unmodified *Vegetation* • A mix of vegetated steeped coastal ranges, and farmed valleys (pasture) • Coastal ranges include blocks of exotic forestry • Coastal ranges include regenerating areas • Braided river valley is predominantly in pasture, but with regeneration at river edges, on braided "islands" and in steep gullies to either side • Wetlands (GDC Regional Wetlands Assessment August 2022) *Awa/streams (crossings)* • Waiapu River • Poroporo River • Other streams (unnamed on planning maps)	*Settlements/Key community facilities* • Mahora • Ruatoria • Tikitiki • Rangitukia • Scattered settlement either side of Waiapu River - along SH35 and Rangitukia Road, along Waiomatatini and Awanui Roads. • Numerous marae associated with settlements *Other built form* • Roads – to either side of the Waiapu River and into adjacent coastal hills • Farm/forestry ara/roads	*Public look-out (accessed along the ara):* None identified. Localised headlands. Mt Hikurangi from open vantage points, local roads and SH35 *Visual access from the proposed ara:* • Elevated open views of the CMA from coastal hills. • Enclosed views of smaller scale river valley with farmed areas and complex vegetation patterns. • Open expansive views of broad braided river valley, farmed areas, mixed vegetation, and settlement, through to the coast. *Potential viewing audience:* • Path users • Boats (potential views of elevated ara) • Dwellings – at settlement nodes and scattered along roads through the Waiapu River valley • Drivers on roads adjacent to Waiapu River and on through to Port Awanui (Awanui Road) • Recreation users (Significant Recreation Areas -Freshwater, refer to Planning Overlays column)	**Gisborne District Council (GDC), Tairāwhiti Resource Management Plan(TRMP):** *Coastal Environment Overlay* The proposed ara is predominantly outside the Coastal Environment Overlay. ***Note: natural character ratings are not assessed in the TRMP*** *Significant Values Management Area* • Coastal parts of WP2 and WR8 (see below) • WR6 • Waiapu River Estuary (ONFL Unit 4) *Terrestrial Areas of Significant Conservation* • WP2 Ahikouka/Kuratau Conservation Area • WR6 Port Awanui (proposed ara is in close proximity) • WR7 Porourangi Marae • WR9 Wairoa River Headwaters • WR8 Kuratau *Scheduled Rivers and Streams* • Waiapu River and tributaries G15A G15C • Poroporo River G15A *Significant Recreation Area (SCHD G19)*

[37] Note the planning overlays that the trail passes though directly are identified on the Project Tracker and in the LVA assessment
[38] Refer to **Appendix A** in the LVA for the definition of natural character used in this assessment.
[39] Refer to **Appendix A** in the LVA for the definition of visual amenity.
[40] This column covers key planning layers relating to landscape, visual amenity and natural character and noting cultural values, archaeology, heritage, coastal hazards, recreation, and ecology matters are addressed in detail by other specialists. Note the planning overlays that the trail passes though directly are identified on the Project Tracker and in the LVA assessment.

					• Waiapu River (opposite banks to proposed ara) • Others upstream from proposed ara (including at an existing river crossing over Waiapu River) **GDC Proposed Regional Coastal Environment Plan** *ONFL* (Refer to the separate column in this table).
Landscape catchments-destinations	**Outstanding Natural Features and Landscape[41]**	**Natural landscape -including features contributing to natural character[42] and visual amenity**	**Built/Community Landscape – including features contributing to natural character and visual amenity**	**Visual amenity[43] contributed to by the natural and built landscape**	**Planning Overlays[44]**
Hikurangi Loop (North of Waipiro Bay - Rotokautuku/Waiapu River (55km assessed length and 57km total journey including Te Takpau a Maui Pou return)		*Notable natural features:* • Hikurangi maunga • Tapuaeroa River • Numerous streams and confluences *Natural landform types* • Steep and elevated inland ranges • Deeply incised river valleys • Enclosed river valley with flats (Tapuaeroa River) Landform is predominantly unmodified *Vegetation* • Predominantly cleared but with some slopes in vegetation, notably on the slopes of Hikurangi, Wharekia and Aorangi maunga • Wetlands adjacent to the proposed ara (including close to Rongohaere Marae) (GDC Regional Wetland Assessment August 2022) *Awa/streams (crossings)* • Numerous (approximately 20~~3~~)	*Settlements/Key community facilities* • Predominantly undeveloped. Sparsely scattered rural development along Waiapu Road and on the Tapuaeroa River flats • Rongohaere Marae • Rongoitekai (Penu) Marae (away from the proposed ara) • Makarika School *Other built form* • Roads – very limited • Farm ara/roads – limited but present through vegetated and cleared areas.	*Public look-out (accessed along the ara):* Existing Pou site. Vantage points along open parts of the ara. Potential for further lookout points – with an open vantage, to provide views out towards the coast. *Visual access from the proposed ara:* • Open views towards the steep and dramatic tops of the Hikurangi maunga and the extensively vegetated slopes leading up to the summit, Wharekia and Aoraki maunga • Elevated open and expansive views of remote and predominantly undeveloped inland hill and valley systems and rugged landforms • Some elevated distant views of the CMA likely • Enclosed views of smaller scale river valleys with farmed areas and complex vegetation patterns. • Open expansive views of broad braided river valley, farmed areas, mixed vegetation, and	**Gisborne District Council (GDC), Tairāwhiti Resource Management Plan (TRMP):** *Coastal Environment Overlay* The proposed ara is outside the Coastal Environment Overlay. ***Note: natural character ratings are not assessed in the TRMP*** *Terrestrial Areas of Significant Conservation* • WR2 Waiorongomai Station • WR120 Mangatiti Stream • W122 Aorangi • WR123 Aupouri Bush No.2 • WR125 Hikurangi • Others in the broader context *Scheduled Rivers and Streams* • Mata River G15A • Mangapekapeka Stream G15A • Makatote Stream G15B • Tapuaeroa River G15A + Mangaraukokore Stream G15A +

[41] Note the planning overlays that the trail passes though directly are identified on the Project Tracker and in the LVA assessment
[42] Refer to **Appendix A** in the LVA for the definition of natural character used in this assessment.
[43] Refer to **Appendix A** in the LVA for the definition of visual amenity.
[44] This column covers key planning layers relating to landscape, visual amenity and natural character and noting cultural values, archaeology, heritage, coastal hazards, recreation, and ecology matters are addressed in detail by other specialists. Note the planning overlays that the trail passes though directly are identified on the Project Tracker and in the LVA assessment.

				scattered/remote settlement, through to the coast. *Potential viewing audience:* • Path users • A small number of rural dwellings scattered along the proposed ara • Rongohaere Marae • Makarika School • Recreation users (Significant Recreation Areas -Freshwater, refer to Planning Overlays column	Raparapaririki Stream G15A, G15E (+ confluence) • Mokoiwi Stream G15A • Waiorongomai River G15A *Protected watercourses* Numerous and feeding into Scheduled Rivers and Streams *Significant Recreation Area (SCHD G19)* • Makatote Stream (near Rongoitekai (Penu) Marae) • Makarika Stream (near Makarika School) **GDC Proposed Regional Coastal Environment Plan** *ONFL* (Refer to the separate column in this table).
Landscape catchments-destinations	**Outstanding Natural Features and Landscape[45]**	**Natural landscape -including features contributing to natural character[46] and visual amenity**	**Built/Community Landscape – including features contributing to natural character and visual amenity**	**Visual amenity[47] contributed to by the natural and built landscape**	**Planning Overlays[48]**
Waiapu Rivermouth to East Cape (Hautai Beach) (Kms 176 – 191)	Unit 4 Waiapu River Estuary Unit 3 East Cape Refer to the identified values in TRMP Schedule 11, Appendix 3.2 (Proposed Regional Coastal Environment Plan).	*Notable natural features:* • Hautai dune system (ONFL) • East Island (ONFL) • Otiki (Lighthouse Knoll) (ONFL) • Wide coastal plains/rock shelves • Numerous streams to the sea • Pohutukawa • Distant headlands *Natural landform types* • Estuary • Coastal ranges with deeply incised gullies • Shores with rock terraces extending out into the sea • Sandy shores and dunelands	*Settlements/Key community facilities* • Ohinewaiapu Marae *Other built form* • East Cape Light House • East Cape Campground • Roads – • Farm/forestry ara/roads – through ranges, on coastal plains and through Hautai dune area	*Public look-out (accessed along the ara):* None identified. Otiki - East Coast Lighthouse. Localised headlands. *Visual access from the proposed ara:* • Inland ara will include expansive, elevated, open views at either end, on emerging from densely vegetated inland hills, including potential views of Lighthouse Knoll and East Island, and Waiapu braided river valley. • Expansive open views across pasture towards the coast from the ara at the Waiapu river mouth.	**Gisborne District Council (GDC), Tairāwhiti Resource Management Plan (TRMP):** *Coastal Environment Overlay* Most of the proposed ara is outside the Coastal Environment Overlay. ***Note: natural character ratings are not assessed in the TRMP*** *Significant Values Management Area* • ONFL Unit 3 *Terrestrial Areas of Significant Conservation*

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[46] Refer to Appendix A in the LVA for the definition of natural character used in this assessment.
[47] Refer to Appendix A in the LVA for the definition of visual amenity.
[48] This column covers key planning layers relating to landscape, visual amenity and natural character and noting cultural values, archaeology, heritage, coastal hazards, recreation, and ecology matters are addressed in detail by other specialists. Note the planning overlays that the trail passes though directly are identified on the Project Tracker and in the LVA assessment.

