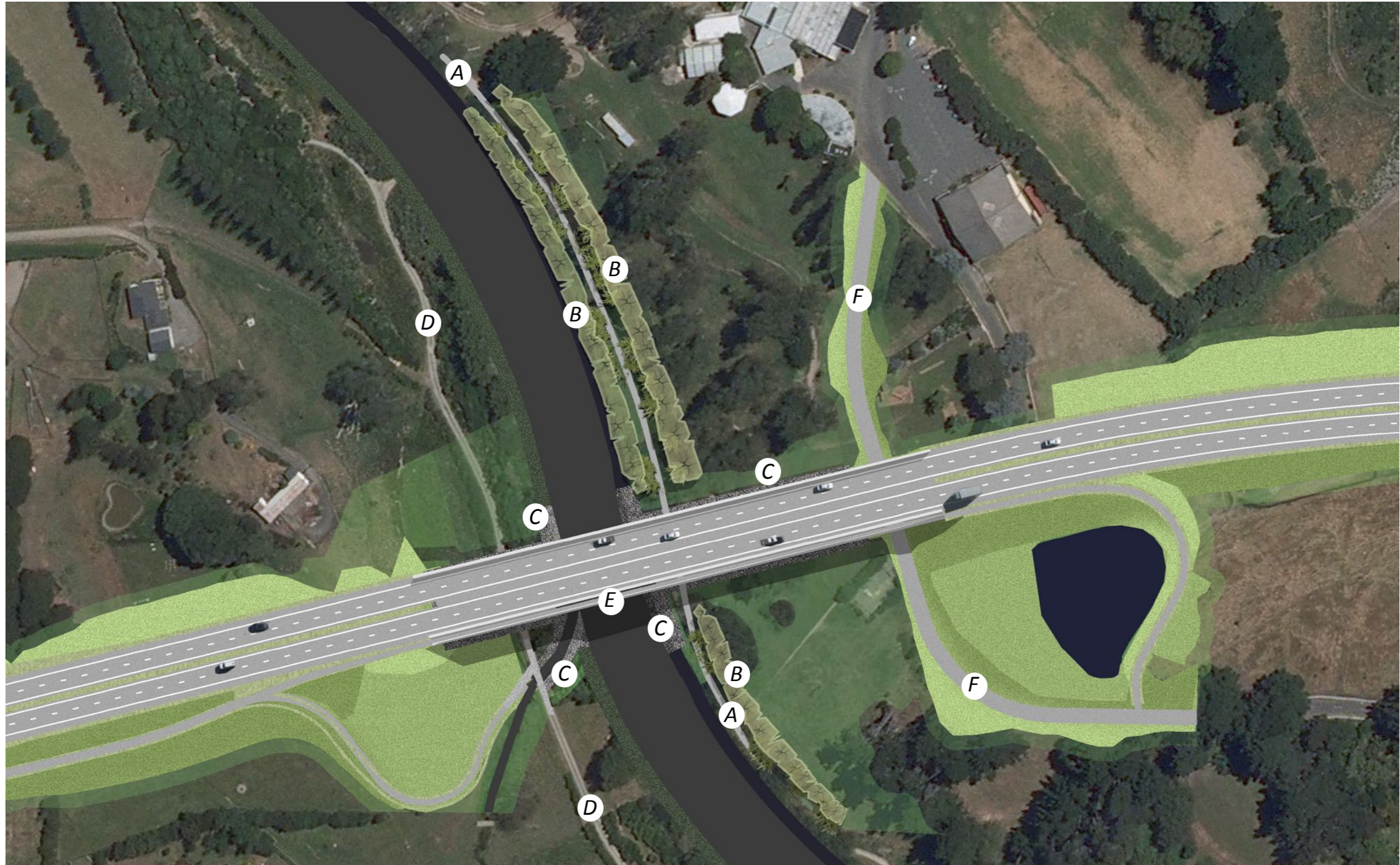




FIGURE 38 WAIKANAE RIVER AERIAL OBLIQUE H



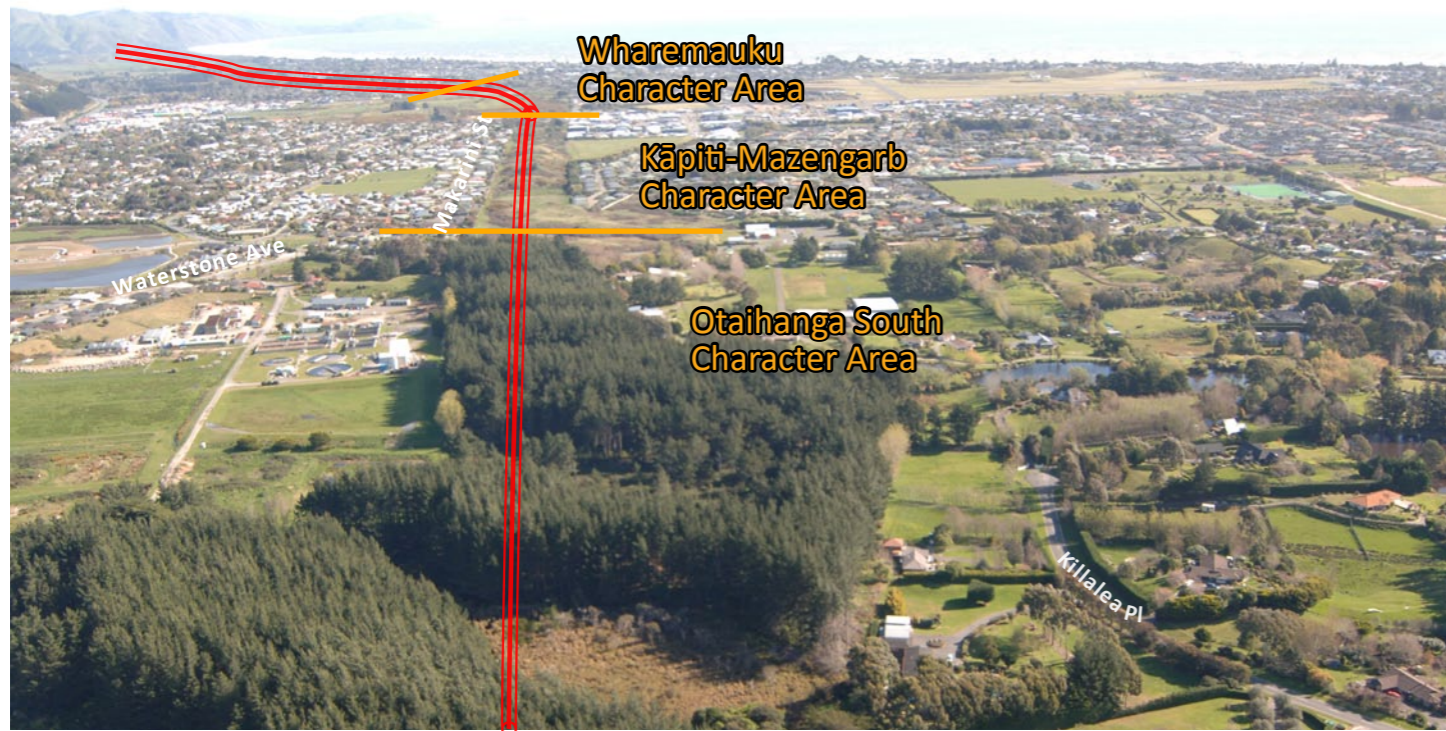
- (A) *Realigned Walkway/Cycleway*
- (B) *Willows interplanted with indigenous species as agreed with GWRC*
- (C) *Rip Rap*
- (D) *Walkway/Cycleway retained*
- (E) *Cycleway on bridge*
- (F) *Realigned access to El Rancho*



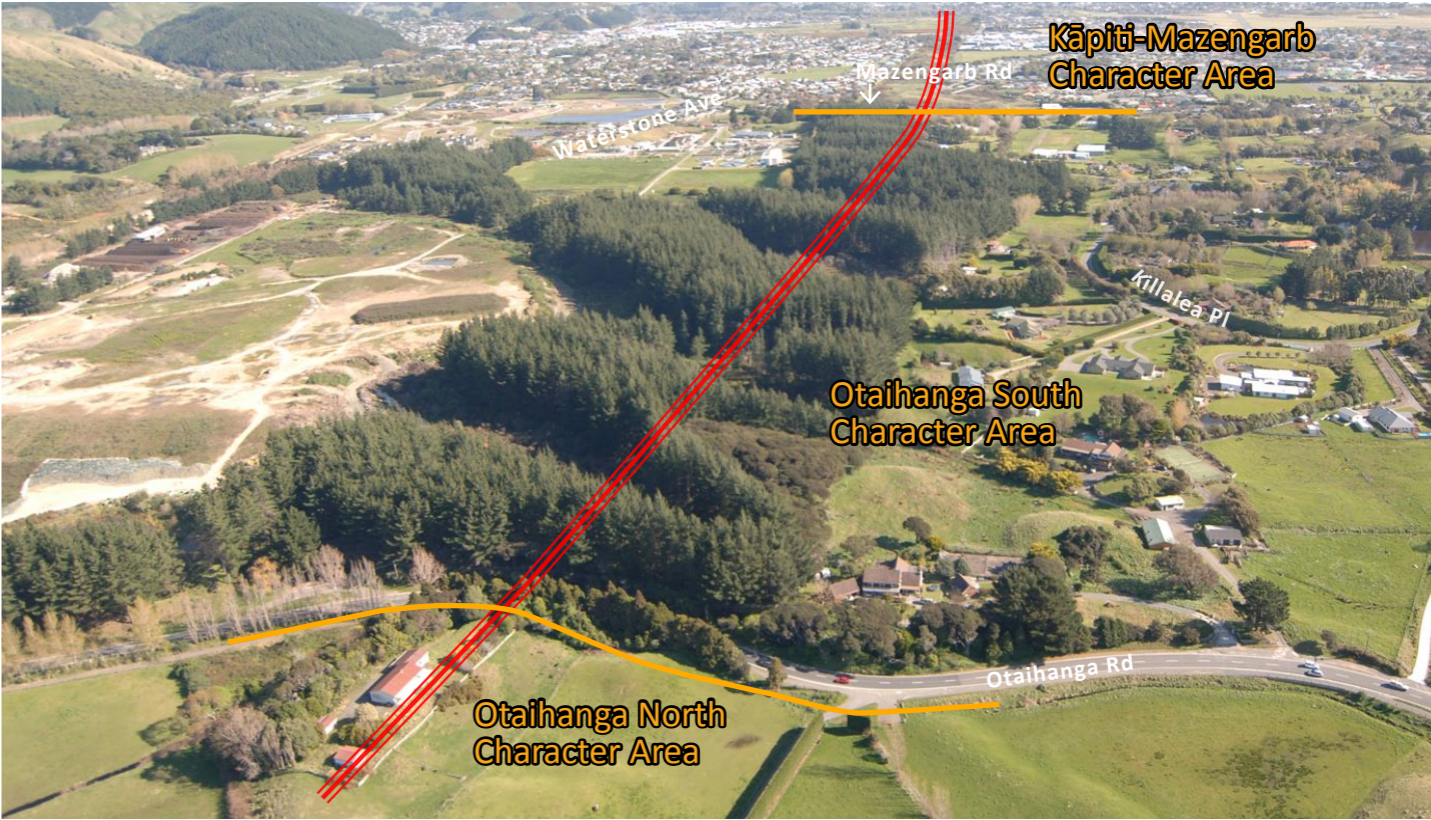
FIGURE 39 AERIAL OBLIQUE I TE MOANA ROAD



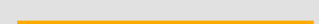
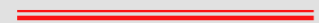
- (A) Wetland stormwater area
- (B) Riparian restoration
- (C) Dense planting of indigenous species
- (E) Open grass with trees
- (F) Shared cycle / walking path
- (G) Tree rows
- (H) Swale
- (I) Floodway

