

3. OVERALL OUTCOMES



Existing stand of native bush, representative of Pūhoi sector environment

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The overall outcomes for the project are to let the landscape speak for itself (designation condition D26) by designing:

- A clean uncluttered highway
- A stitched together landscape
- To celebrate the cultural footprint and values of Mana Whenua in the landscape

The outcomes are described in three tiers as shown on the following diagram:



3.1 A CLEAN, UNCLUTTERED HIGHWAY

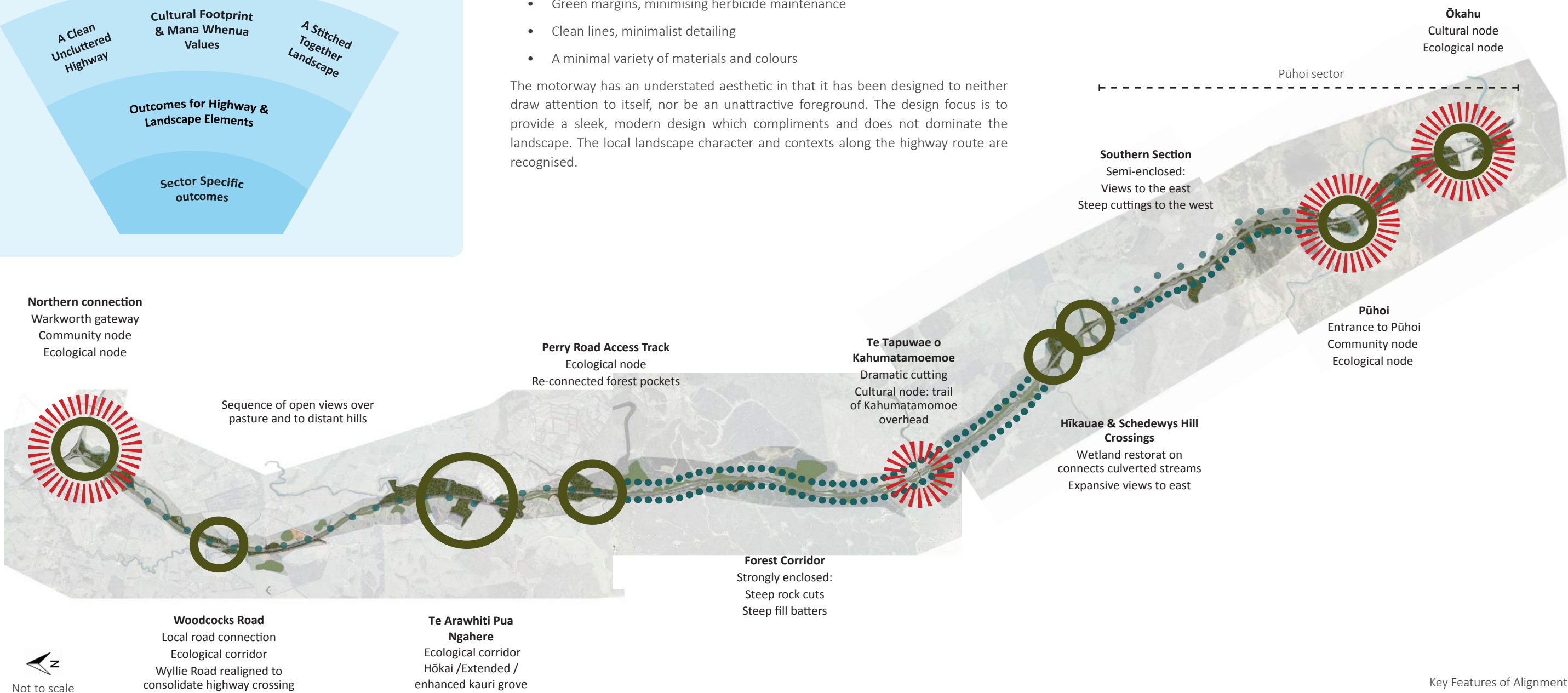
The Highway Outcomes of the Project are addressed in detail in Section 4, where 'a clean, uncluttered highway' is the focal outcome.