		• Headland • Narrow coastal edge with steep escarpment • Wide coastal plain • Stream mouths • Offshore island Landform is predominantly unmodified *Vegetation* • Estuary with mixed exotic and indigenous vegetation, as typical to a farmed area with river/estuary. • Coastal ranges predominantly in exotic forestry. • Inland wetlands – some close to the proposed ara (GDC Regional Wetland Assessment - Regional Wetlands Assessment August 2022) • Indigenous vegetation typically on edges of forestry blocks. • Coastal plains are predominantly in pasture/farmed, but with mixed vegetation including indigenous regeneration. • Dunelands with high-value indigenous vegetation. • Wetlands at Huatai Beach (GDC Regional Wetlands Assessment August 2022) *Awa/streams (crossings)* • Numerous important (scheduled) streams • Other streams (unnamed on planning maps)		• Expansive open views to the CMA from escarpment and at sea level across dunelands with low vegetation at Hautai. *Potential viewing audience:* • Path users • Boats – possible distant views of elevated parts of the ara • Dwellings – small number on the estuary/coastal edge at Rangitukia; - very small number (one visible) in coastal hills along Rangitukia Road • Recreational users of the East Cape Campground • Drivers on roads nearby/adjacent to the proposed ara	• PR 19 Hautai (dune system at East Cape coastal edge) • PR16 Rangiata • PR17 Lighthouse Reserve *Scheduled Rivers and Streams (SCHD G15)* • Numerous along the proposed ara *Protection Management Area* • PR26 Taumataomiro – adjacent to proposed ara • PR11 Haha – adjacent to proposed ara **GDC Proposed Regional Coastal Environment Plan** *Outstanding Landscape* Units 3 & 4 (Refer to the separate column in this table).

Section 4					
East Cape to Potaka, km192 to km239 (assessed length and total journey 48.4km)					
Landscape catchments-destinations	**Outstanding Natural Features and Landscape[49]**	**Natural landscape -including features contributing to natural character[50] and visual amenity**	**Built/Community Landscape – including features contributing to natural character and visual amenity**	**Visual amenity[51] contributed to by the natural and built landscape**	**Planning Overlays[52]**
East Cape (Hautai) to Te Araroa (Kms 192 – 210)	Unit 3 East Cape Refer to the identified values in TRMP Schedule 11, Appendix 3.2 (Proposed Regional Coastal Environment Plan).	*Notable natural features:* • Rock shelves extending into the sea • Numerous streams • A specific Pohutukawa in Te Araroa, Te Waha-o-Rerekohu is reputed to be one of the largest in New Zealand. (Refer to ONFL Unit 2). *Natural landform types* • Steep coastal slopes, cliffs, and deeply incised river valleys • Coastal shelf • Shores with rock terraces extending out into the sea • Sandy shores and dunelands • Stream mouth/river estuary Landform is predominantly unmodified *Vegetation* • Indigenous regeneration on steep coastal slopes • Mixed exotic and indigenous vegetation on the coastal shelf and at Awatere estuary • Wetlands at Orutua River mouth *Awa/streams (crossings)* • Awatere River, numerous important (scheduled) streams • Other streams (unnamed on planning maps)	*Settlements/Key community facilities* • Te Araroa – relatively sizable coastal settlement at the mouth of Awatere River. East Cape Road fronts the coastal dunes with grid of streets backed by escarpment. Hinerupe Marae at Te Araroa. *Other built form* • Bridge across Awatere River Estuary. • East Cape Road (no exit) follows the coastal edge.	*Public look-out (accessed along the ara):* None identified. Localised headlands. *Visual access from the proposed ara:* • Views from the coastal edge at sea-level have predominantly unimpeded outlook towards the CMA over low vegetation and/or beach, are expansive and take in unusual coastal rock shelves. • Coastal edge views are predominantly backdropped and enclosed from inland areas by escarpment landform, but with views possible at times along river valleys, e.g., at Awatere and Orutua. *Potential viewing audience/s* • Path users • Dwellings scattered along East Cape Road • Drivers on East Cape Road • Recreation users (Significant Recreation Area -Freshwater, refer to Planning Overlays column Users of East Cape Campground.	**Gisborne District Council (GDC), Tairāwhiti Resource Management Plan(TRMP):** *Coastal Environment Overlay* Proposed ara is inside the Coastal Environment Overlay. ***Note: natural character ratings are not assessed in the TRMP*** *Significant Values Management Area* • ONFL Unit 3 • Awatere River Estuary • Coastal parts of PR35 and PR2 (refer below) *Terrestrial Areas of Significant Conservation* • PR35 (on slopes above the proposed ara) • PR2 (on slopes above the proposed ara) *Scheduled Rivers and Streams (SCHD G15)* • Awatere River, at Te Araroa Numerous other streams descending from the ranges to the coastal edge (bridged or culverted under East Cape Road). *Protection Management Area* • PR35 (on slopes above the proposed ara)

[49] Note the planning overlays that the trail passes though directly are identified on the Project Tracker and in the LVA assessment
[50] Refer to **Appendix A** in the LVA for the definition of natural character used in this assessment.
[51] Refer to **Appendix A** in the LVA for the definition of visual amenity.
[52] This column covers key planning layers relating to landscape, visual amenity, and natural character, noting cultural values, archaeology, heritage, coastal hazards, recreation, and ecology matters are addressed in detail by other specialists. Note the planning overlays that the trail passes though directly are identified on the Project Tracker and in the LVA assessment.

					• PR2 (on slopes above the proposed ara) *Significant Recreation Area (SCHD G19)* • Taikawakawa Stream mouth **GDC Proposed Regional Coastal Environment Plan** *Outstanding Landscape* Units 3 East Cape (Refer to the separate column in this table).
Landscape catchments-destinations	**Outstanding Natural Features and Landscape** [53]	**Natural landscape -including features contributing to natural character[54] and visual amenity**	**Built/Community Landscape – including features contributing to natural character and visual amenity**	**Visual amenity[55] contributed to by the natural and built landscape**	**Planning Overlays[56]**
Te Araroa to Wharekahika Bay (Kms 211 – 219)	Unit 3 East Cape Unit 2 Hicks Bay, Te Araroa Refer to the identified values in TRMP Schedule 11, Appendix 3.2 (Proposed Regional Coastal Environment Plan).	*Notable natural features:* • Coastal wetlands (GDC Regional Wetlands Assessment August 2022) • Onepoto Bay (cove) • Haupara Point (headland separating Kawakawa Bay/Te Araroa and Wharekahika Point) *Natural landform types* • Bays/coves strongly enclosed by prominent headlands • Accreting beach at Onepoto Bay • Wide coastal shelf/broad river valley • Sandy beach • Dunelands • Stream mouth/river estuary Landform is predominantly unmodified *Vegetation* • Predominantly exotic (pasture) on flat, farmed coastal plains and river valley, with mixed exotic and indigenous at river/stream edges	*Settlements/Key community facilities* • Te Araroa – relatively sizable coastal settlement at the mouth of Awatere River. East Cape Road fronts the coastal dunes with grid of streets to escarpment behind. • Onepoto Bay – small coastal cluster of dwellings. Comprises several streets. Dwellings front the beach. • Wharekahika/Hicks Bay – small settlement comprising a single road well-set back from the coastal edge + a road connecting inland. Dwellings front the dunes, well set back from the CMA. • Punaruku Marae • Tutua (Paerauta) Marae (off the proposed ara) • Development scattered along SH35 *Other built form* • Roading associated with settlement • Farm/forestry ara and roads	*Public look-out (accessed along the ara):* Te Araroa Road Scenic Lookout. Localised headlands. *Visual access from the proposed ara:* • Views along SH35 northwards of Te Araroa are predominantly open across regenerating dunelands and farmed areas. They include complex vegetation patterns but do not take in the coastal edge or CMA. • At Haupara Point views are predominantly enclosed by hillside vegetation but occasional glimpses out are possible providing elevated coastal views. • Open elevated views of the coastal edge are possible on northwards descent on Te Araroa Road (Haupara Point). • All views on the proposed ara will include SH35. *Potential viewing audience/s*	**Gisborne District Council (GDC), Tairāwhiti Resource Management Plan (TRMP):** *Coastal Environment Overlay* Proposed ara is inside or on the edge of the Coastal Environment Overlay. ***Note: natural character ratings are not assessed in the TRMP*** *Significant Values Management Area* • ONFL Unit 3 *Terrestrial Areas of Significant Conservation* • PR6 Te Araroa – unique shingle dune system (ara proposed follows existing tracks/SH35) • PR1 Te Koau (continuous sequenced vegetation – terrestrial to sea) *Scheduled Rivers and Streams (SCHD G15)*

[53] Note the planning overlays that the trail passes though directly are identified on the Project Tracker and in the LVA assessment
[54] Refer to **Appendix A** in the LVA for the definition of natural character used in this assessment.
[55] Refer to **Appendix A** in the LVA for the definition of visual amenity.
[56] This column covers key planning layers relating to landscape, visual amenity, and natural character, noting cultural values, archaeology, heritage, coastal hazards, recreation, and ecology matters are addressed in detail by other specialists. Note the planning overlays that the trail passes though directly are identified on the Project Tracker and in the LVA assessment.

		• Predominantly regenerating indigenous wetland/duneland at coastal edge at Te Araroa • Regenerating coastal hills with blocks of exotic forestry *Awa/streams (crossings)* • Karakatuwhero River • Punaruku Stream • Oruakarahea Stream • Te Kapa Stream		• Path users • Boats – possible views of proposed elevated ara not using existing road • Dwellings scattered along SH35 and at settlement nodes • Drivers on SH35 and local roads at Te Araroa and Wharekahika Bay (adjacent to the proposed ara) • Recreation users (Significant Recreation Areas -Freshwater, refer to Planning Overlays column Provides opportunities for a mix of views with high visual amenity and variation including: • Sea-level views of wetland and dunes, with complex vegetation patterns • Views of beach/bay enclosed by prominent elevated headland • Elevated views taking in coastline, sea, and broad farmed plains with meandering waterways and backdropped by coastal ranges.	• Karakatuwhero River • Punaruku Stream • Oruakarahea Stream • Te Kapa Stream *Scheduled Waterbodies* Te Whare Wetlands G17 (Refer also to PR6 – ara follows SH35 in this location) *Protection Management Area* • PR6 Te Araroa – unique shingle dune system (ara proposed through as new accessway) • PR1 Te Koau (continuous sequenced vegetation – terrestrial to sea) *Significant Recreation Area (SCHD G19)* • Karakatuwhero Stream mouth **GDC Proposed Regional Coastal Environment Plan** *ONFL* Unit 3 East Cape (Refer to the separate column in this table).
Landscape catchments-destinations	**Outstanding Natural Features and Landscape** [57]	**Natural landscape -including features contributing to natural character[58] and visual amenity**	**Built/Community Landscape – including features contributing to natural character and visual amenity**	**Visual amenity[59] contributed to by the natural and built landscape**	**Planning Overlays[60]**
Wharekahika Bay to Potaka (Kms 220 – 239 END)	Unit 2 Hicks Bay, Te Araroa Unit 1 Cape Runaway to Matakaoa Point (distant to proposed ara) Refer to the identified values in TRMP Schedule 11, Appendix 3.2 (Proposed	*Notable natural features:* • Matakaoa Point (visible but distant/off the ara) • Matakaoa Ranges (ONFL) • Meandering waterway/inland valley *Natural landform types* • Wide coastal shelf/coastal plains + dunelands	*Settlements/Key community facilities* • Potaka • Potaka School • Potaka Marae *Other built form* • Wharf Road at Wharekahika Bay • Wharf at the northern end of Wharekahika/Hicks Bay and derelict buildings further inland remain as	*Public look-out (accessed along the ara):* None identified. *Visual access from the proposed ara:* • Views change in degree of openness/enclosure and complexity as the ara moves along the river corridor through farmed areas in pasture, stream and variable riparian vegetation/pasture edge, and	**Gisborne District Council (GDC), Tairāwhiti Resource Management Plan(TRMP):** *Coastal Environment Overlay* Covers proposed ara at Wharekahika Bay only. Most of Day 14 is not covered by the Overlay. ***Note: natural character ratings are not assessed in the TRMP***