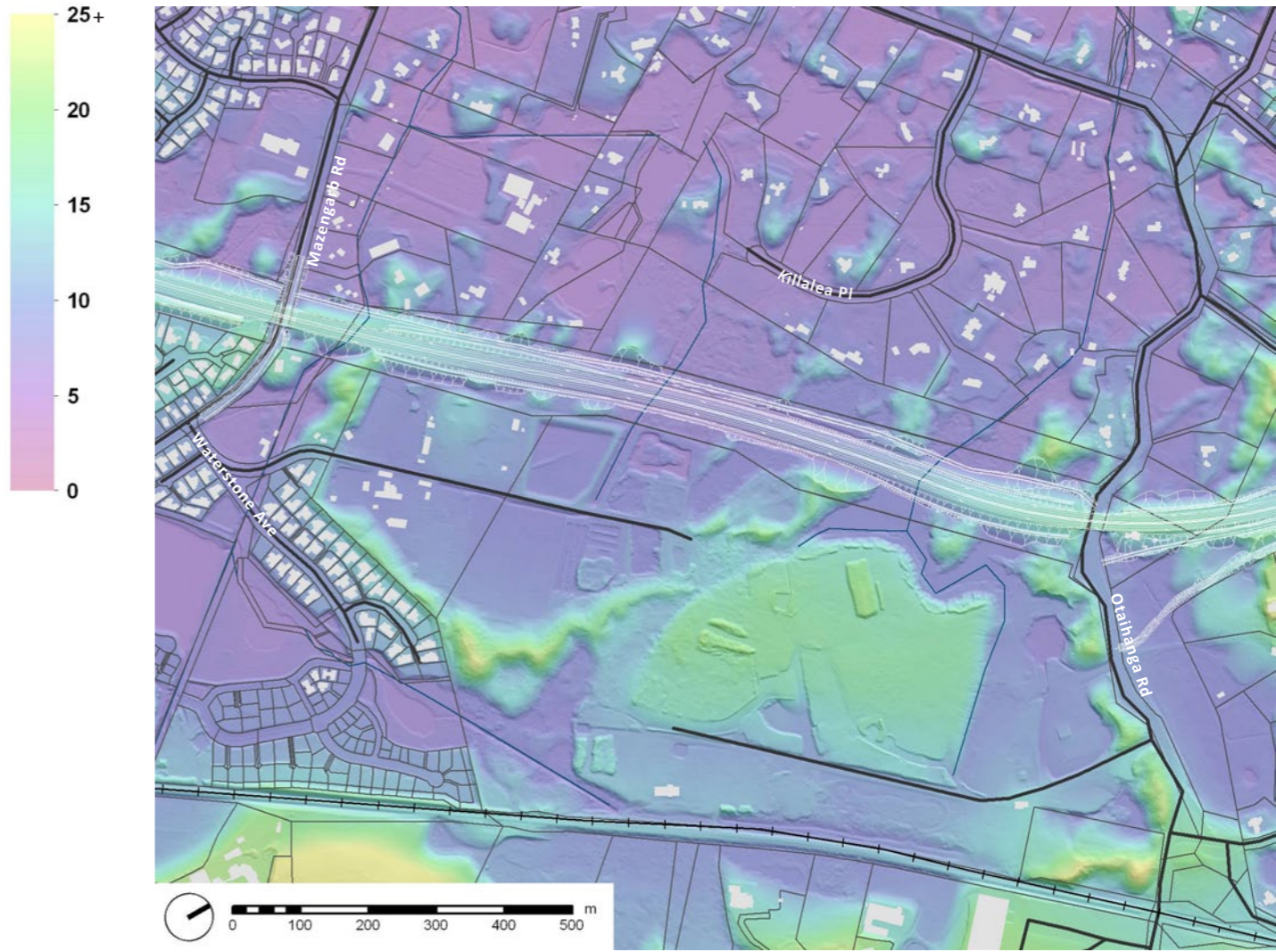


View south-west

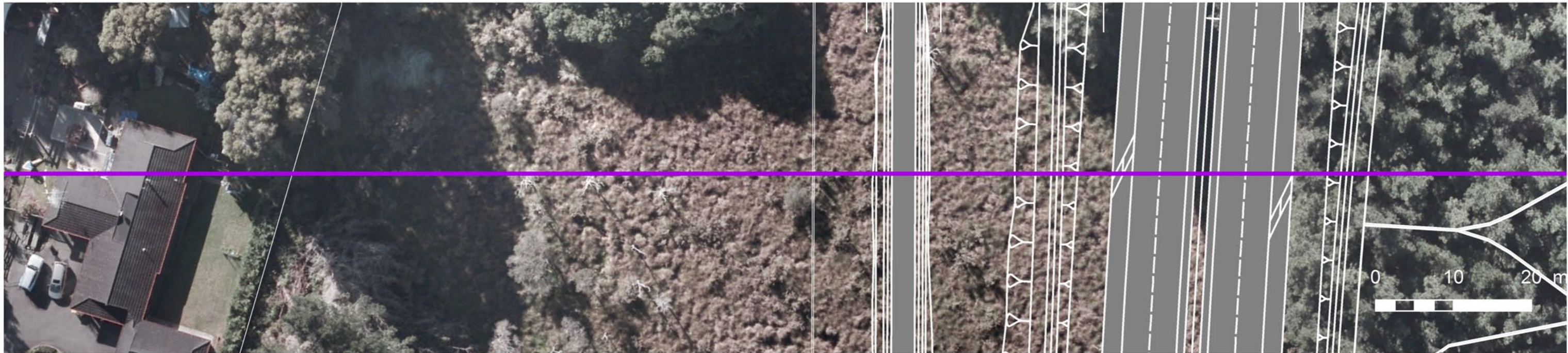
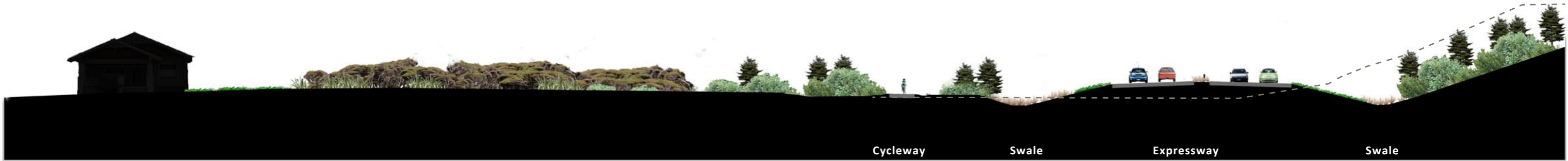
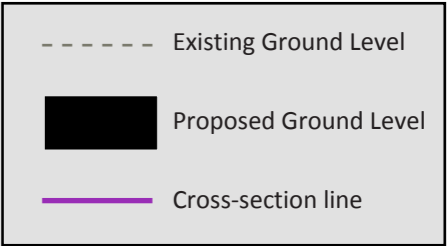


View south

	Character Area Boundary
	Approximate Expressway Alignment

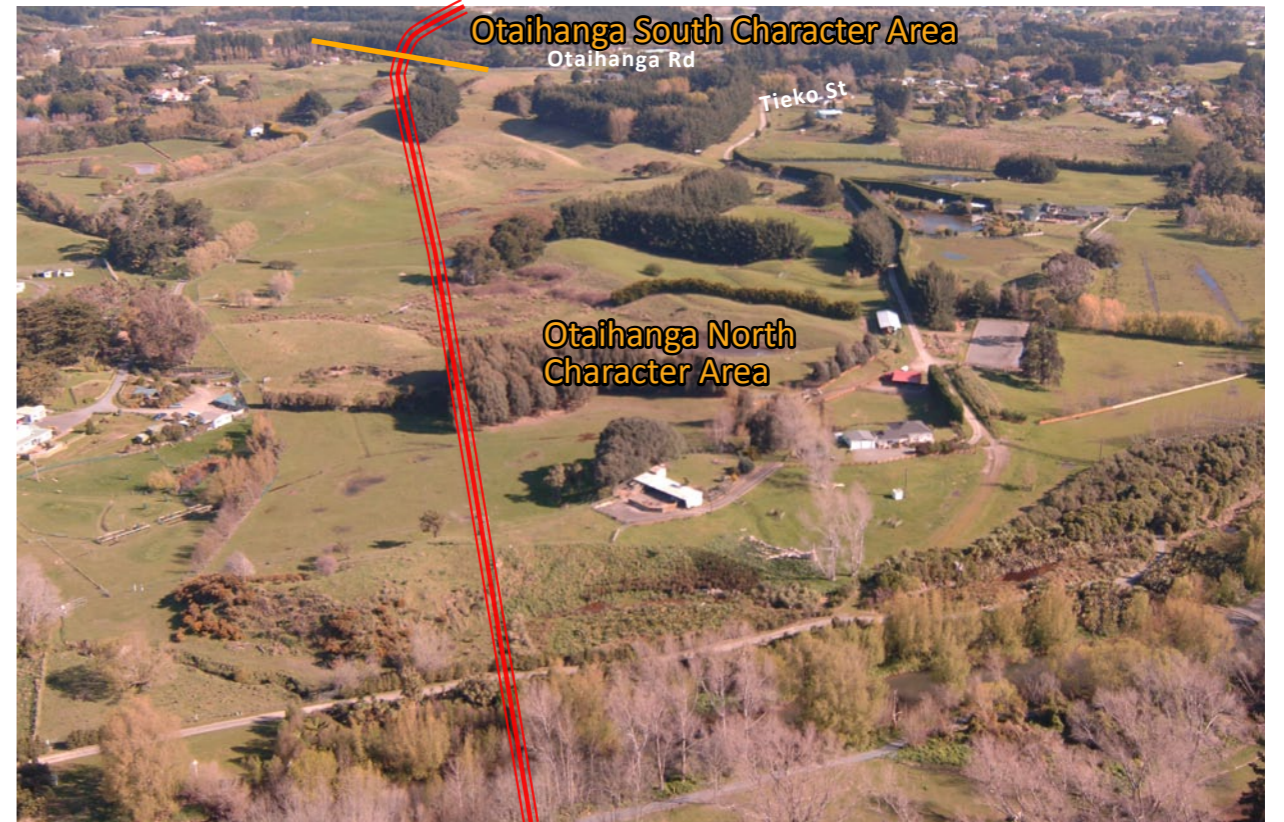
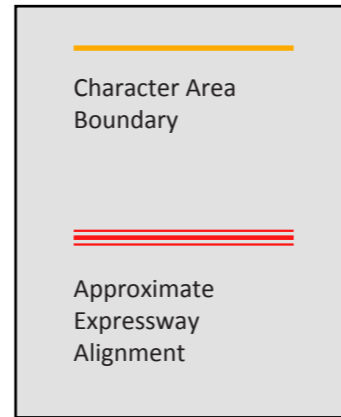


Killalea Place (chainage 8780)