The Project aim is a motorway which enhances the experience of travelling through the landscape with minimal highway furniture, whilst considering the 'Safe System'. The Safe System approach aims for a more forgiving road system that takes human fallibility and vulnerability into account. Under a Safe System the whole transport system is designed to protect people from death and serious injury.

Through careful design of a 'family' of highway elements, the outcomes provided are:

- A refined and minimalistic aesthetic
- A cohesive suite of highway elements
- A standardised spatial layout of highway elements
- An aesthetically clean highway margins
- Green margins, minimising herbicide maintenance
- Clean lines, minimalist detailing
- A minimal variety of materials and colours

The motorway has an understated aesthetic in that it has been designed to neither draw attention to itself, nor be an unattractive foreground. The design focus is to provide a sleek, modern design which compliments and does not dominate the landscape. The local landscape character and contexts along the highway route are recognised.



3.2 A STITCHED TOGETHER LANDSCAPE

The motorway delivers ‘a stitched together landscape’ to let the landscape speak [D26]. Conceptually, this means that the motorway allows the landscape patterns and processes (including forests, farmland, grassland, rivers and local roads) to continue uninterrupted - the intention is that road users will experience travelling through a varied landscape rather than along a motorway corridor.

Stitching creates visual connections between areas; for example, a visual link between areas of productive forestry land on both side of the road, or stream planting connections. The way the stitch occurs is not always by way of planting. In particular, the landscape surrounding the motorway through Warkworth will be stitched together through:

- Identifying existing areas that have similar aesthetic and ecological qualities and connecting them through similar planting treatments. This includes linking areas of low ecological value to other areas of low ecological value with similar planting, which will free up more high value mitigation planting in areas of higher value
- Protecting and connecting distinctive natural features with additional planting to areas of a similar nature
- The integration of ecological mitigation and landscape planting to achieve the best outcome for both, and connect ecological nodes and corridors with existing natural vegetation patterns
- Creating wetlands that provide stormwater management, while appearing natural, through planting design
- Minimising the intrusion of the motorway in the surrounding landscape. Designing a low motorway alignment which does not dominate the landscape, and structures and embankments that accommodate natural features – such as the Watson Road Bridge and the two viaducts (Te Arawhiti ki Ōkahu and Te Arawhiti ki Pūhoi) to minimise impacts on the kauri forest

- Minimising the earthworks footprint and extent
- Establishing contextual consistency with the existing SH1 to the north and the Northern Gateway Toll Road to the south
- Minimising the number of piers in the Ōkahu Inlet, while locating none in the Pūhoi River
- Providing an entranceway to Pūhoi Village as a gateway feature

The urban and landscape design of this roading project is concerned with ‘fit’ of the corridor within the wider landscape including: how the motorway addresses amenity, functionality, land use and ecological sustainability, connectivity and community at a range of scales and over generations. Robustness and low maintenance have been key to both structure and landscape design. Ongoing maintenance requirements have been integral in selecting materials, the planting palette, and the landscape management approach.

The ULDF Landscape Outcomes reflected in this ULDSP are:

- Stitching together streams and riparian margins on either side of the highway
- Stitching together ecological corridors
- Restoring adjacent vegetation and land-use patterns
- Planting in a bold manner in scale with the landscape beyond the highway
- Planting consistent with the existing natural vegetation patterns
- Connecting existing and new roads and footpaths
- Protecting distinctive natural features
- Recognising and highlighting human landmarks, including indigenous cultural footprints