[57] Note the planning overlays that the trail passes though directly are identified on the Project Tracker and in the LVA assessment
[58] Refer to **Appendix A** in the LVA for the definition of natural character used in this assessment.
[59] Refer to **Appendix A** in the LVA for the definition of visual amenity.
[60] This column covers key planning layers relating to landscape, visual amenity and natural character and noting cultural values, archaeology, heritage, coastal hazards, recreation, and ecology matters are addressed in detail by other specialists. Note the planning overlays that the trail passes though directly are identified on the Project Tracker and in the LVA assessment.

	Regional Coastal Environment Plan).	• Accretion associated with Wharekahika Stream (notoriously mobile) • Steep coastal and inland hills • Broad river valley • Narrower stream valleys and stream confluences Landform is predominantly unmodified *Vegetation* • Indigenous regeneration on hills and in stream/river corridors including on flats • Areas of farmed pasture on river/stream flats • Areas of indigenous vegetation (remnant and regeneration) on valley flats and at river/stream edges • Small wetlands including adjacent to the proposed ara (GDC Regional Wetlands Assessment August 2022) *Awa/streams (crossings)* • Wharekahika River • Oweka Stream • Tapirau Stream • Makarae Stream • Waimate Stream	testimony to the former uses of meat industry • Farm/forestry roads and ara • Sparsely scattered built form along Wharekarika River • School at Potaka • SH35 at Potaka • Lottin Point Road from Potaka through to the east coast with Lottin Point coastal camping facilities. • Side ara to Waiharere Falls (using SH35 from Wharekahika/Hicks Bay)	vegetated slopes with regeneration. • Views are contained within the valley corridor for most of the ara, taking in the inland side of coastal ranges. *Potential viewing audience/s* • Path users • Any scattered dwellings along Wharekahika Stream (likely very small in number, if any). • Dwellings (very small number likely) and school at Potaka • Drivers on Wharf Road and (more limited) on SH35 at Potaka • Recreation users (Significant Recreation Areas -Freshwater, refer to Planning Overlays column	*Significant Values Management Area* • ONFL Units 1 & 2 *Terrestrial Areas of Significant Conservation* PR10 Hicks Bay Dunes • PP0 Hicks Bay Conservation Area (Duneland, wetland, pasture) • PR20 Forest (off the ara/more distant) • PR36 (nearby to proposed ara) Forest on Matakaoa Ranges *Scheduled Rivers and Streams* • Wharekahika River G15A • Oweka Stream G15A • Tapirau Stream G15A • Makarae Stream G15A • Waimate Stream G15A *Scheduled Waterbodies* • Hicks Bay Swamp G17 • Wharekahika Rivermouth G15C • Wharekahika Pond and Bush G17 • Wharekahika Swamp G15C, G17 *Protected watercourses* N/A *Protection Management Area* • PR30 Oxbow (ara alongside) *Significant Recreation Area (SCHD G19)* • Oweka Stream mouth **GDC Proposed Regional Coastal Environment Plan** *ONFL* Unit 1 Cape Runaway to Matakaoa Point (Refer to the separate column in this table).

Te Ara Tipuna.

Draft Landscape Management Plan Framework. Appendix D

Update -August 2025

Tatarahe Cliffs - Tolaga Bay, Gisborne District.

Isthmus.

Client Name:	Te Ara Tipuna Charitable Trust
Project Name:	Te Ara Tipuna
Document Name:	**Landscape Management Plan Framework -Update**
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1.0 FRAMEWORK STATUS

1.1 This Landscape Management Plan Framework (LMPF) is an Appendix to the Assessment of Landscape and Visual Effects (LVA) for Te Ara Tipuna (the Project, Proposal, Ara[1]). This document has been prepared as a framework and is inclusive of key mitigation requirements, to support the resource consent application process. The LMPF has been prepared by a suitably qualified Landscape Architect with inputs from the wider Project team. It updates the 2023 Landscape Management Plan (2023 LMP) responding to design changes and a more detailed design description for a pedestrian-only shorter walking trail of approximately 345km.

1.2 As included in the LVA recommendations, the LMPF it is to form the basis of a final Landscape Management Plan Framework (LMPF, to be materially consistent with this framework[2]) to be developed and finalised by the Consent Holder (by a suitably qualified Landscape Architect) and certified by Gisborne District Council (Council) prior to construction documentation commencing. Once finalised, the LMPF should be used to develop the detail of the construction stage specific mitigation measures, as will be documented within a comprehensive concept design to be certified by Council prior to construction commencing. Supported by a confirmatory LVA, this is to ensure the effects of the Project are, as assessed in the consent LVA, no more than low moderate adverse, and other opportunities to reduce adverse and enhance landscape benefits are investigated and integrated, where practicable (refer to Section 3 below - purpose and objectives).

2.0 CONTEXT

2.1 The overarching purpose and objectives of Ara are set out in the Assessment of Environmental Effects (AEE, as are included in the LVA Introduction). In summary, these derive from the role of Ara as a legacy Project, to restore and regenerate the rohe of Ngati Porou for those who live and work in the rohe today, and whanau wishing to return.

[1] Ara is used to refer to the entire Project and 'ara' sections of the route or track types.
[2] With more detailed descriptions of the mitigation measures required to be included, as commensurate with the construction stage and as required to confirm the effects envelope assessed in the LVA and realise further opportunities to reduce adverse and provide for additional benefits.

2.2 This LMPF (and subsequent final LMPF) supports the broader Project goals through managing adverse effects such that they are no more than low moderate adverse[3], and the integration of outcomes that will strengthen all values (related to natural science, perceptual and associative factors) including, and not limited to, values within ONFL areas, related to other landscapes, visual amenity, and natural character values. In line with the Project purpose and outcomes, and Te Tangi a te Manu, values to be strengthened will be guided by further work with landowners and local communities to be inclusive of tikanga and kaupapa for Ngati Porou. An important aspect of this kaupapa is for the LMPF (and subsequent final LMPF, comprehensive concept and construction documentation) to prioritise and uplift local skills and knowledge through all stages, including identifying specific landscape related opportunities for local businesses in construction phases.

2.3 This LMPF should be read together with the LVA and the full suite of Project management plans (all of which have been lodged in draft with the application but will be updated and certified in accordance with the resource consent conditions). This includes the Construction Management Plan (CMP), the Ecology Survey and Management Plan Protocol (ESMPP), the Historic Heritage Management Plan (HHMP) and the Operational Management Plan (OMP) (together, the Management Plans[4]).

2.4 The LVA methodology, utilised a Project Tracker (spreadsheet analysis of the design requirements), desk top analysis and site work to assess an upper threshold of the adverse and likely lower or minimum threshold for the positive effects, able to be confirmed and likely reduced/enhanced through the recommended detailed design process and mitigation measures required in the Management Plans. The LVA concluded that **adverse** effects of the Project in each of four sections (as assessed in the LVA) would be **low moderate** on the 7-point scale or less and, the **positive,** at least **low.** In line with this conservative, upper- limit envelope approach we have identified 4 specific 'hotspots' where we consider pre-construction confirmatory investigation should be undertaken to confirm landscape values, and to provide site-specific construction management plans, with the objective to ensure that any adverse effects on landscape matters will be low moderate or less.

[3] With reference to **Appendix A** Landscape Definitions, adverse effects of low moderate or less are equivalent to 'less than minor' in RMA terms (therefore what is generally a permitted activity). However, the Project and the LMPF takes a first principles approach, as supported by the 'hot spot' analysis, to consider all opportunities to further reduce adverse effects below the overall low moderate adverse level. Accordingly, the LMPF supports nil, very low and low effects to be the built outcome, along with additional benefits, well above the conservative overall low rating, as assessed in the LVA.

[4] For example, the draft CMP includes a responsive approach to the application of ara types and other structures. For the most part, the standard type of path, with a grass surface and simple sightline wayfinding markers, will apply. A more detailed description of the management plan relevance to landscape matters is included in the LVA Section 2.3

2.5 This LMPF is informed by the CMP, which describes the cross-section examples and design concept information for the ara types and structures that will be used, forming the basis for the final detailed design. These ara types and structures will be subject to the requirements of this LMPF (and subsequent final LMPF) as well as those outlined in the other Management Plans.[5] The LMPF ("") will complement other mitigation measures by requiring a focus on landscape values management (including those related to TRMP ONFL, all other (everyday) landscapes and values associated with visual amenity and natural character) with a particular focus on the successful integration of the Project works within the immediate site and its wider context considering the natural science, sensory and shared and recognised components of landscape[6]. To the extent that different ara types or structures are required, the LMPF ("") will ensure these are appropriately designed to achieve appropriate landscape outcomes.

3.0 LMPF PURPOSE AND OBJECTIVES

3.1 The purpose of the LMPF (and subsequent final LMPF) is to outline the methods to be implemented during the construction phase and establishment (through a recommended defects liability maintenance period of 5 years[7]) to avoid, remedy and mitigate adverse effects of the permanent work on landscape (including outstanding natural features and landscapes (ONFL)), visual amenity and natural character, to achieve the below outcomes.

3.2 The LMPF documents the permanent mitigation measures, as well as the necessary monitoring and management required to successfully implement those measures during the construction phase and the transition to the Operational phase of the Project.