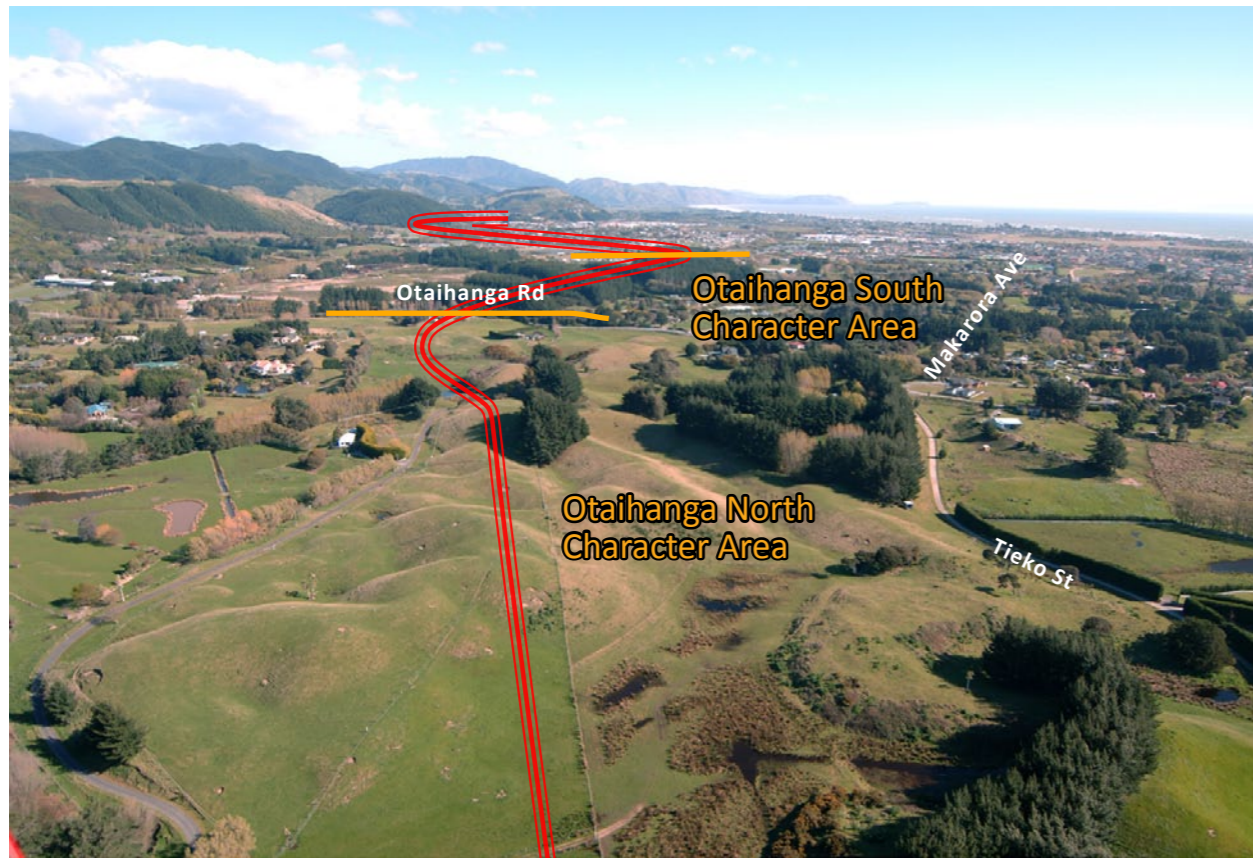




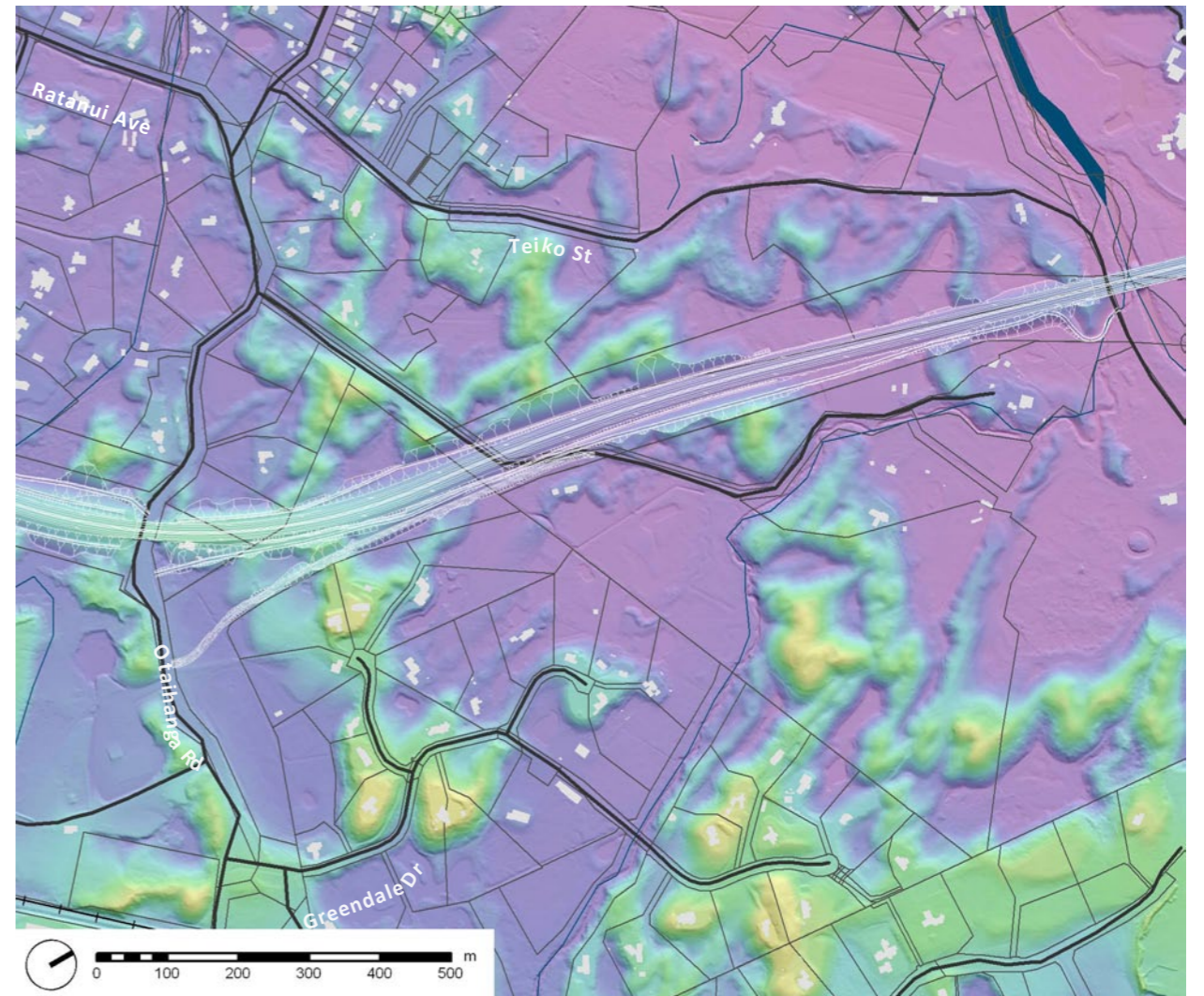
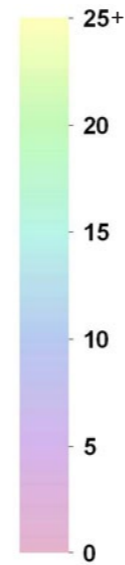
View south



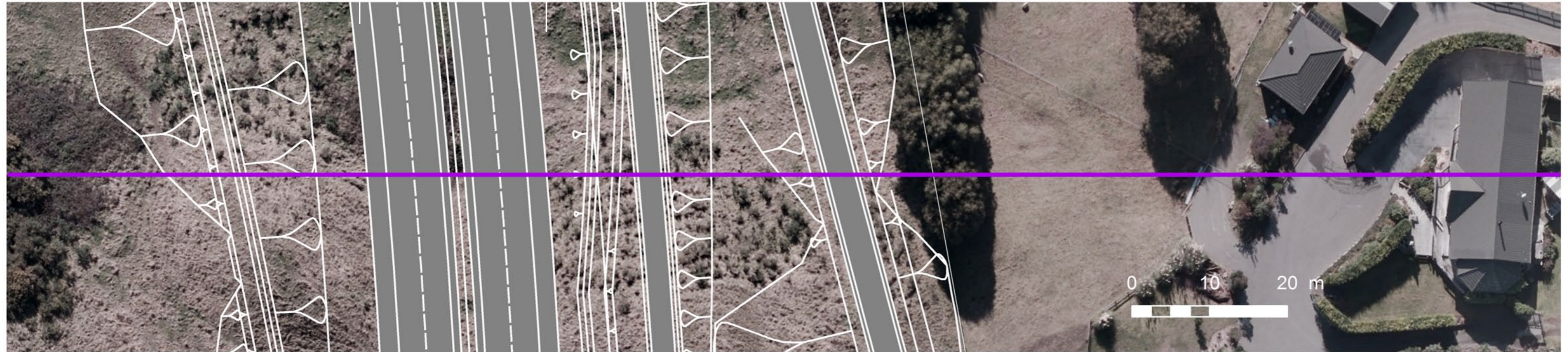
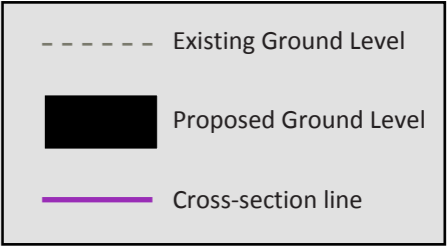
View south



View south



Grand Poppa Drive (chainage 9450)





Character Area Boundary

Approximate Expressway Alignment

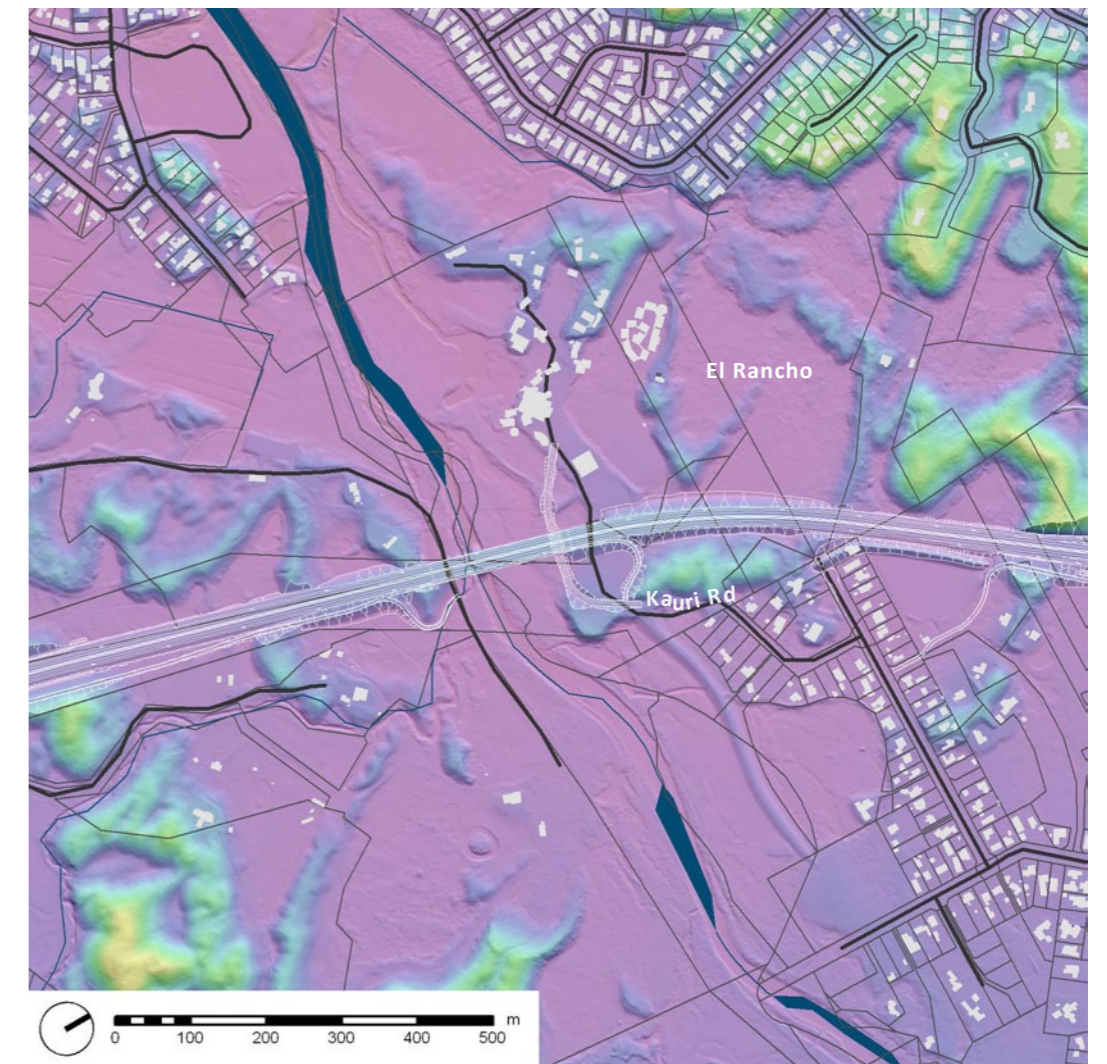
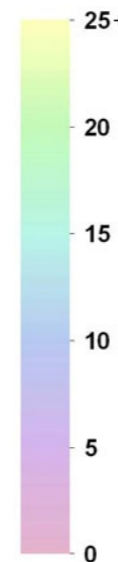
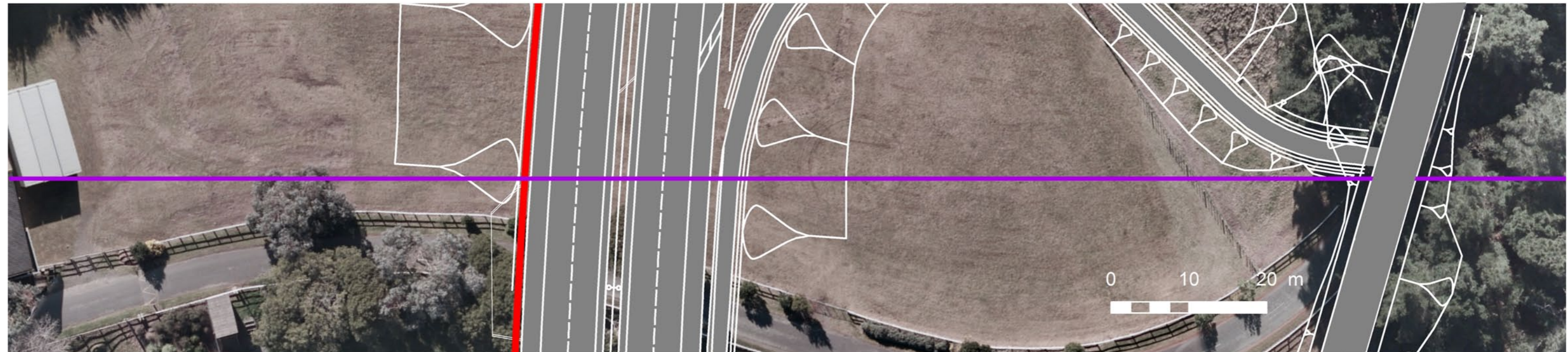


FIGURE 44 WAIKANAЕ RIVER LANDSCAPE CHARACTER DESCRIPTION

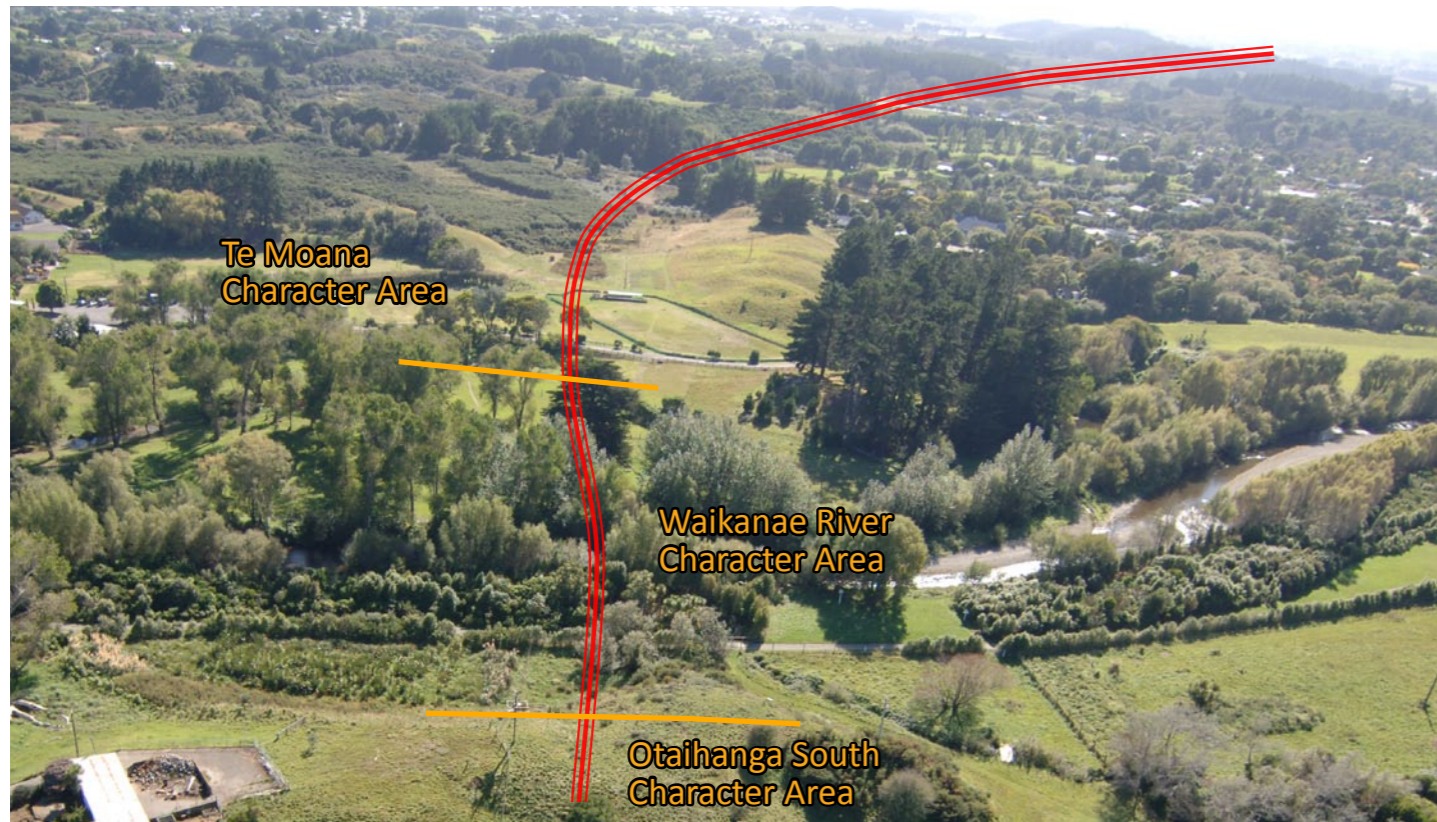
El Rancho (Chainage 10790)