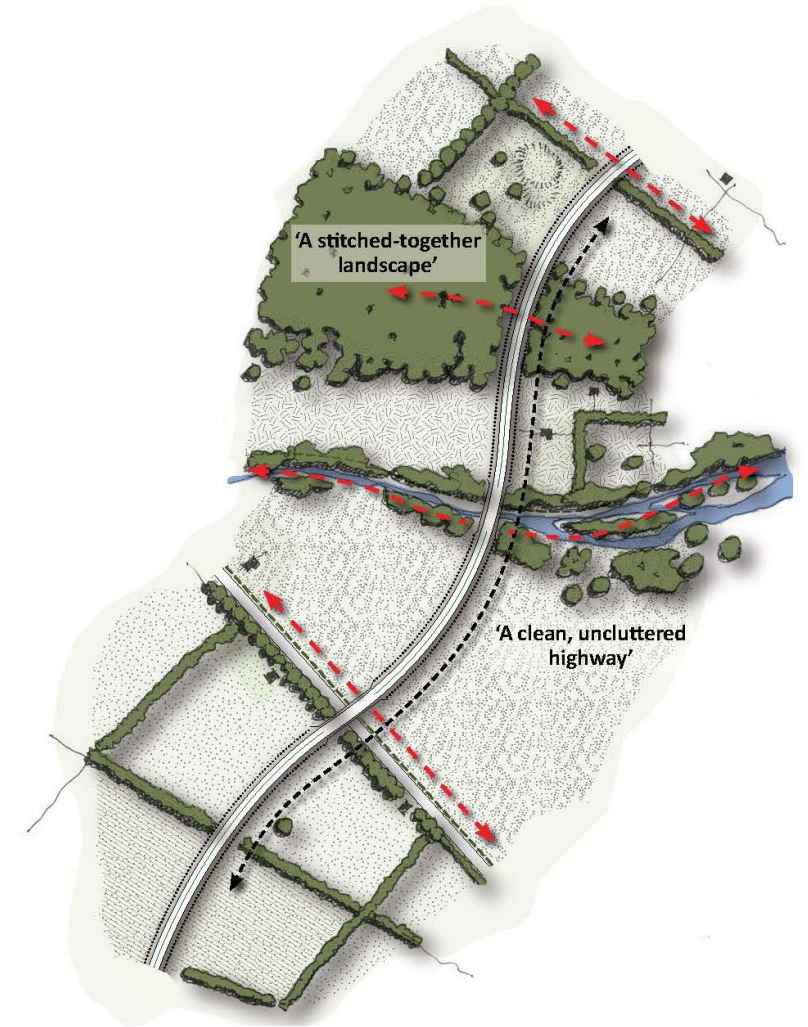
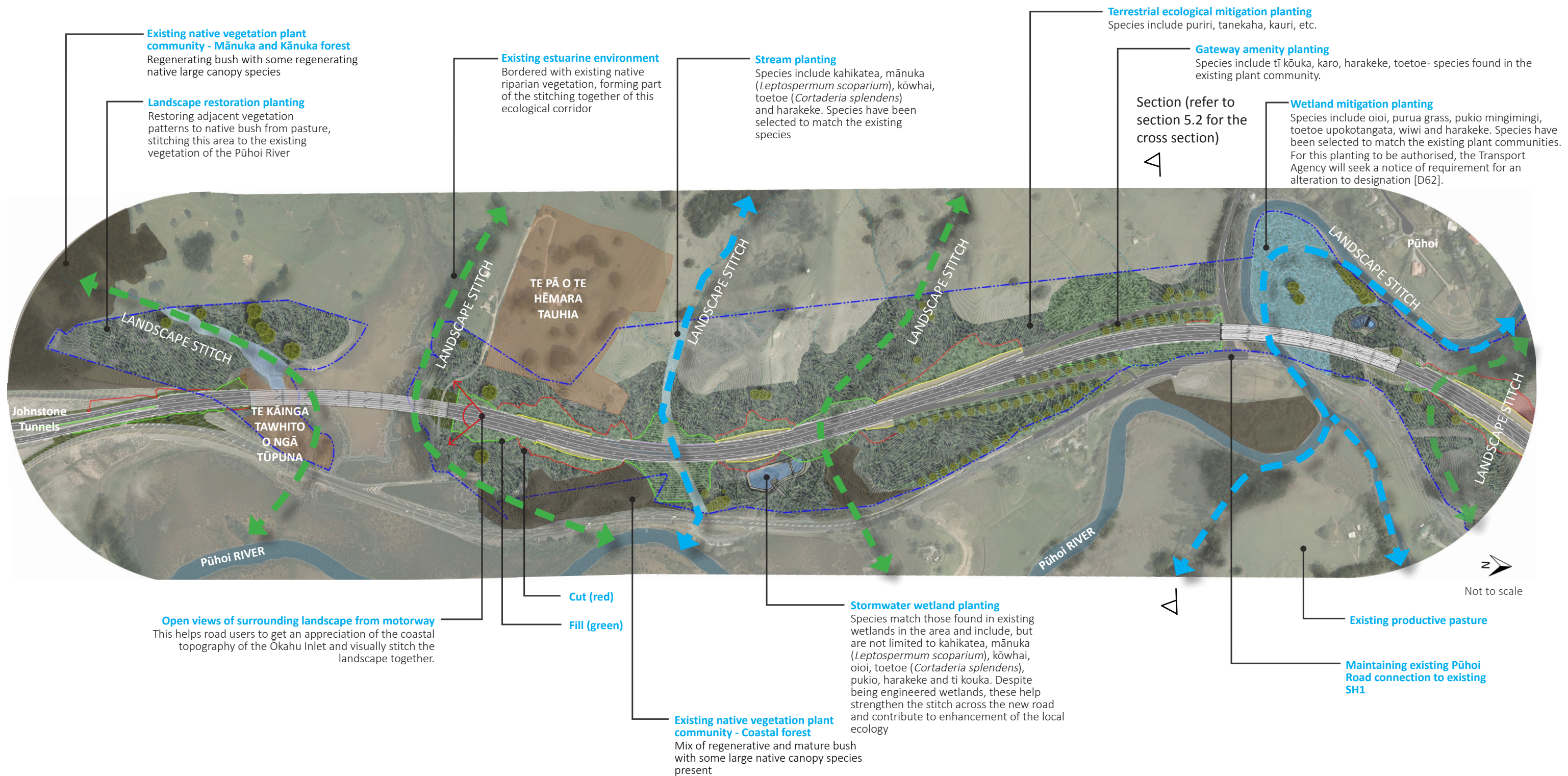