3.3 These measures, along with the agreed mitigation measures and drawings included in the wider set of Management Plans including the OMP Draft User Passport, will ensure appropriate landscape outcomes for the Project. Many of these mitigation measures are 'built in' design measures that form part of the Project description and, therefore, have been coded as **mitigation** below. These mitigation measures relate to the **core components** of the Project that were assessed at a concept level in the LVA.

[5] For example, the ESMPP requires all indigenous vegetation over 30dbh (diameter at breast height) to be avoided (except in a road reserve where GDC or NZTA regulations will apply), which in turn assists in the management of adverse effects on landscape values, resulting from mature trees, forested areas.
[6] Section 4.22-Te Tangi a Te Manu: Aotearoa New Zealand Landscape Assessment Guidelines, New Zealand Institute of Landscape Architects, July 2022 https://nzila.co.nz/media/uploads/2022_09/Te_Tangi_a_te_Manu_Version_01_2022_.pdf
[7] Matters relevant to ongoing maintenance (beyond the defects liability period) as required to retain effects, as assessed, are included in the OMP.

3.4 In addition, the LMPF sets out requirements for landscape outcomes for future stages of the Project and components that are yet to be developed to a concept stage. Section 9 sets out a series of design requirements for **future stages** that will either help further reduce the adverse effects of the Project and provide opportunities for further benefits to be realised during detailed design. These measures are not assessed in the LVA, and these concepts are not required to confirm the assessment findings at this stage of the Project.

3.5 By applying the LMPF core component and future stage mitigation measures, the Project will achieve the following objectives and outcomes:

- The adverse landscape effects of each construction stage of the trail are to be no greater than low moderate adverse, and at least low positive, as assessed, on an envelope of effects basis, in the LVA as lodged for consent.

- That the site- specific construction management plans, as prepared for the identified 'hot spot' areas (as identified in the LVA) detail the application of mitigation measures to achieve this outcome of no more than low moderate adverse effects.

- By applying the measures set out in the LMPF (for future stages) the opportunities to further avoid adverse effects and provide for enhanced positive effects are investigated and integrated.

- That these core component and future stage outcomes are (as recommended in the LVA) are then documented through the Council certified construction stage comprehensive concept design as will be assessed in a confirmatory LVA by a suitably qualified Landscape Architect.

4.0 LMPF STRUCTURE

4.1 The LMPF sets out mitigation measures relied on in the consent LVA, as being implemented through the construction stage comprehensive concept and detailed design stage, including the requirement for more detailed landscape drawing sets and specification, as set out in the LVA recommendations.

4.2 The LMPF sets out a high-level framework for the **mitigation** design methods in relation to:

- **Natural Landscape** (refer to Section 5.0) – methods to manage adverse effects on landform, vegetation, streams, and other sensitive natural environments.

- **Built/ Community Landscape** (Section 6.0) – methods to manage adverse effects from built components of the Project including the ara types, signage, bridges, and safety barriers.

4.3 The framework for mitigation measures required for future stages, relating to natural and the built/community landscape, are addressed in Section 7.0. These measures are required to be investigated and integrated in **future stages** such that the outcome of opportunities for reduced adverse and enhanced positive effects are met.

5.0 NATURAL LANDSCAPE - MITIGATION

5.1 Cut and Fill Batters[8]

Draft Construction Management Plan (CMP) [9]

- The CMP addresses all construction phases/sections of the Project and includes required methods to avoid/manage adverse effects from earthworks. The draft CMP (which the final CMP is required to be in general accordance with) sets out (among other matters) the approach to detailed design of earthworks that will be used to achieve the following landscape-related outcomes.

Location

- The ara alignment should avoid cuts and where successful natural regeneration of plant cover is unlikely, as a priority (to be balanced with pedestrian safety and the requirement to avoid indigenous vegetation removal). Where cuts are required (for example to construct the low bench type ara), the final earthworks design is to include input from the Project Landscape Architect and Ecologist to consider the 'least impact' long and cross section, to ensure the ara will tie into the natural contours and is optimised to enable natural regeneration. The final LMPF will confirm how that process will be provided for during detailed design.

[8] The term 'cut batter' refers to an earth-worked slope above the ara, with the top of cut tying into the surrounding landform. The term 'fill or fill batter' refers to an earth-worked area below the ara, where material removed is formed into a slope with a 'toe' tying into surrounding landforms

9 A CMP has been developed to address all construction phases/sections of the Project including required methods to avoid/manage adverse effects in the natural landscape. The CMP sets out a site/context-responsive approach to detailed design of the matters addressed in this section of the LMPF (noting, this is not an all-inclusive list, other matters to be addressed in the CMP will be dust control, traffic management, construction noise etc).

Height

- The ara alignment should avoid cut or fill batter heights over 1.5m in all areas, as a priority and where practicable (to be balanced with pedestrian safety and the requirement to avoid indigenous vegetation removal), including the coastal environment and in ONFL. Where there is no other practicable locations within the 50m corridor to locate the trail to avoid a cut or fill batter over 1.5 m, the earthworks design is to include input from the Project Landscape Architect and Ecologist to consider the long and cross section to ensure the trail will tie into the natural contours, encourage natural regeneration and enable mitigation planting (on fill and cut batters).

Slopes

- Fill batters should be gently sloped to support plant growth, generally no more than 1m vertical: 3m horizontal (1v:3h), avoid stepped slopes (have a mono slope) and tie into natural contours, as a priority and where practicable (to be balanced with pedestrian safety and the requirement to avoid indigenous vegetation removal). Where fill batters with slopes greater than 1v:3h cannot be avoided, the fill batter design is to include input from the Project Landscape Architect, Geotechnical expert and Ecologist to consider the long and cross section to ensure the trail will tie into natural contours, encourage natural regeneration and enable options for mitigation planting.

- Cut batters will have varying slopes depending on localised substrate stability (the natural angle of repose). Slopes steeper than 1v:3h will be appropriate where necessary to avoid additional indigenous vegetation removal and reduce the overall visual dominance of earthworks. The typical slopes for cut faces will be confirmed during detailed design with input from the Project Landscape Architect, Geotechnical expert and Ecologist to consider measures to enhance natural regeneration and reduce the overall footprint of the earthworks.

- Bench cuts above the trail (elevated from the main ara cut) should be avoided as a priority and where practicable (to be balanced with pedestrian safety and the requirement to avoid indigenous vegetation removal).

- Concrete or rip rap lined crest drains (at the top of the cut), rock fall drape, soil nails and other constructed stabilising systems, such as (as a non- inclusive list) shot-crete, geogrid/mesh and vertical retaining walls[10], should be avoided. The LVA does not include

[10] Other than that, required around the bridge end abutments, as shown in the CMP concepts

an assessment of the effects of these slope stabilisation systems, which would have additional adverse effects on landscape values.

Rehabilitation mitigation and enhancement planting (refer also to 5.2 Vegetation)

- All cut or fill batters should be rehabilitated 'like for like' with appropriate plant species[11], (grass or indigenous species that are eco sourced), to improve slope stability and ensure the batters tie into the surrounding vegetation patterns. The intention of this like for like planting is that, over time, rehabilitated areas will contribute to biodiversity and habitat continuity. Rehabilitation can be achieved by measures to encourage natural regeneration[12] of indigenous plant species and / or mitigation planting. Fill batters no steeper than 1v:1.5h should be planted. Rehabilitation planting/grassing is distinct from, and in addition to, construction stage erosion and sediment control measures, which will also apply to all cut and fill slopes (and is addressed in the CMP).

- Cut faces do not necessarily require planting to be rehabilitated; however natural regeneration methods must be employed. Planting on a cut face is typically impractical and, in is often less successful, given the steeper slopes required to avoid additional earthworks footprint (which means topsoil cannot be applied as it will not stay on the slope). While additional natural regeneration measures will apply (see footnote below) in the first instance earthworks design should prioritise cut slopes that mimic the natural angle of repose (stable slope) in the surrounding environment (the slopes of natural 'cuts' i.e. embankments and escarpments) and avoid smooth faces and vertical channels (which encourage erosion).

- Subject to safety issues that cannot be managed (with measures suitable for remote areas) and avoidance of additional indigenous vegetation removal, mitigation planting must be undertaken above cut slopes, on natural ground, to establish a seed source. The detailed design and planting methods for indigenous plants used for 'top of cut' planting must be

[11] To be eco sourced and as determined by the Project Landscape Architect and Ecologist and in line with an overall planting strategy- see Vegetation section below- and including input from local specialists to diverse habitat values, mahinga kai, rongoa and other cultural purposes.

[12] Measures to encourage natural regeneration include (but are not limited to and noting the required measures included in this LMPF such as slope finishing to avoid vertical channels) fencing, pest control, initial slope design (cuts should mimic the natural angle of repose and 'finish' of escarpments in the area that become vegetated overtime through bird and wind seed drop including horizontal rather than vertical scraping to create channels where soil and seed will land) use of annual grasses for erosion control (so as not to compete with indigenous plants), localised/assistance 'seed source' type planting (where a small area of the slope is planted and creates a seed source for the remaining slope) and hydroseeding with indigenous species.

confirmed with input from the Project Landscape Architect[13], Ecologist and Geotechnical experts and any others involved in earthwork design .Defects liability period and ongoing maintenance requirements for 'top of cut' areas will be limited by safe access considerations.

- Permanent grassing of cut slopes is appropriate where the cut heights are low (i.e. generally under 1.5m in height), the substrate is suitable for successful establishment grass species[14], and the surrounding landscape is in pasture (i.e. the permanent grassing will tie into existing landscape patterns).

- Fill batter slopes must be designed to support natural regeneration and mitigation planting. The detailed design and planting methods for mitigation planting (including final formation of the fill batter slope and application of site won topsoil) is to be confirmed with input from the Project Landscape Architect, Ecologist and Geotechnical experts and any others involved in earthworks design.

- Permanent grassing of fill slopes is appropriate where the fill heights are low, generally under 1.5m and, or the surrounding landscape is, and will continue to be, in pasture.

- In general, the aim of rehabilitation planting is *not* to create an enclosed corridor (which would sever the ara from the surrounding landscape). Mitigation planting on fill and cut batters slopes should aim to reinforce the wider vegetation patterns in the landscape, including what would have been typical historically, and to support a varied experience. In practice, this will mean that some sections of the ara will be enclosed by vegetation and others will be relatively open and offer views to distant landmarks, adjacent built or natural features, and of the coast.