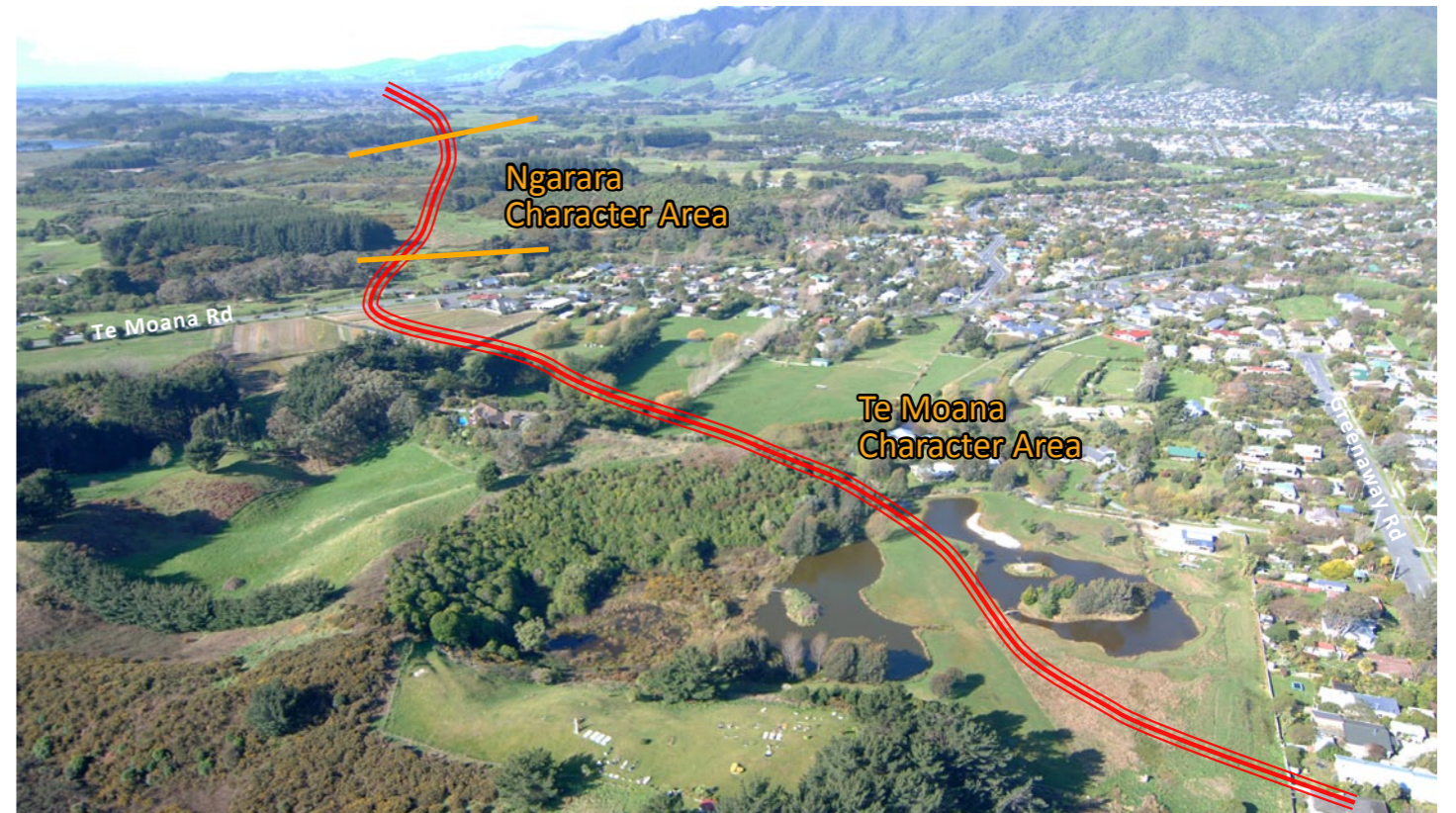
El Rancho (Waikanae Christian Holiday Park Incorporated)



El Rancho (Waikanae Christian Holiday Park Incorporated)



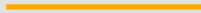

View north



View north-west



View south-west

 Character Area Boundary
 Approximate Expressway Alignment

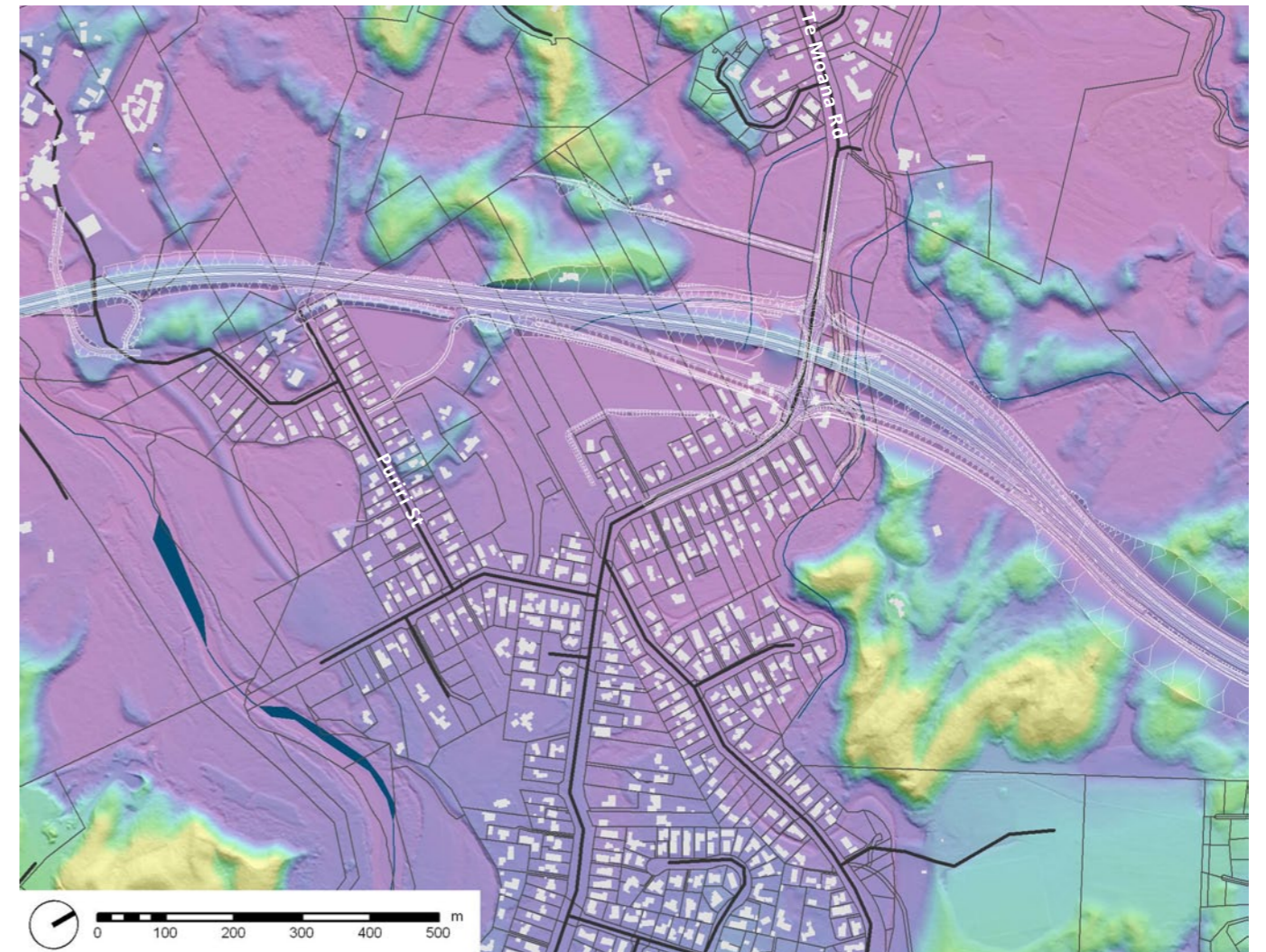
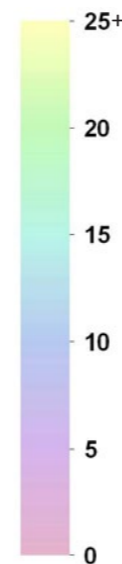
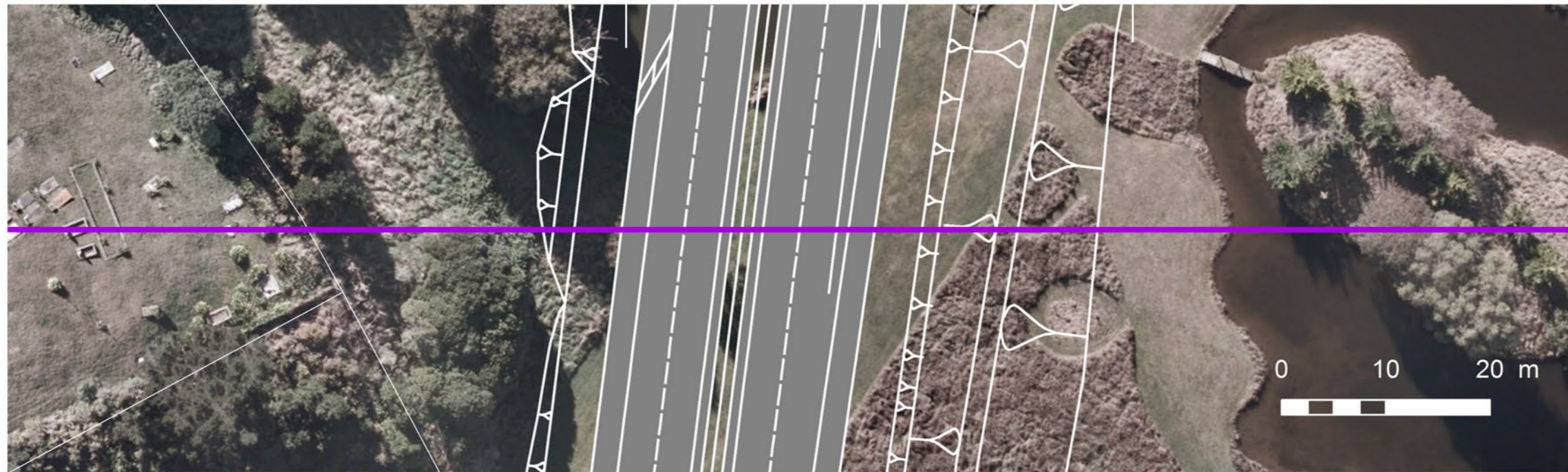
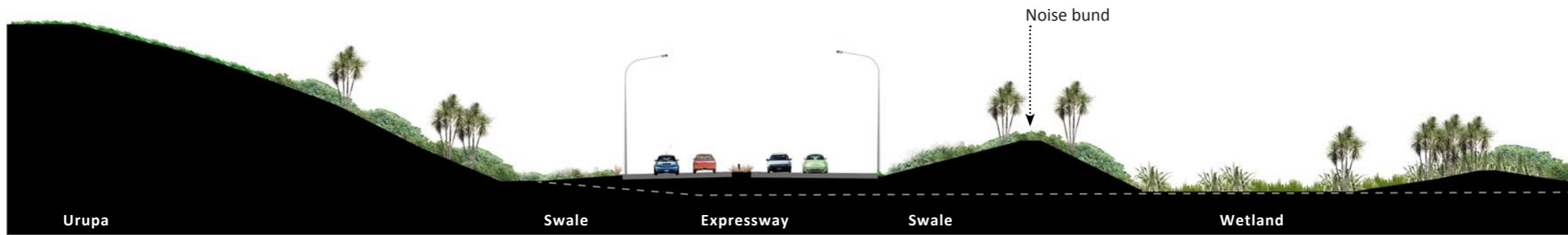
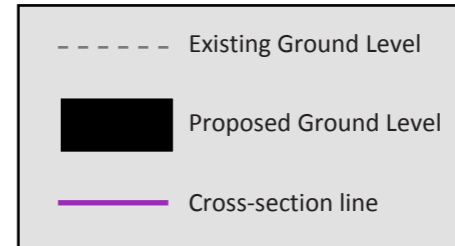


FIGURE 46 TE MOANA LANDSCAPE CHARACTER DESCRIPTION

Takamore Urupa (Chainage 11210)



Crescent dune north of Takamore (Chainage 11640)