Photo from Hibiscus Coast Highway, showing context of the Project motorway



Stitched Together Landscape Diagram



Pou Whenua at Wenderholm Regional Park



East of Pūhoi river

3.3 CELEBRATION OF MANA WHENUA VALUES AND CULTURAL FOOTPRINT

Section 6 of this document addresses the cultural outcomes of the Project, where the “Celebration of Mana Whenua Values and Cultural Footprint” is focused in the urban and landscape design [D26]. The local landscape character and cultural contexts along the highway route are recognised.

Hōkai Nuku is the authorised voice of the four Iwi and Hapū Mana Whenua of the Project area – Ngāti Manuhiri, Ngāti Mauku/Ngāti Kauae of Te Uri o Hau, Ngāti Rango of Kaipara and Ngāti Whātua, who provide specialist advice for the Project.

The following cultural values provide guidance as to how Mana Whenua view the world:

- Mauri (life force): The interconnectedness of all things means that the wellbeing of any part of the environment will directly impact on the wellbeing of people
- Kaitiakitanga (Guardianship rights and responsibilities): The obligation to protect and enhance the mauri and wellbeing of all natural resources for the benefit of ourselves, other people living in our homeland and for future generations
- Ki uta, ki tai (from source to the sea): The mauri of waterways is also viewed holistically and includes from the source of the waterway to the sea and reinforces the view that activities upstream also impact on the well-being of the river and land downstream.

The Hōkai Nuku Cultural Footprint Framework expresses Mana Whenua connections to their ancestors (Mana Tangata), highlights iconic identity markers that provide reference points in the environment (Mana Whenua), and notes specific associations through historical events and activities (Pūtake).