Retained Slopes

- As above, mechanically stabilised earth (MSE) or vertical retaining walls should be avoided. They have not been assessed in the LVA and will require separate assessment and authorisation, to the extent required.

[13] As will apply for all areas planted/re-grassed. A range of specialist input is required to ensure the performance measures can be met (including as agreed with the Ara Trust and local specialists) during the Defects Liability Period, slope stability and safety.
[14] Successful establishment of grass species will require, at a minimum 100mm of topsoil over a cut slope. Where this can-not be provided, for example, where the cut slope is steeper than 1v:1.5h (topsoil would erode off the slope) required noxious weed control measures will still apply.

5.2 Drainage

The detailed design of the trail must include appropriate drainage of earth-worked areas to avoid adverse effects on hydrology and habitat patterns, including in nearby/ adjacent areas identified as ONFL and existing streams, rivers, wetlands, and erosion prone natural features. These measures are addressed in the CMP (and are emphasised in the Ecological Impact Assessment, ECiA) and will ensure that landscape (and ecology) effects associated with draining are appropriately managed.

5.3 Vegetation

Removal

Draft Construction Management Plan (CMP) and Ecological Survey and Management Plan Protocol (ESMPP)

A draft CMP and ESMPP has been developed to address all construction phases/sections of the Project including required methods to avoid/manage adverse effects from vegetation removal on adjacent flora, fauna, awa and the coastal marine area (CMA). The CMP sets out removal (and construction) methods relevant to construction and permanent effects on landscape values, including in relation to:

- Removal of exotic and indigenous vegetation including trees at 30cm dbh or above are to be avoided. Where trees are between 15-30cm dbh, these are only to be removed where there is no alternative (refer also to the ESMPP).
- Re-use of removed vegetation (refer below).
- Vehicle access, machinery and timing for the works (as it relates to minimising the earthworks footprint, and extent of vegetation removal along with amenity-adverse effects on privacy and existing views).
- Erosion and stormwater run-off management which would adversely impact natural science and natural character values.
- Storage of material to be transplanted following ara construction (to ensure survival).

Re-use of removed vegetation

The Project is to provide for the following (refer also the CMP and ESMPP):

- Safe ‘windrow’ of removed vegetation cut into smaller lengths to be stacked alongside the clear ara, to support vegetation buffering and habitat protection.

- Provision of timber to landowners where any trees removed are at or greater than 30cm dbh which would, in part, help mitigate for the loss of their landscape value.

- Re-use of larger logs and branches on site for habitat creation, in consultation with landowner/s and the Project Ecologist.

- Investigations to identify what species of indigenous plants can be removed and relocated/replanted. These investigations are to also include identification of appropriate holding areas that will ensure good survival rates once transplanted to new areas.

Planting

Eco sourcing

- All new indigenous plants used for the Project are to be eco-sourced from the same ecological district, as advised by the Project Ecologist.

Planting strategy and detailed planting plans

- A planting strategy must be developed, within the recommended comprehensive concept design including general plant typologies, planting plans and schedules (specifying overall numbers, spacing and plant grades). The planting plans must confirm the areas appropriate for grassing, rehabilitation (for ecology and landscape) mitigation planting, and any confirmed enhancement planting (beyond the earth worked areas- see below).

- Patterns of planting are to generally mimic natural regeneration (using groups of species with staggered transitions) and (for rehabilitation planting) use site won topsoil (i.e. soil stripped from the ara route, stored in windrows and respread over areas to be planted, to a minimum of 200mm for planted areas and 100mm for grassed areas). Deliberate grouping of plant species and mulched planting beds may be considered appropriate in some locations (for example in built up areas or around larger scale mahi toi elements such as pou whenua), however, are not to be used in general, as they do not reflect natural regeneration patterns (this more formal planting approach would have adverse effects in most locations along the route and site won topsoil should integrate organic matter; act as a ‘mulch’).

- The species used along the route will vary in response to various factors including microclimate, soil conditions. The objective of the final planting plan is to mitigate for adverse effects (including consideration of residential privacy) and, at the same, it is to mimic (or build on) natural patterns of indigenous vegetation such that the overall identity of Ara is enhanced and (through the enhancement planting) there is a positive effect on landscape and natural character values.

- The planting strategy must set out the general typologies of plants for each area and the sequencing of these along the route to support successful establishment, adverse effects mitigation and identity. The detailed planting plans (post comprehensive concept certification) are to follow this strategy, as required to progress procurement and implementation, along with the plant specification.

Augier Proposal: Enhancement planting ratio

- Although not required to mitigation ecological effects, the Applicant has proposed a package of enhancement planting. To provide for the implementation of this enhancement package, where indigenous vegetation has been removed in identified ecologically sensitive areas (as identified by the Project Ecologist – refer to the ESMPP), new planting is to be provided at a ratio of 2:1 by area (i.e. $2m^2$ of planting for every $1m^2$ removed). Further details relating the enhancement planting package is included in the ESMPP and the EcIA.

Species

- Species lists for each planting area (Rehabilitation or Enhancement) are to be developed by the Project Landscape Architect and Ecologist, Project Landowner Liaison Officer and Project Cultural Lead to integrate both operational, landowner and cultural measures including local/traditional knowledge (such as tohu or taonga for specific areas, e.g. by catchment, or species appropriate for harvesting as mahinga kai, rongoa or other traditional purposes (traditional health/medicine/art).

- Plants toxic to humans and stock are to be avoided.

- The use of exotic species may be considered in some locations to support communities (in addition to the required mitigation or enhancement planting proposal). For example, including possible food forests near schools, kainga, marae and other community destinations would not have a material impact on the landscape effects assessment.

- Crime Prevention Through Environmental Design (CPTED) principles are to be included in the planting strategy. For example, to provide good sightlines along the ara and avoid areas of possible entrapment.

Planting Specification

- A planting specification must be provided to the planting contractor with the detailed plantings plans and species lists, in line with best practice.

- The specification will include requirements for plant procurement, site preparation, implementation, maintenance and management for an extended defects and liability period[15] of at least 5 years. The maintenance and management parts of the specification must be linked to clear requirements for successful plant establishment. For example, the specification should specify %[16] canopy coverage for each planting type (refer also to the ESMPP) to be achieved.

- The standard P39 NZ Transport Agency (NZTA) specification for landscape should be used a reference[17] and base for the planting specification, or an equivalent standard agreed in consultation with the Council. Standard specifications will need to be adapted to provide for a natural regeneration approach and the objectives of this Project. These adaptations will include the use of site won topsoil for most areas of planting, rather than imported topsoil, and grades and plant spacing as appropriate to this environment that will support natural regeneration.

- The specification will be supported by the long-term OMP i.e., to care for the planted areas (and likely additional planting), as required to maintain ara safety, and to retain or improve % coverage. This will include removal of noxious weeds (that might otherwise be

[15] A longer 5–6-year defects and liability is typical, required for a natural regeneration approach. For example, where smaller grade plants are likely to be used (have a greater chance of survival) and maintenance measures are less intensive; have a focus on reducing weed and pest competition and encouraging self- seeding of indigenous plants.

[16] 80% canopy coverage is a typical performance requirement set for natural regeneration planting and may be inclusive of enrichment type planting at year 2-3 (once some shelter has been established and later stage successional species can be introduced, that would not survive if planted on bare ground (e.g. an area may be planted with manuka and early successional species first and then forest type trees such as Puriri or Totara, planted into light wells within this at year 2-3.

[17] Adapted to a natural regeneration approach, the specification structure (contents page headings) and clause requirements should be consistent with the required performance standards, quality, and workmanship of the NZ Transport Agency P39 Standard Specification for Highway Landscape Treatments. This will include General Scope and Performance Measures, Quality Control, Site Preparation, Plant and Animal Pest Control, Plant Propagation, Topsoil Supply, Planting, Grassing, Hydroseeding Grassed and Specialists Surfaces, Defects and Liability Maintenance and, once the 5 year/performance measures have been met, Ongoing Maintenance as required to retain the performance measures (canopy coverage) including to avoid weed and pest infestation.

spread along the trail) and management of browsing animals (goats, deer and wild stock). These measures are required to maintain the coverage (and therefore maintain the effects) as 'certified' at the end of the defects liability period and to manage the potential of weed spread along the Ara (which would create additional adverse effects on landscape values).

Sourcing

- Local iwi groups are to be consulted on appropriate sourcing for all new planting. Iwi, hapu, landowners, local communities and businesses should be approached in the first instance for provision of plants.

- All plants are to be eco-sourced from the appropriate ecological district

- Early planning will be necessary to ensure supply of plant quantities at specified grades (sizes) for each construction Stage (allowing time for collection of seed, growing-on and provision of the required plants.

- In general, smaller grade plants established in staggered groupings, will be appropriate for both rehabilitation mitigation and enhancement planting. Smaller grade plants are more likely to be successful where a natural regeneration approach is being used.

Stock Browsing, Predator and Weed Control

- A stock browsing, predator and weed control strategy must be developed with input from landowners, iwi, and GDC to ensure successful establishment and ongoing survival of planted areas through the specification defects liability period. This strategy is to include consideration of local businesses in the first instance for provision of maintenance and management through the certification period and beyond (in ongoing maintenance).

5.4 Hydrology

Awa/natural stream crossings

Location

- On foot natural (non-bridged) crossings must be located at logical points which reflect "desire lines" for users, connect to existing paths and roads into community nodes as appropriate and provide for the safety of those crossing the water body. [18]

Number

- The LVA considered several 'on foot' natural crossings as indicated in the Waterbody Crossing Schedule, and as per the concept information and cross section examples in the CMP. The final route must be aligned as far as possible to avoid additional crossings over streams.

Wetlands

- There will be no earthworks or vegetation removal in wetlands.

- The final Project route shall ensure there is an appropriate set back distance from wetland areas, as identified by the Project Ecologist.

Water quality

- Earthworks adjacent/close to awa, river mouths and estuaries should be minimised.

- Where earthworks adjacent/close to these features cannot be avoided (and are provided for through the Project consents), suitable methods to avoid, remedy, or mitigate adverse effects must be implemented as provided for by the CMP including detailed site survey to confirm and limit the earthworks footprint and site- specific erosion and sediment control measures.