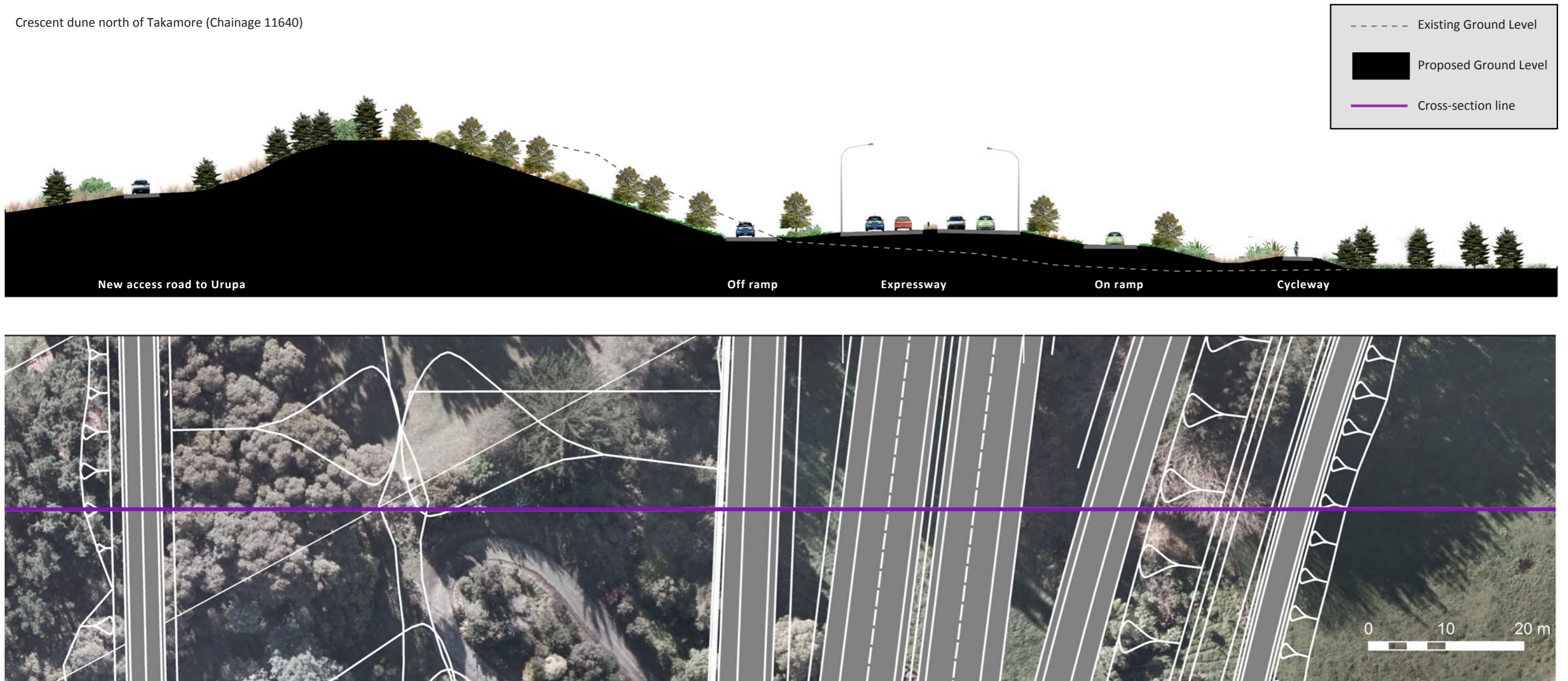
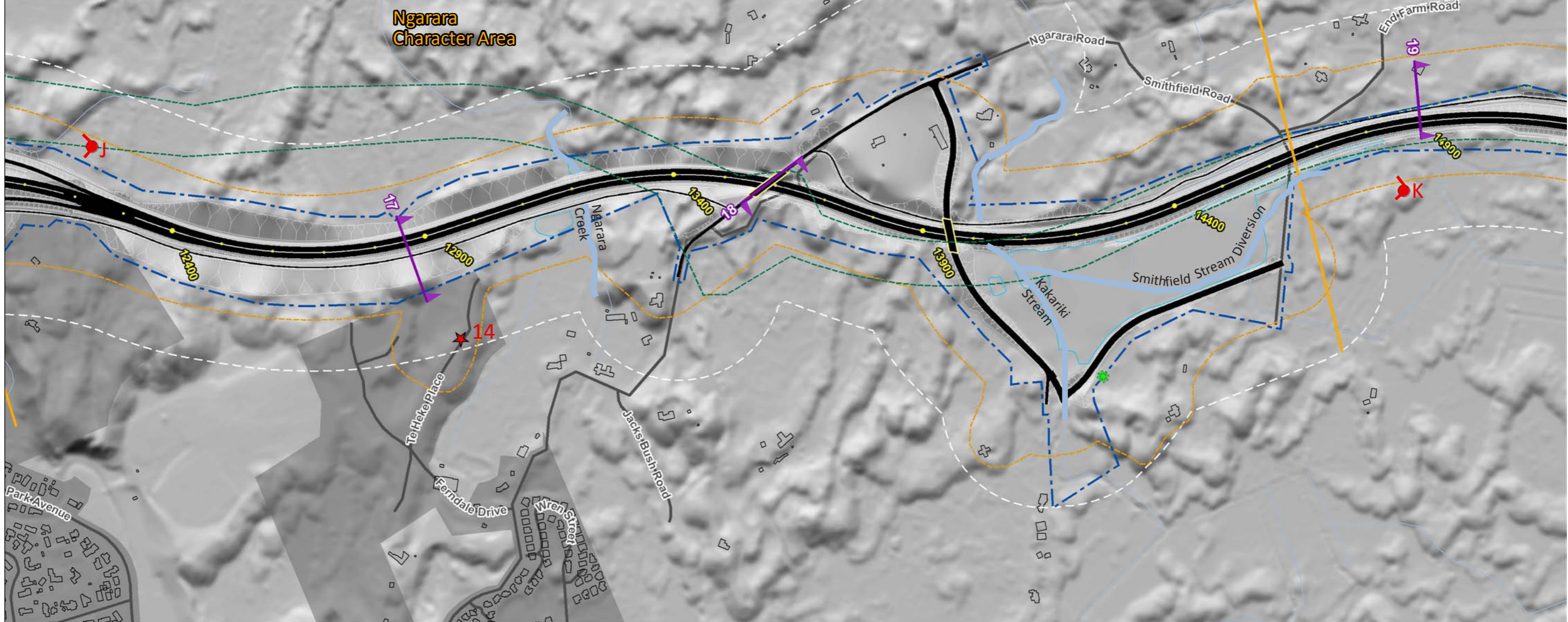


FIGURE 48 CROSS-SECTION 15

LANDSCAPE AND VISUAL ASSESSMENT BY CHARACTER AREA
SECTOR FOUR - BETWEEN CHAINAGE 12400 AND 18050

Sector Four

Cross section 17	Figure 56	Appendix A	Aerial Oblique J	Figure 51	Appendix A	Visual Simulation 14	Figure 14	Appendix B
Cross section 18	Figure 57	Appendix A	Aerial Oblique K	Figure 52	Appendix A	Visual Simulation 15	Figure 15	Appendix B
Cross section 19	Figure 59	Appendix A	Aerial Oblique L	Figure 53	Appendix A	Visual Simulation 16	Figure 16	Appendix B
Cross section 20	Figure 60	Appendix A						
Cross section 21	Figure 62	Appendix A						
Cross section 22	Figure 63	Appendix A						



Te Moana Road
over bridge

Ngarara Character Area

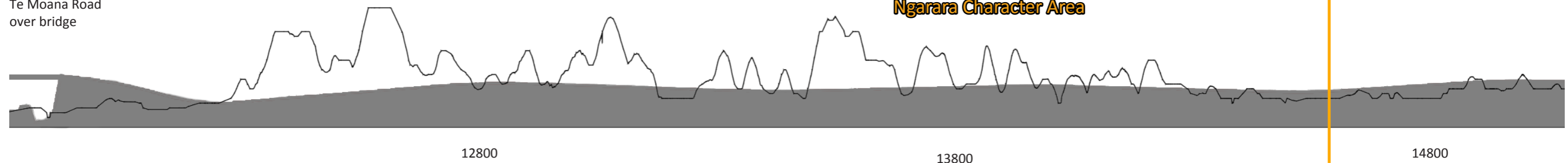
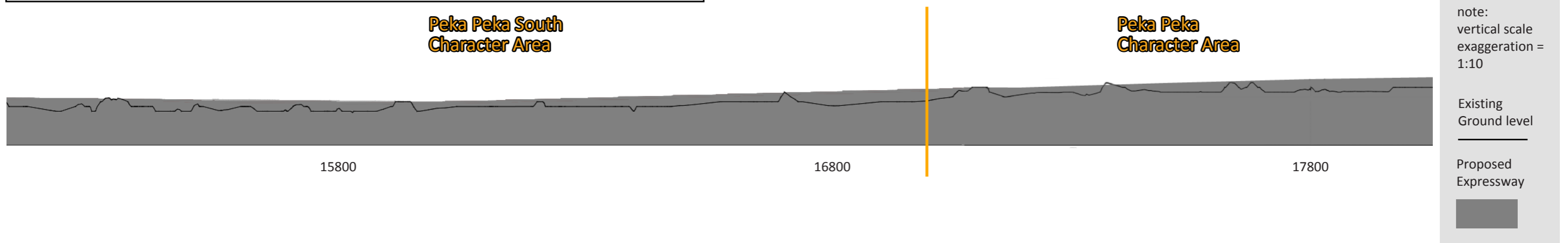
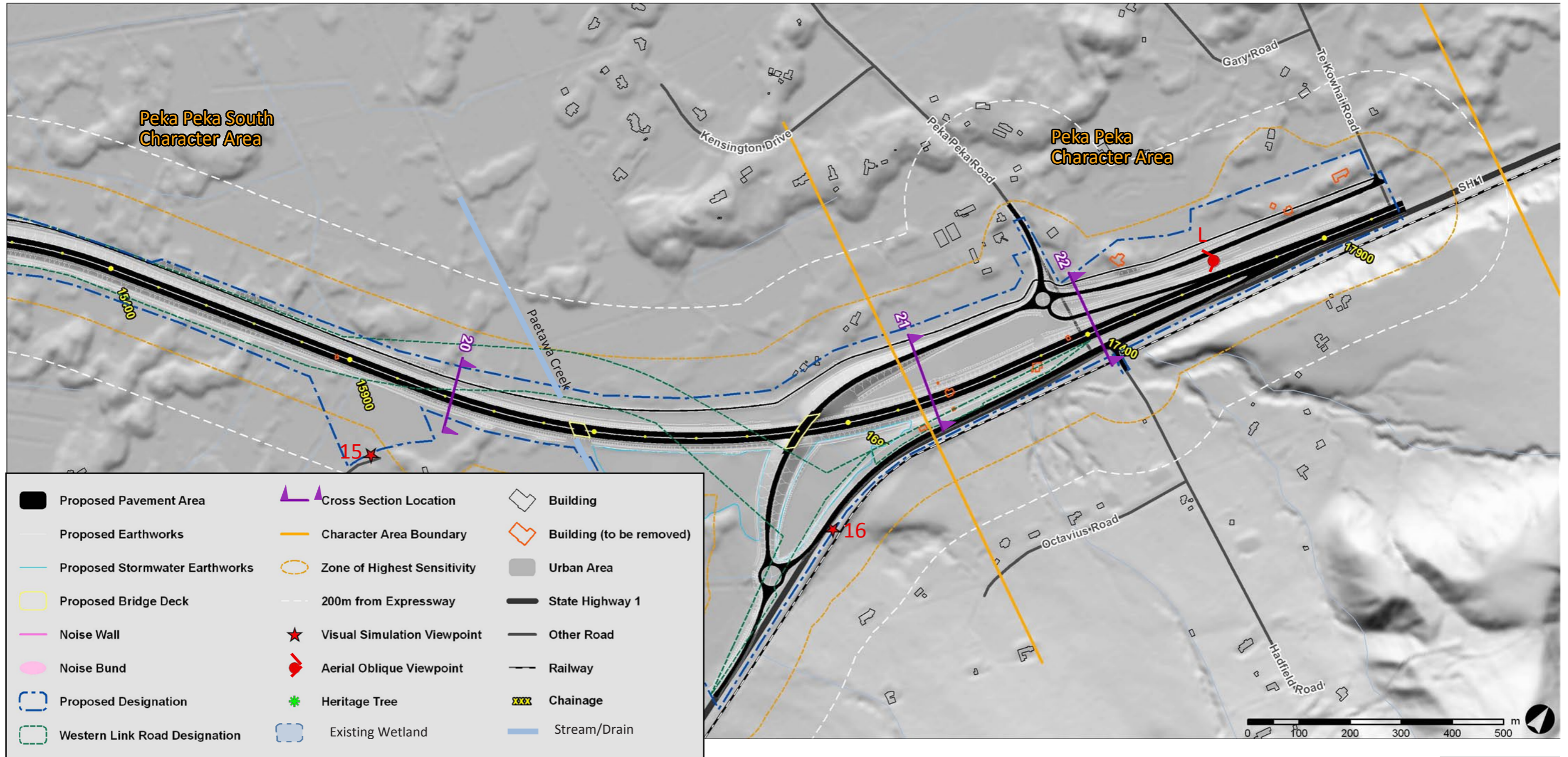


FIGURE 49 SECTOR FOUR





ZTV Analysis

The theoretical visibility analysis used “target” points at every 10m along the Expressway, offset 15m each side of the centre line and at a height of 3m above the ground surface. The yellow areas on the diagrams show locations from where the target points can theoretically **not be seen**. It can be thought of as an area in shadow of the line of sight from the target point.

This analysis is based on the LiDAR data including the land(terrain) and above ground features (vegetation and buildings). Further detail about the ZTV analysis can be found in the Methodology section of the report.