When considering opportunities to celebrate the Cultural Footprint and values in the landscape, Hōkai Nuku has developed design principles so that these outcomes are achieved.

Hōkai Nuku Design Principles from the ULDF:

Rangatiratanga:

Affirming the self-determination of iwi and hapū and the Treaty partnership between Hōkai Nuku and the Transport Agency, is honoured by active engagement throughout the project development.

Mana Tangata:

- Tūpuna are celebrated in the naming of structures
- The use of macrons and bilingual signage

Mana Whenua:

- Cultural reference points are acknowledged with pou whenua, pou paenga and other designs
- Enduring cultural artworks

Kaitiakitanga

- Guardianship rights and responsibilities are actualised with enhanced indigenous planting which supports the ecosystem and cultural practices.
- Protecting and enhancing waterways
- Utilising sustainable design and practices
- Ability to access appropriate planting for cultural harvest (subject to appropriate safety constraints)

Hōkai Nuku has collaborated with NX2 to recognise the Cultural Footprint Framework and implement the Mana Whenua values through the Hōkai Nuku design principles alongside the project wide design principles.

3.4 SECTOR SPECIFIC OUTCOMES

The ULDF and conditions set specific landscape outcome expectations which, when considered together, acknowledge the localised environmental factors that make this sector unique and let the landscape speak. The ULDF gives effect ‘to appropriately integrate the Project into the surrounding landscape and topography, having regard to the local landscape character and contexts along the highway route’ [D26]. Section 6.1 of the ULDF sets specific outcomes to be achieved in the Pūhoi sector.

The Pūhoi ULDF outcomes include:

- Recognition and highlighting of the two Pā and adjacent areas as set out in the Pā Management Plan (Ngā Pā o Te Hēmara Tauhia)
- Te Arawhiti ki Ōkahu and Te Arawhiti ki Pūhoi have consistent, elegant designs
- Provide highway travellers with views of the Pūhoi River
- Minimise physical intrusion into, and visual openness along, the Pūhoi River and Ōkahu Inlet
- Minimisation of physical intrusion into the highway on the Pūhoi River between Te Arawhiti ki Ōkahu and Te Arawhiti ki Pūhoi
- A gateway to Pūhoi Village in keeping with the special character of this area, incorporating a specific feature to acknowledge the Mana Whenua and Bohemian histories
- Provide a sense of separation between the highway and Pūhoi village
- Appropriate naming of structures and landscape features
- Physical and visual connectivity of local routes
- Enhance and extend existing areas of bush adjacent to highway
- Screen planting between the highway and Pūhoi Close area (subject to flooding constraints)
- Rehabilitate construction areas to avoid any leftover gravelled, shoulder or pull off areas

The ULDF provides for specific ULDSPs to be integrated with the sector ULDSP if they specifically address the concerns and requirements of D38. Specific permanent ULDSP are required in two locations in this sector:

D38AA(a):

The area on the eastern side of the Pūhoi River on (CT NZ37A/148), with a focus on establishing visual screening of the Project and construction yard for nearby residents as soon as practicable. This ULDSP shall be developed in consultation with a suitably qualified stormwater engineer so that appropriate consideration is given to the identified floodplain.

D38AA(e):

The viaducts spanning the Ōkahu Inlet together with both approach embankments. The sector specific outcomes are considered in the overarching motorway design by the team who have collaborated in the choice of materials, plants, landscaping inputs, and all technical design elements such as safety considerations.

The ULDF provides for these to be integrated with the main ULDSP so long as they specifically address the concerns and requirements of the BOI conditions. The various methods through motorway and landscape design to achieve the specific outcomes and are described in sections 3-6. The geographic area of this ULDSP also covers the area of construction phase matters which relates to the area of the construction yard, and visual screening of this yard area. These ‘temporary’ matters are covered by a separate ULDSP (which will be circulated to stakeholders separately). The final outcome of these matters is covered by this ULDSP.