Patterns and connections - including culverts

- The final Project alignment and detailed design of the ara must avoid (where practicable) or otherwise minimise obstruction or impacts on all waterways including permanent, ephemeral, and intermittent streams such that fish passage and existing hydrological patterns are maintained (for example, to avoid changes to drainage patterns that will have a negative impact on the survival of indigenous vegetation or wetland areas nearby).

[18] Note the Project Tracker defines a natural water body crossing more broadly, it can include existing culverts, and or farm type smaller scale bridges. The Waterbody Schedule 'Asset Type' column distinguishes where these are 'on foot' and the CMP concept will apply.

- Where additional stream crossings are identified through detailed design[19], swing bridges, single span timber bridges or on foot natural stream crossings should be used, in preference to culverts, as provided for by the CMP concept information and cross section examples.

- If a culvert is required (single span bridges are preferred), they should be oversized such that a natural base forms. Hydrology patterns should be maintained to provide for fish passage in all culverts (refer to the ESMPP standards).

6.0 BUILT /COMMUNITY LANDSCAPE - MITIGATION

6.1 Structures

Structures proposed for the Project include built components that have been developed to a concept stage. These structures are described in the CMP information and cross section examples.

Paths - ara

Alignment

The alignment of the ara must be confirmed to provide for:

- Logical connections into existing local walkways, roads and settlement nodes, and access to the coastal edge.

- Safe crossing points over SH35 and safe transition onto/off local road reserve.

- Natural wayfinding and clear desire lines (to discourage walking off the ara).

- Access during high tides which will limit adverse effects on sensitive environments such as dune and wetland areas.

- CPTED principles (for example, to provide good sightlines along the ara and avoid areas of possible entrapment).

The ara must be aligned to:

[19] Noting, the Project Tracker is conservative, additional crossings are not anticipated

- Minimise total earthworks and vegetation removal (relating to both location and scale),

- Minimise stream crossings and where practicable, avoid impacts on significant or sensitive natural features (refer above to Section 5.0).

- Avoid, where practicable, and otherwise minimise effects, on existing dwellings (such as privacy effects). Where practicable and located on private land it should be at least 50m from a home (where there are open views towards the ara - no intervening landforms or vegetation).

- Measures to minimise effects where these cannot be avoided shall include engagement with affected communities and landowners, and reflecting obligations included in easements, to adjust the final alignment within the 50m corridor such that adverse effects are minimised which may result in a combination of measures such as:

    - Use of existing built patterns and thoroughfares - private accessways and footpaths, alignments that follow (are located on the other side) of existing fence-lines (delineating the immediate curtilage of a home) and, or existing screening elements such as hedgerows or mature trees.

    - Planting to mitigate for localised privacy effects (as required and agreed through community and landowner consultation)[20.] This should include the strategic location of trees and or groupings of plants with a mature height of at least 2m and layering to achieve screening through the canopy (from the ground level up). The use of larger grades should also be considered in localised areas (to mitigate for privacy effects) such that typical sight line screening (1.5m) is established within no more than 3 years.

Width

- Ara types are to meet the standards for width shown in the cross section examples and concept information included in the CMP. The sequencing of ara types and the overall width of the earthworks footprint will refine, as part of a comprehensive spatial strategy, for their site-specification application.

[20] Note: subject to community consultation and as agreed by the Trust, planting measures should also be used where the ara is located on public land (existing footpaths, road reserves and beach areas) and due to the remoteness of the area the potential for privacy effects remain relevant. The LVA has identified those areas which are to be included in the planting strategy for privacy mitigation measures under visual amenity effects.

Path typologies

A range of ara typologies are proposed across the route, as shown in the draft CMP. The final design and sequencing must be chosen to ensure the best fit to location to avoid earthworks and indigenous vegetation removal, which will be generally consistent with that indicated in the Project Tracker as follows:

- **Grassed or natural/unpaved surface** through farmland, bush, dunes and along beach areas, above high tide. Works will be limited to the installation of markers at each end of beach areas, through dune land and natural river crossings.

- **Gravel surface** through farmland or bush where there are steep grades (including over existing tracks (i.e. minimising vegetation removal), bridge and on foot waterbody crossings (to reduce erosion and guide walkers to the crossing point) or as required to support all weather pedestrian access (such as is proposed between Tokomaru Bay and Ruatoria).

- **Road** berm or carriageway for local low use roads and where works in the berm may be limited to safety signage and or barriers

- Use of **existing footpaths** in urban areas with pedestrian crossings to and from as described in the CMP information.

- **Timber boardwalks** – for the purpose of the LVA it is assumed boardwalks may be used adjacent to sites of cultural and community significance (location tbc through detailed design and consultation). Similarly, no additional adverse effects would arise should a boardwalk to be used mark the arrival/departure at major bridge crossings, helping to uplift the mana of the awa, river. While not shown in the Tracker, the LVA assumes the boardwalk type ara will be used in some locations for this purpose, over distances of less than 100m.

- Ara typologies are to provide for appropriate cues for safety and user behaviour while avoiding, as a typical treatment, vertical segregators and roading type design elements and signage. These may be required in some locations, for example, near existing carparks and road crossings and where the ara is located within the road reserve. Required use of these elements is to be confirmed in detailed design through the comprehensive concept documentation, with input from the Project Landscape Architect and as required by GDC and NZTA for safety. Structures and elements that are typical of a more urban and roading

context (such as reflective signage set to 1.8m high steel poles- as required in the manual of traffic signs and markings, MOTSAM standards) must be avoided in other locations.

- Ara typologies are to be low key, requiring very little additional structures, generally following existing tracks (where away from formed roads) with simple wayfinding, sightline markers and grass surface. The edges of the ara should not be delineated with other built elements (kerbs or timber edges), and ground compaction should not be used. These measures may be required at specific locations, in response to construction or operation constraints including requirements of landowners, to ensure clear cues for safety and, or as resilience measures, over relatively short distances <50m. The anticipated incidence of gravel type ara is identified on the Project Tracker (e.g. in some portion of 6km within Section 1 of the Ara, as identified in the LVA- km0-km48).

- The management and protocols around vehicle use on the ara for maintenance, as set out in the OMP, such that the constructed ara width is maintained (maintenance on foot or by use of low-speed motor or electric bikes and 4-wheeler bikes only, on gently sloped sections of the trail) and safety protocols retain user amenity.

- On all sections of the ara, include consistent clear measures to exclude everyday vehicle use through consideration of locations where timber or boulder bollards, gates and styles and additional fencing may be appropriate.

- Te Ara Tipuna does not provide for use of the ara by public vehicles including for non-motorised bikes, electric bikes, motorbikes and 4 wheelers. In some areas it may be appropriate for the ara to be used by existing landowners e.g., farm vehicles (and while not a landscape matter, the signage strategy should be developed to support risk management associated with these vehicles, along with the User passport).

Steps

Where steps are used on the ara, they are to be located within the km shown in the Project Tracker or following input from the Project Landscape Architect in alternative locations such that the overall number of step locations remains unchanged and adverse effects are less than low moderate. Steps may not be required (and the total count/requirement reduced) where there is an existing track or route within the 50m corridor that is practicable and reduces earthworks and vegetation removal. The extents of the steps are to be minimised through refining the alignment within the 50m. They must be constructed using predominantly treated timber and be consistent with the concept information as included in the CMP and comply with

relevant Council standards (including requirements for landings and handrails, for example, the Department of Conservation Track Construction Guidelines could be used[21]).

Bridges

Bridge typologies vary depending on the scale of crossings.

All bridges must be single span timber or steel swing bridges of timber and or steel construction with concrete footings.

The location and designs of bridges must be generally consistent with the Project Tracker, the concept information in the CMP (and Waterbody Crossings Schedule), and meet relevant Council and NZTA requirements (for example, where located within a local road reserve or SH35 designation). As specified in the CMP, these bridges will be subject to a detailed design process (including geotechnical surveys and relevant producer statements required for these).

Final alignment and detailed designs for bridges must be confirmed, following consultation with the Project Landscape Architect to:

- Provide for simple clean lines and material palette (of steel and timber with concrete footings).
- Consider alignment and location to avoid visual clutter and obstruction of views up and down the water body
- Ensure measures to minimise earthworks and to reduce the envelope assumed in the Project Tracker where possible, with low (less than 1.5m high) embankments to tie into natural contours.
- Minimise indigenous vegetation removal and will avoid any works within 10m of any wetland.

Natural Water Body Crossings

The location and design of all natural (on foot) waterbody crossings are to be generally consistent with the Project Tracker, design concept information and cross section examples in the draft CMP (and waterbody crossings schedule), and relevant Council requirements. The

[21] Track construction and maintenance guidelines: Guidelines VC1672 https://www.doc.govt.nz/globalassets/documents/about-doc/role/policies-and-plans/track-construction-maintenance-guidelines.pdf

final alignment and detailed design of (on foot) natural waterbody crossings must be confirmed, following consultation with the Project Landscape Architect to:

- Provide simple wayfinding marker posts on each side of the waterbody crossing and short sections of gravel ara type construction to avoid multiple crossing points and reduce erosion.

Fencing

A fencing strategy must be developed in consultation with property owners to ensure the successful establishment of all rehabilitation mitigation and enhancement planting requirements (as confirmed). Typical farm type fencing, gates and access styles are to be used as appropriate to the context, such as post and wire fences. For example, where enhancement planting is confirmed within a dune currently accessed by stock, the fencing strategy will apply.

Composting toilets

New composting toilets will be 'off the shelf' type, similar to that shown in the CMP information and complying with relevant Council standards. The final location and detailed design of toilets must be confirmed, following with design inputs from and review by, a suitably qualified Landscape Architect to:

- Provide for simple clean lines and material palette (likely an 'off the shelf' package).

- Consider alignment and location to avoid visual clutter, dominance, obstruction of views and adverse privacy effects and protection from natural hazard overlays.

- Ensure earthworks are minimised, with low (less than 1.5m high) embankments to tie into natural contours.

- Minimise indigenous vegetation removal.