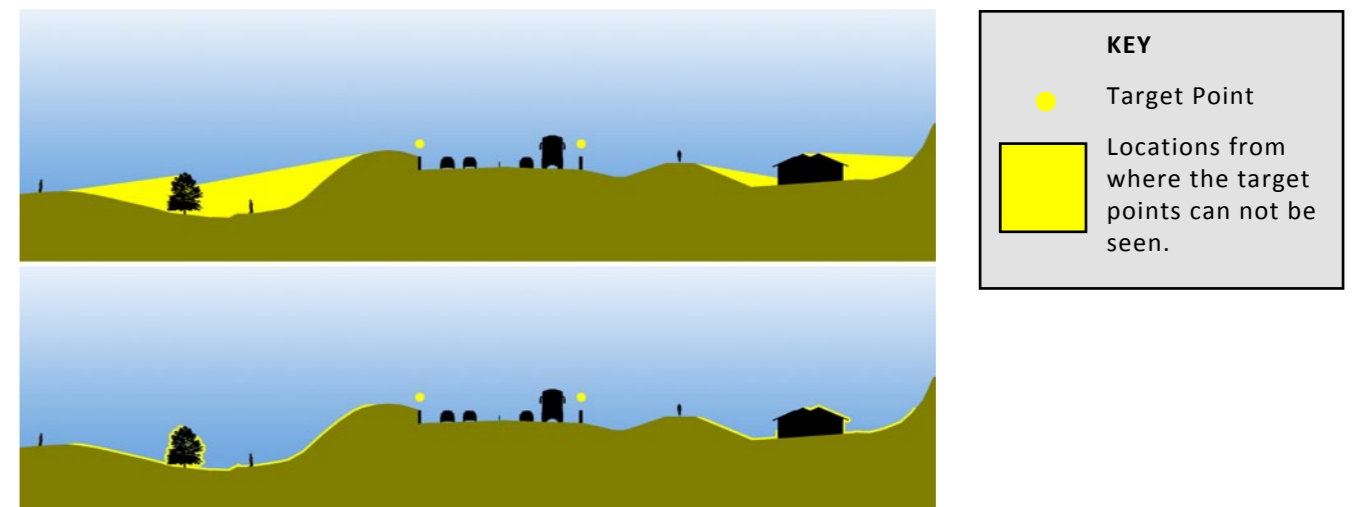


FIGURE 50 SECTOR FOUR ZTV 300M EXTENT

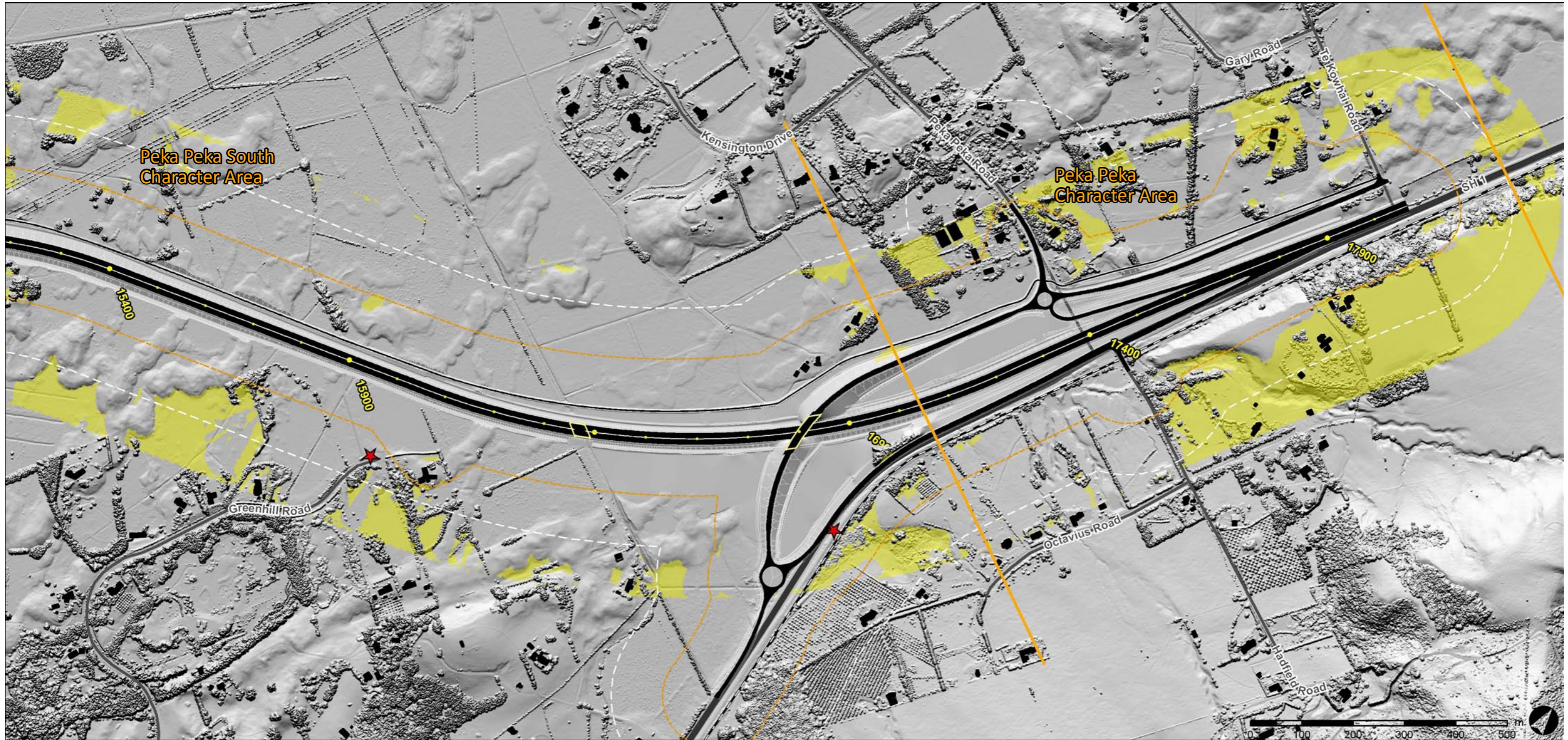




FIGURE 51 AERIAL OBLIQUE J NGARARA RD



Stormwater Management Area

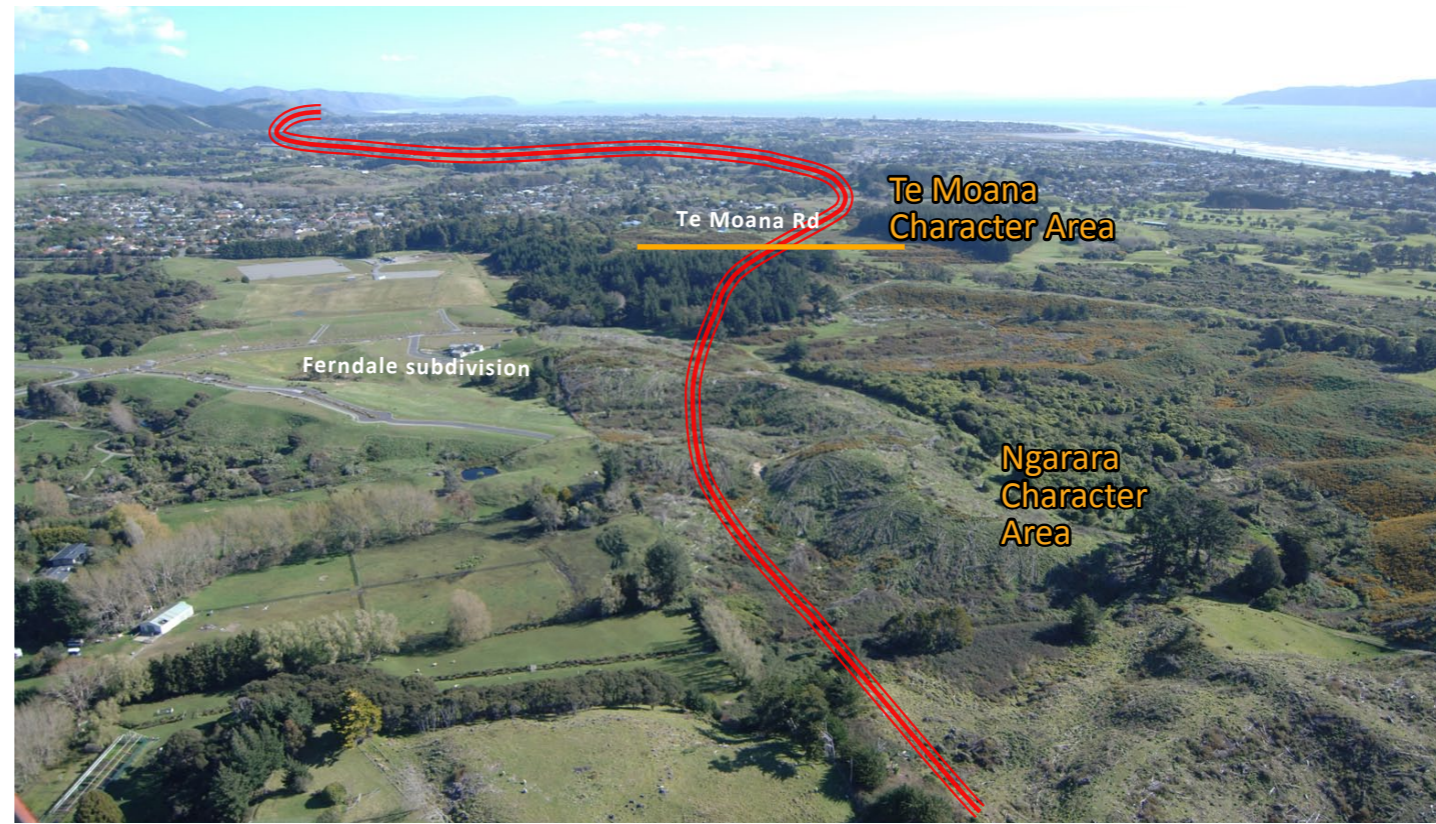
Smithfield Rd Bridge



FIGURE 53 AERIAL OBLIQUE L PEKAPEKA INTERCHANGE



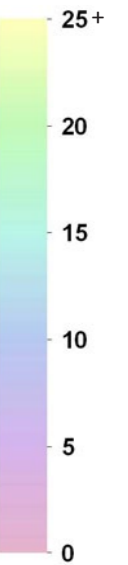
View south-west



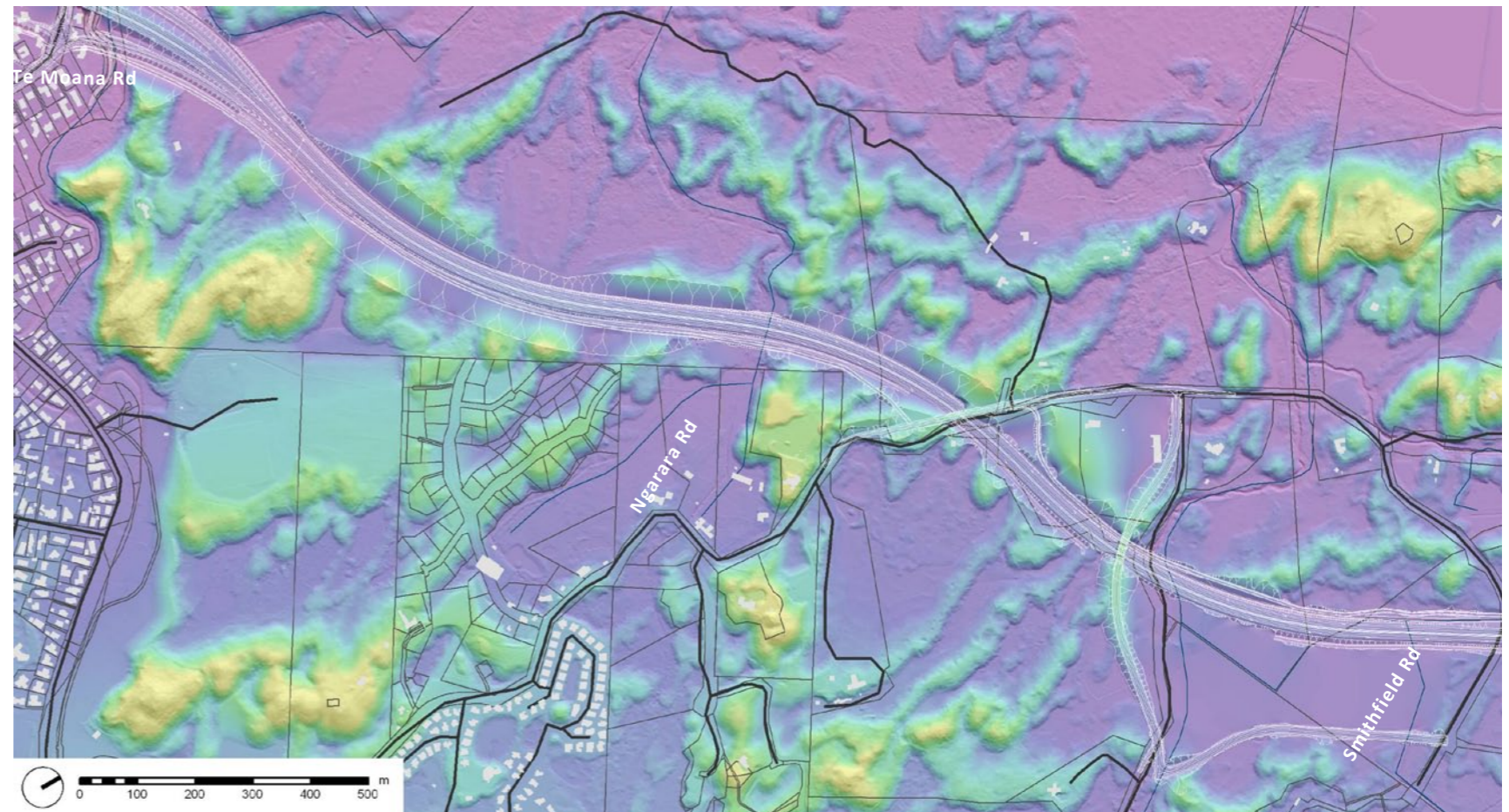
View west

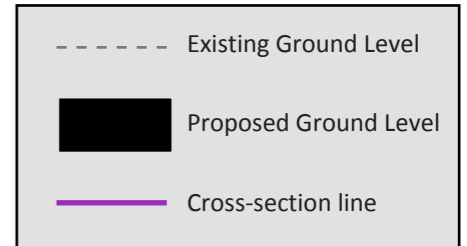
Character Area Boundary

Approximate Expressway Alignment

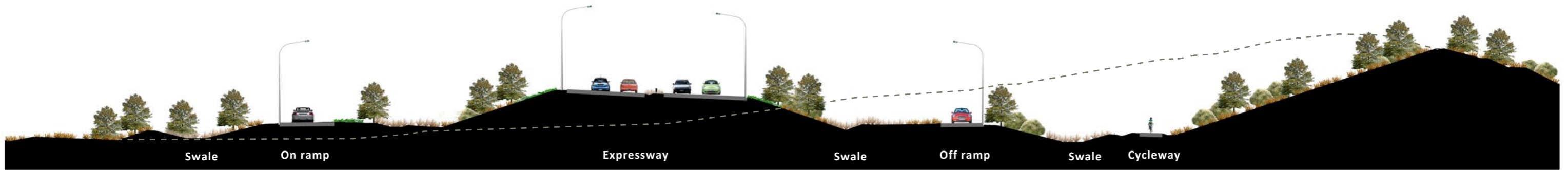


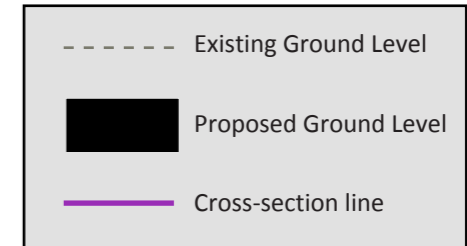
View west



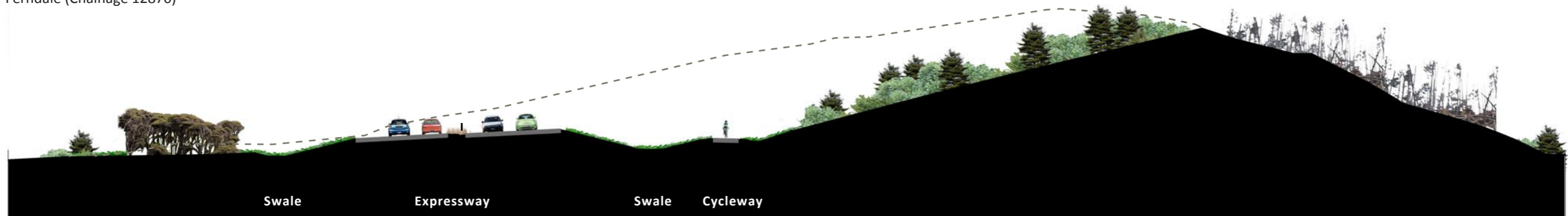


Te Moana Interchange and Waimeha Stream (Chainage 12120)