Signage

The location and detailed design of the signage for the Project (as assessed in the LVA, refer below to future stage considerations, relevant to additional interpretation signage) must be confirmed with design inputs and review by a suitably qualified Landscape Architect. In confirming the design of these features, the following must be considered:

- Wayfinding posts and (tree or structure mounted) markers including reflective elements must be in general accordance with the draft CMP and support natural wayfinding and safe sightlines along the ara (including in low light condition at the beginning and end of the

day). Distances between posts and markers will vary and are not to appear as a regular element along the edge of the ara. Elements of the consistent design (such as colour or mahi toi) may vary along the Ara to reflect the identity of the area (while still able to be identified as a consistent cue for wayfinding along the route)

- Safety signage related to roads must be limited to that required by the Council and NZTA. Safety signage must be located in the road corridor, or if not in the corridor as per safe warning distances to road crossings along the ara.

7.0 MANAGEMENT OF EFFECTS AT HOT SPOTS

7.1 'Hot spots' are identified within the LVA in 4 locations. These will require pre-construction confirmatory investigations and site-specific construction management plans (site- specific CMP) to be included in the comprehensive concept design documentation. This will detail how the LMPF (and subsequent final LMPF, CMP and ESMPP) mitigation measures have been applied such that options to reduce adverse effects in these locations are identified, investigated and integrated and are low moderate (or less) overall, for each construction stage, in terms of landscape matters.

7.2 For 'hot spot' sections of the ara, the site- specific construction management plans would, as a minimum, provide plans, elevations and, or cross sections to show how the earthworks, indigenous vegetation removal and the requirement for steps had been reduced from that indicated in the Project Tracker and the details of rehabilitation planting to be implemented. In addition to the above, for the bridge 'hot spots' this package would include siting plans, elevations and cross sections showing dimensions and all material specifications. Required footings, embankment details (for example, as required to achieve flooding event clearance), the nature, the extent of ground improvements (if any) and additional road crossings should be included in the site-specific CMP. This would provide a level of information similar to the Glenorchy detailed design and shop drawing package and the Waitekohekohe swing bridge construction method statement, as included in the CMP (provided by Abseil Access).

8.0 FUTURE STAGE MITIGATION

8.1 This section of the LMPF sets out a series of design requirements for future stages that will either help further reduce the adverse effects of the Project or provide opportunities for further

benefits to be realised during detailed design. These measures are not assessed in the LVA, and these concepts are not required to confirm the assessment findings at this stage of the Project

Comprehensive Spatial Strategy

A Comprehensive Spatial Strategy including plans and cross sections should be developed as part of the comprehensive concept design documentation, to confirm the sequencing of ara types and structures including signage. This strategy should be prepared with input from a suitably qualified Landscape Architect with a view to reducing adverse and enhancing positive landscape effects. With reference to the Project Tracker 'envelope' the Strategy should, as a minimum, prioritise design measures to:

Reduce/refine

- Refine the **sequence of ara types** used, such that they help interpret the existing natural and built landscape patterns and support the overall identity and wayfinding strategy for the Ara (see below). For example, as noted above, timber boardwalks could be used to mark the arrival/departure at major bridge crossings, helping to uplift the mana of the awa, river. Short gravel sections could be used to mark and help protect natural waterbody crossings.

- Reduce earthworks and indigenous vegetation removal along the alignment and in relation to the 'hot spot' areas identified in the LVA, for example, by using more detailed on- site investigation and alignment changes within the 50m corridor.

- Reduce continuous sections of gravel and low bench type ara used using on site investigations and alignment changes within the 50m corridor.

- Refine the concept designs for all **proposed structures** to ensure they are well integrated into their setting and avoid adverse visual amenity and natural character effects. This would include site specific set out plans and cross sections for all steps, bridges (including all other structures not identified as 'hot spots' above) and toilets.

- Refine the steps, (all) bridge and toilet design **materials use and articulation** to ensure a 'fit for place' design, that in turn, supports the overall narrative and identify for the Project (see below). For example, refined material choices and articulation could include possible expression of mahi toi. As a general principle, built components are to include use of natural materials (e.g., timber, gravel), simple lines and should avoid highly textured finishes. Textured, engraved finishes may form part of the mahi toi strategy. These

measures provide for an unobtrusive “fit” of structures into the natural context and elevate/make more prominent any cultural interpretation and mahi toi components. Faux or replica natural finishes are to be avoided.

Investigate/integrate

- Introduce further opportunities to enhance physical and visual **access** to the coastal environment. For example, this could include provision of timber seating elements just off the trail (requiring no further earthworks or vegetation removal) or improved alignment of the ara (“”) which would provide for a better vantage point.

- Opportunities for additional **enhancement planting** (in natural ground), with a view to improving natural character and biodiversity.

- The use of **larger grade plants** as **tohu,** cultural markers (related to a particular place) could be integrated within rehabilitation mitigation or enhancement planting, including groups of one plant species where appropriate. For example, near entry/exit to communities, and to support the overall identity and wayfinding strategy.

- Design measures to enhance **natural restoration** of indigenous vegetation throughout the Ara. For example, through extended pest control measures beyond that required in the OMMP.

- The appropriate location, sequence and general arrangement of **pause points.** These pause points may be located at significant sites, areas offering open views e.g. at a highpoint of the ara in that day, and toilet stops. When determining pause points, consideration should be given to the site, nature (uses) and extent (size), significance, user experience and areas to be avoided. Other detailed matters that must be considered are needs for localised widening of the ara (avoiding indigenous vegetation removal and earthworks), the need for small areas of additional gravel to support its use as a pause point, the design, location and spatial arrangement of wayfinding and any relevant interpretation signage and, or mahi toi, and how these areas will be maintained.

- Where possible, visually dominant, low amenity **existing structures** should be replaced or removed, to reduce visual clutter and enhance user experience.

Cultural Narrative/Wayfinding & Interpretation Strategy

Cultural Narrative-Built Components

- An overall strategy to express the narrative of Te Ara Tipuna through the built components should be developed – and its application in bridge, steps and toilet design, wayfinding structures and ara types/surfaces along with possible additional structures, interpretation signage and mahi toi elements such as Pou or other stand-alone artworks.

- The sequencing and application of this work is to consider the landscape values of the area including natural character and context of the coastal environment and the unique values and identify of existing communities. The strategy will support a cohesive narrative and a fit for purpose approach to enhance existing landscape values.

- A 'less is more' approach should be adopted with emphasis on celebrating natural features and landmarks along with key sites of narrative significance.

- Standalone sculptures, set in the landscape beyond the ara, should be considered as part of the cultural narrative strategy. Where they mark or draw attention to existing features and views, they can be more effective tool to enhance landscape values than 'on path' features. For example, a Pou alongside the ara may help tell the story of place (be more obvious/have more impact) than text-based interpretation signage (that can easily fade over time).

- The strategy should also provide for local identity along the ara through input to cultural interpretation and mahi toi elements from local iwi hapu and artists.

Wayfinding and Interpretation

A wayfinding strategy must be developed which provides for a consistent approach along the length of Ara including signage and other methods to clarify:

- Direction of travel, sightline markers.

- Ara use.

- Interpretation signage such as Ara maps and features; and

- Warnings for areas to be avoidance (e.g., avoidance of wahi tapu sites). This could be achieved through signage, or more simply using planting to block access from the ara).

Given the Project's context and landscape values, intuitive and low height wayfinding methods are required including:

- The logical alignment of the ara to follow topography and desire lines,

- Sequenced ara typologies to provide cues for legibility. For example, a standard change in ara type might signal entrance to a community area or a fork to a destination off the main ara

- (For consideration only) ground markings, where the route is paved or in timber to support wayfinding and identity.

- Simple palette of sign types and materials that complement the environment and the overall Project purpose and objectives. The palette of materials and wayfinding sign types will need to be fit for the coastal environment in terms of construction and ongoing maintenance and complement the character of the landscape. Off the shelf sign types and those used for roading and in urban contexts are to be avoided where these are not required (within the road reserve).

- Careful consideration of where sign types need to be above the natural line of sight and need to have text rather than info graphics. Tall signs with info graphics (for example as used within city parks and botanical gardens, more urban contexts) can quickly become dominant, contributing to visual clutter and may detract from natural character values.

Te Ara Tipuna.
Te Ara Tipuna Charitable Trust.
Appendix E - Graphic Attachments.

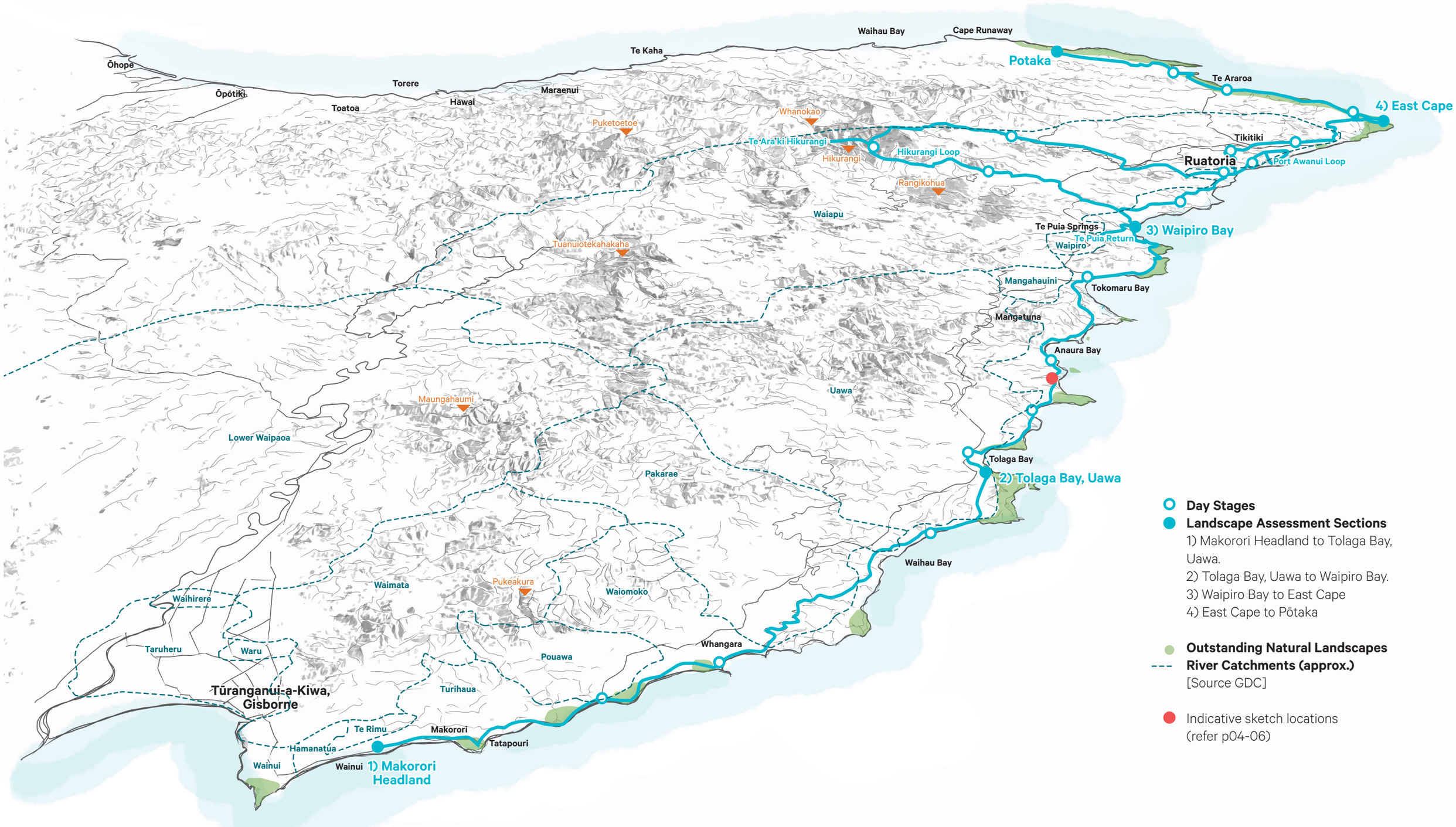
August
2025

Isthmus.

Document record

Issue	Revision	Author	QA	Date
Draft	A	SF	LR	19.05.25
Draft	B	SF	LR	09.07.25
Final	C	SF	LR	01.08.25

Te Ara Tipuna.
Illustrative Route.

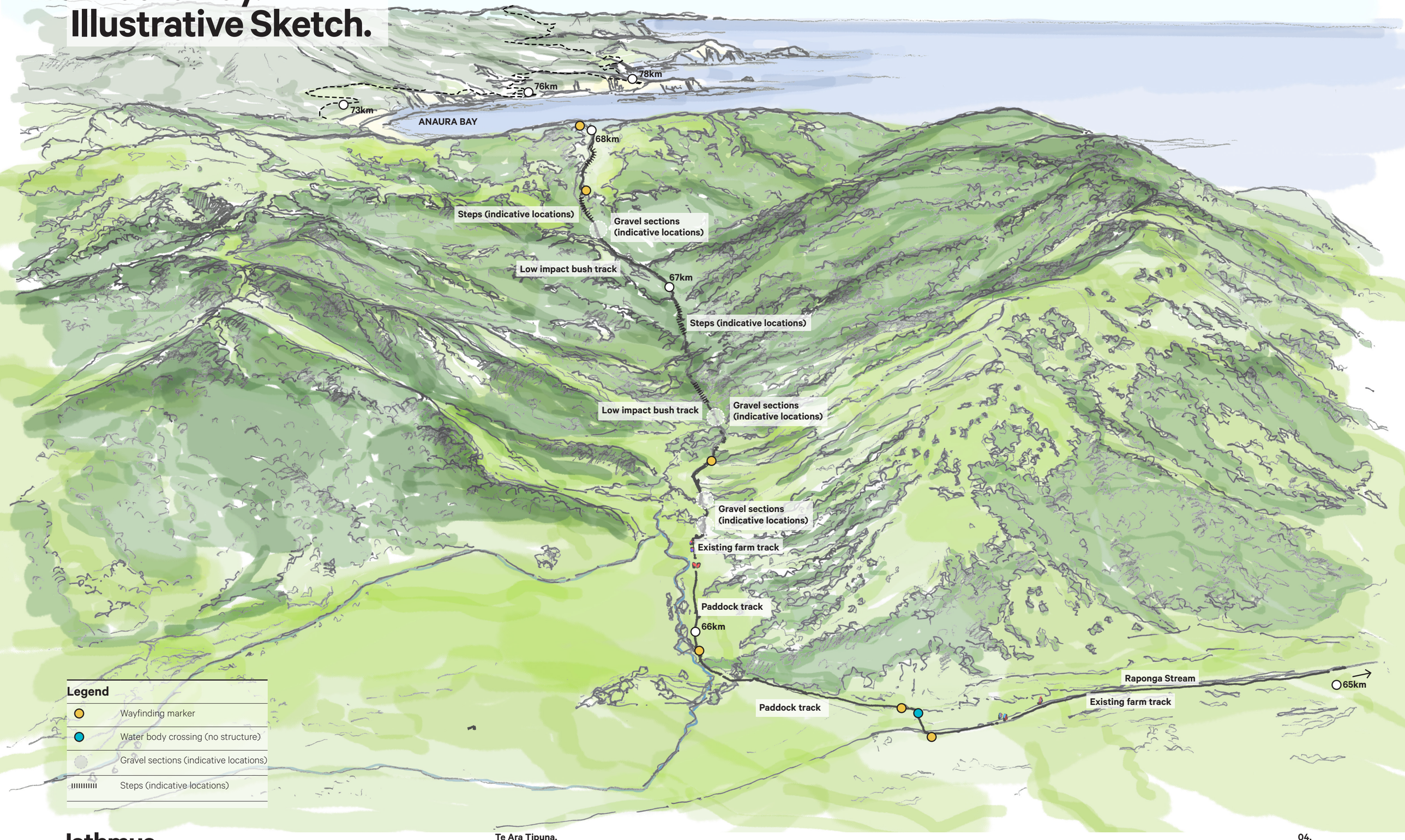


- **Day Stages**
- **Landscape Assessment Sections**
  1) Makorori Headland to Tolaga Bay, Uawa.
  2) Tolaga Bay, Uawa to Waipiro Bay.
  3) Waipiro Bay to East Cape
  4) East Cape to Pōtaka
- **Outstanding Natural Landscapes**
- **River Catchments (approx.)**
  [Source GDC]
- Indicative sketch locations (refer p04-06)

Isthmus.

Draft for discussion only.

Anaura Bay.
Illustrative Sketch.



Legend

- Wayfinding marker
- Water body crossing (no structure)
- Gravel sections (indicative locations)
- Steps (indicative locations)

Isthmus.

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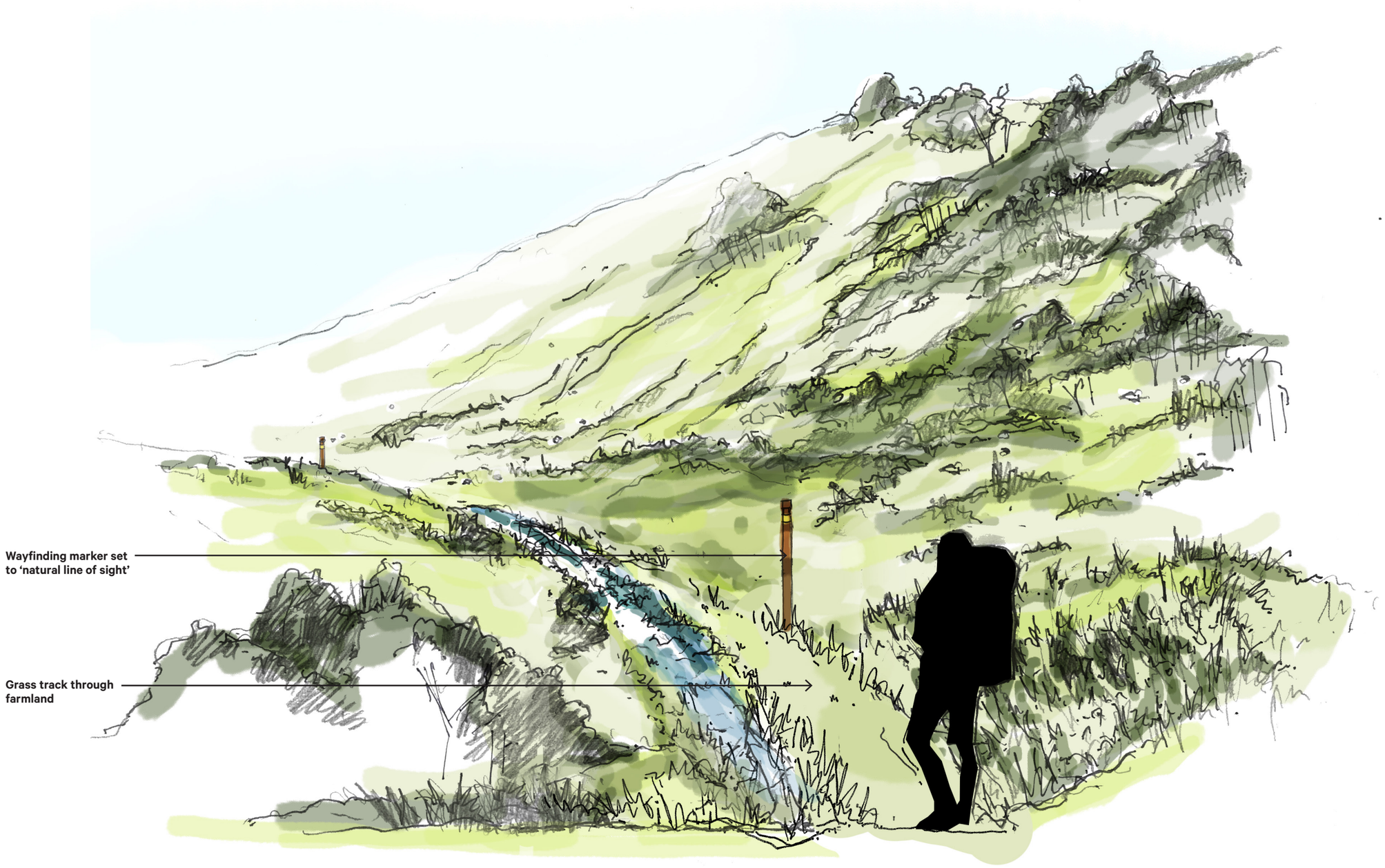
Paddock Track.
(Indicative Sketch).



Low Impact Bush Track. (Indicative Sketch).