Ferndale (Chainage 12870)



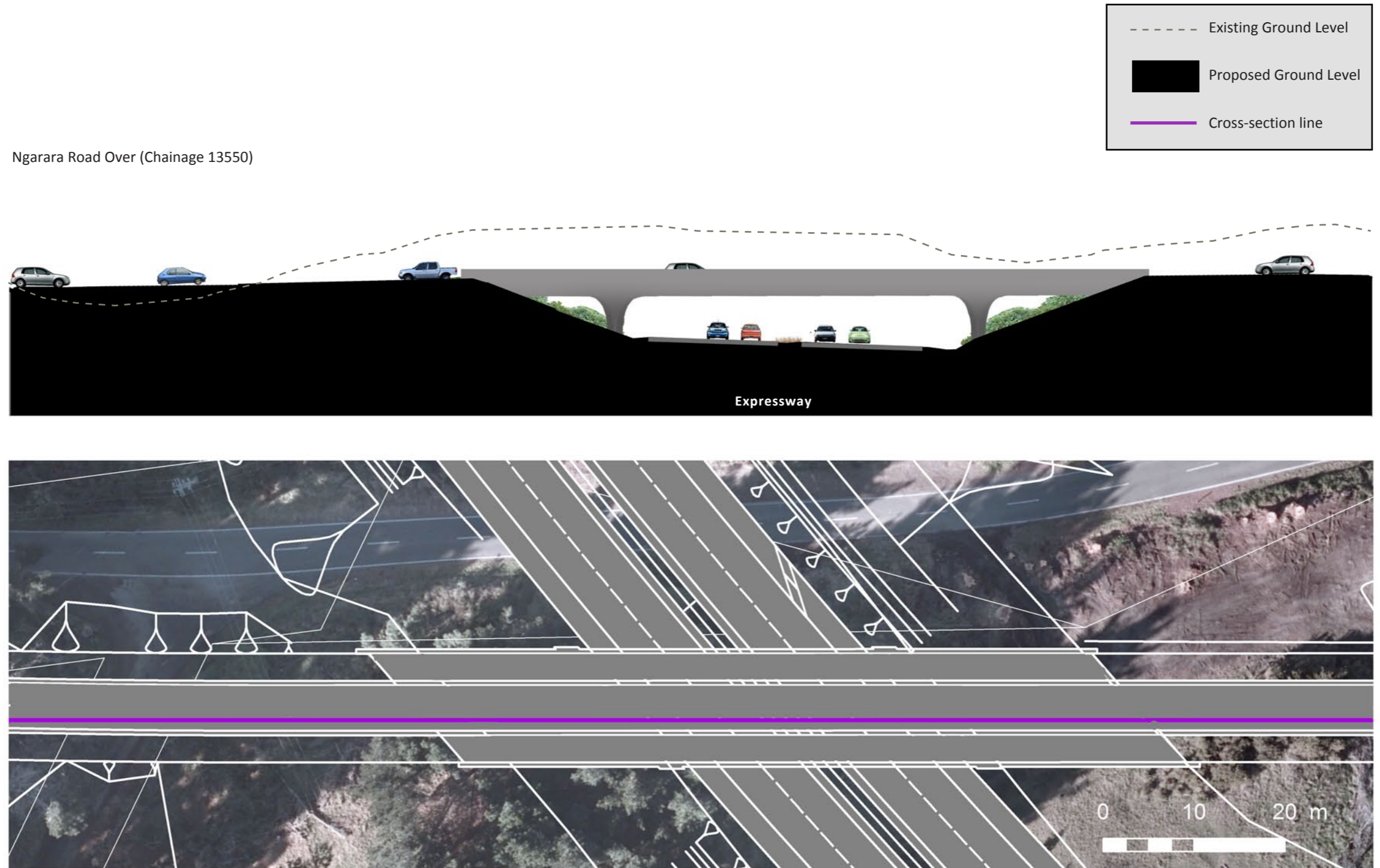
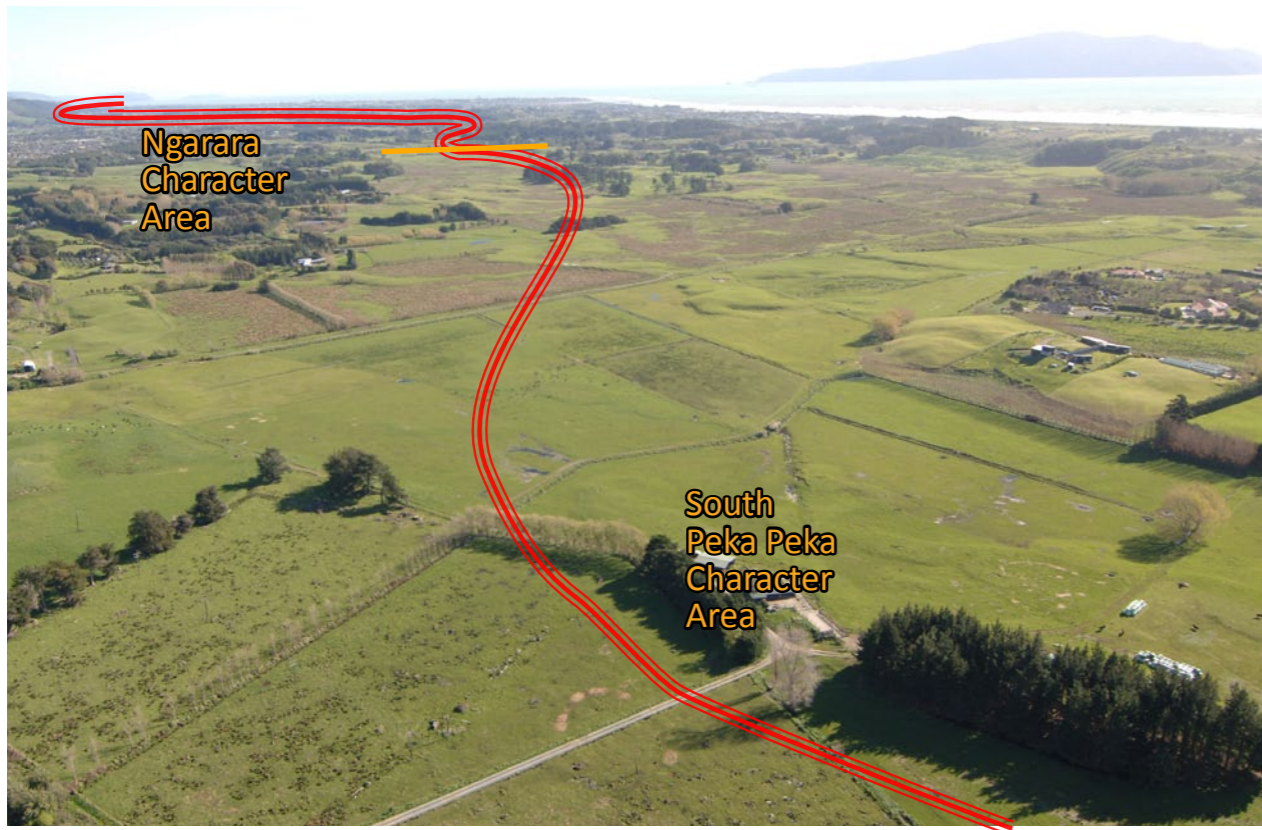
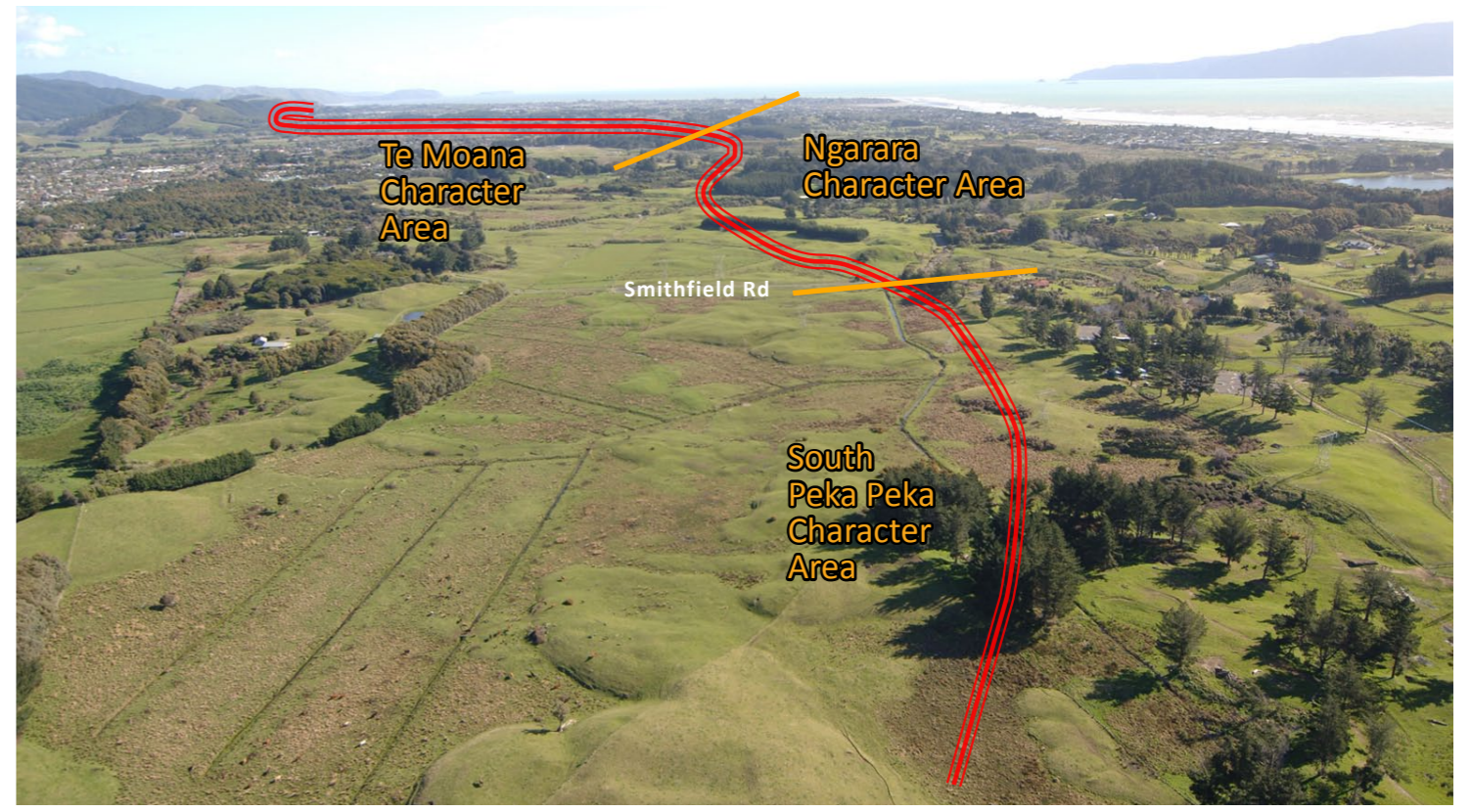



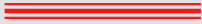
FIGURE 57 CROSS-SECTION 18

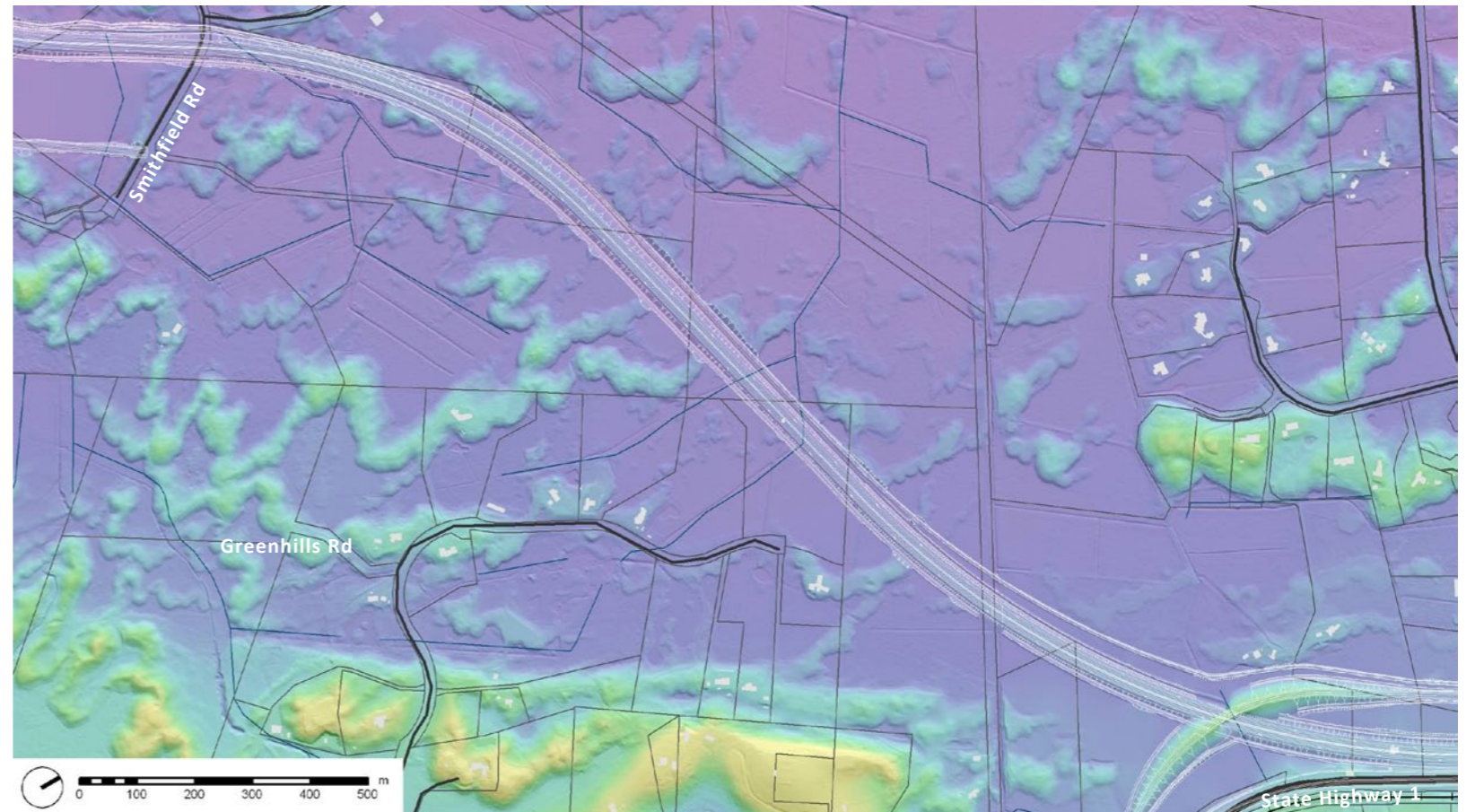
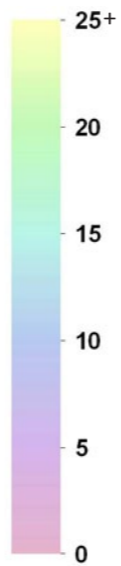


View west



View west

 Character Area Boundary
 Approximate Expressway Alignment



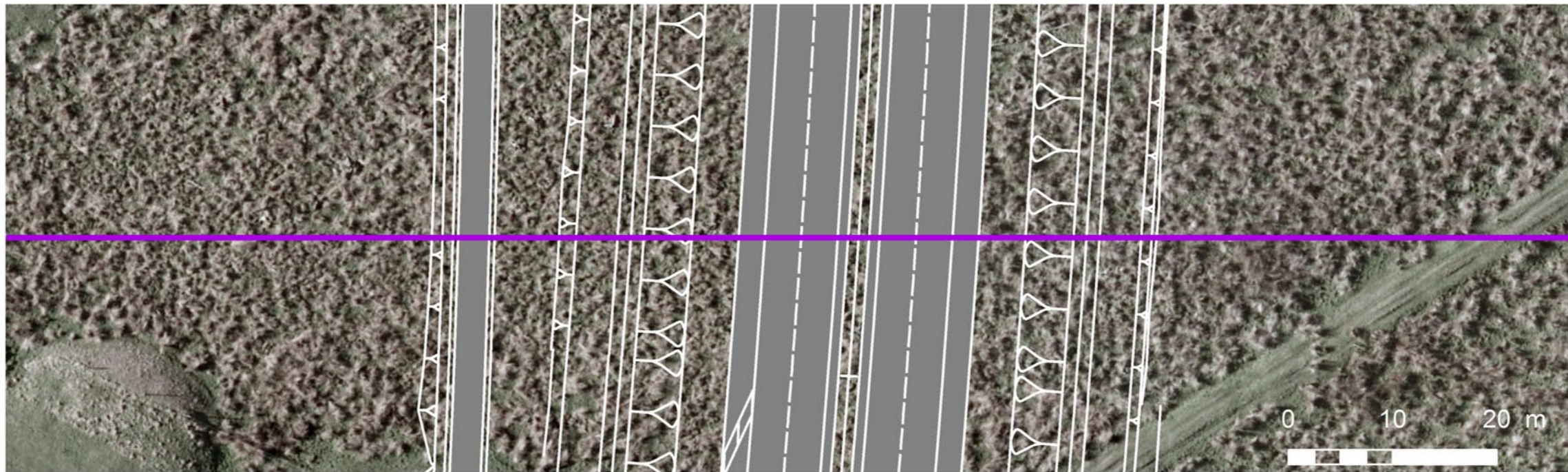
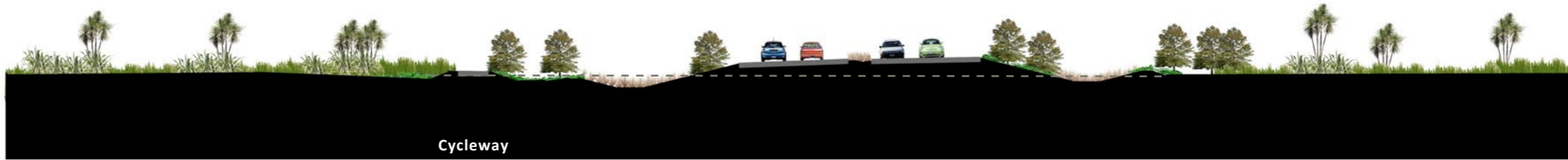
37 End Farm Road (Chainage 14900)

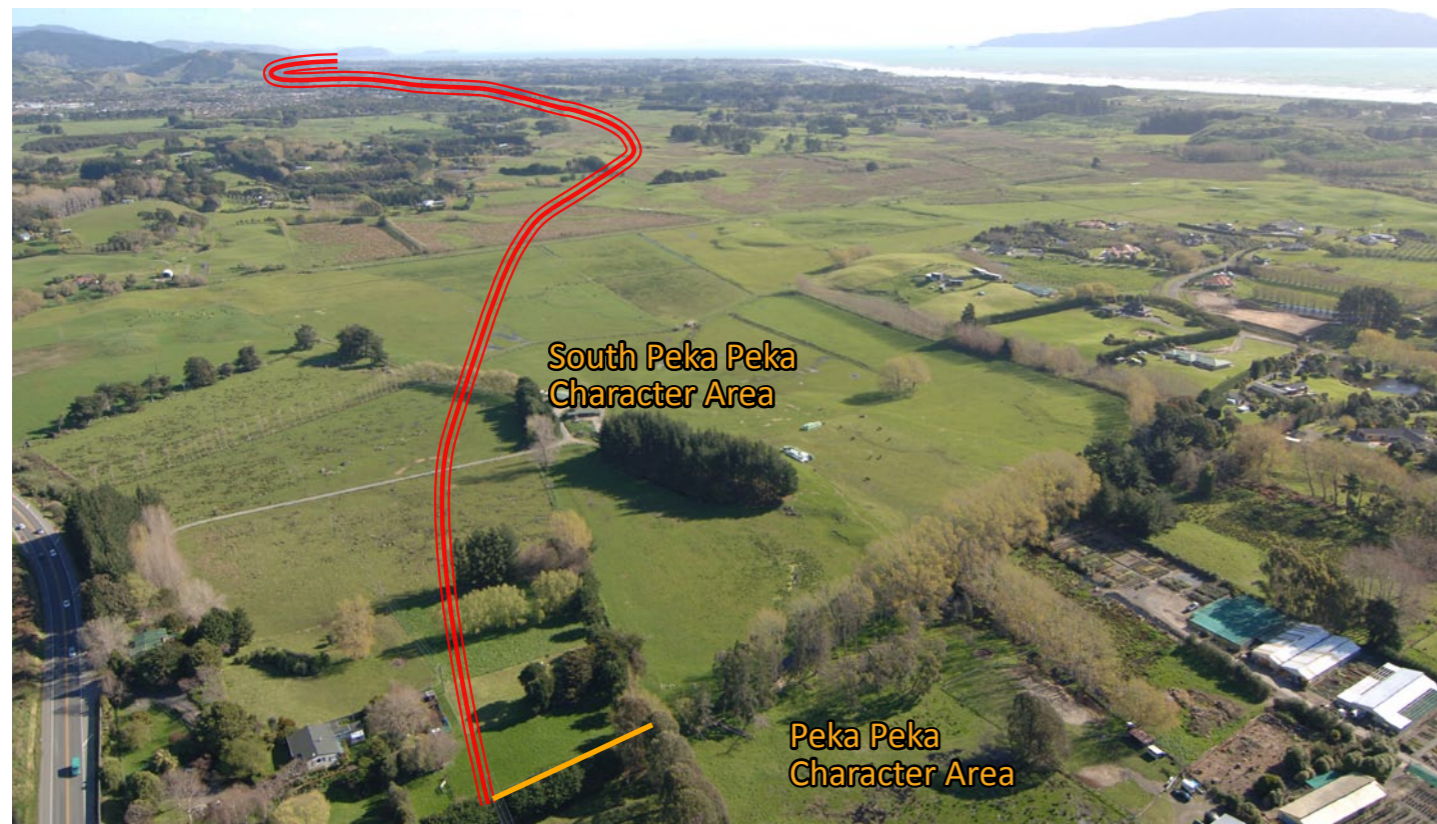


FIGURE 59 CROSS-SECTION 19

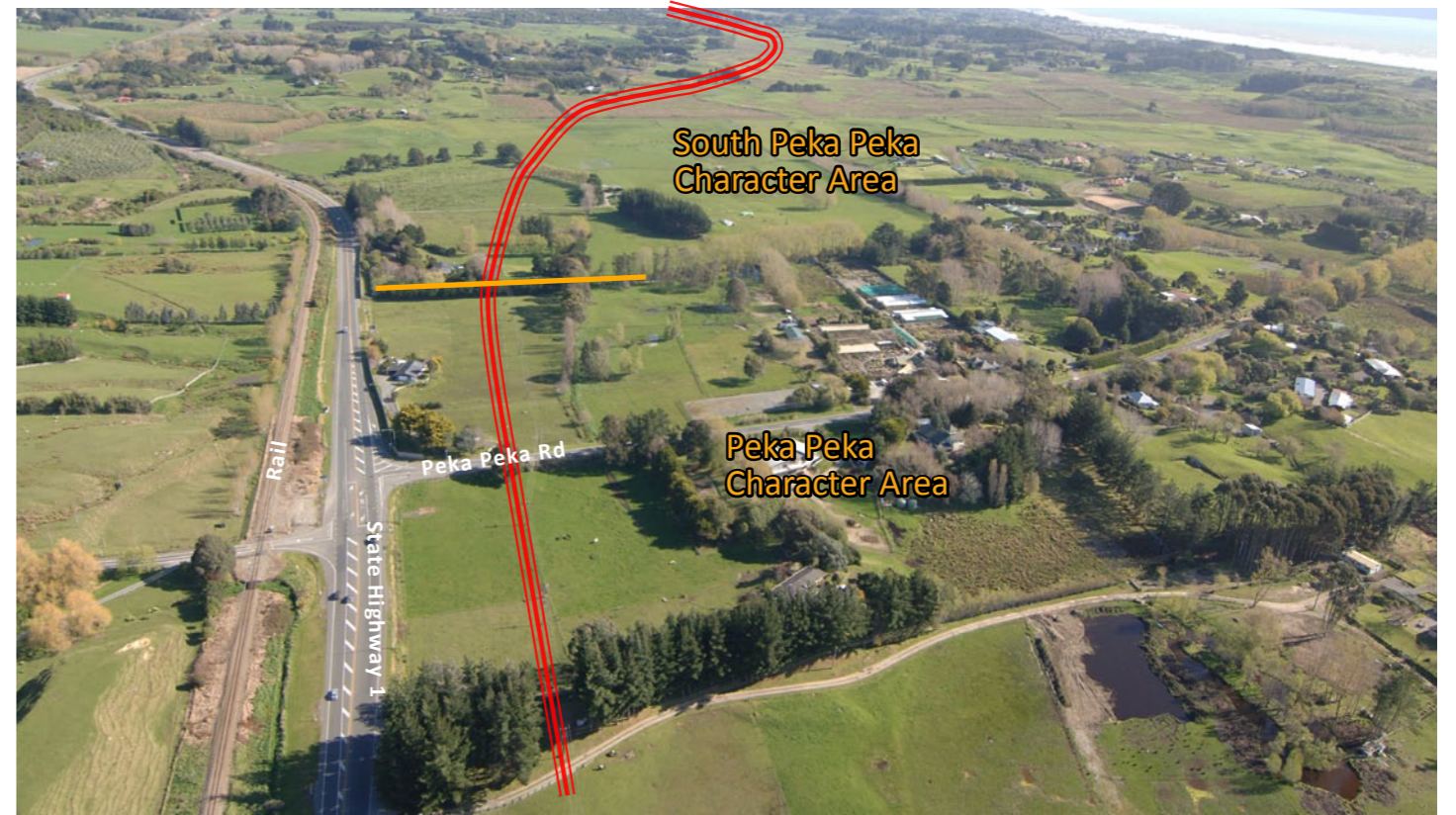
Greenhill Rd (Chainage 16060)

----- Existing Ground Level
█ Proposed Ground Level
— Cross-section line





View west



View south-west

Character Area Boundary

Approximate Expressway Alignment

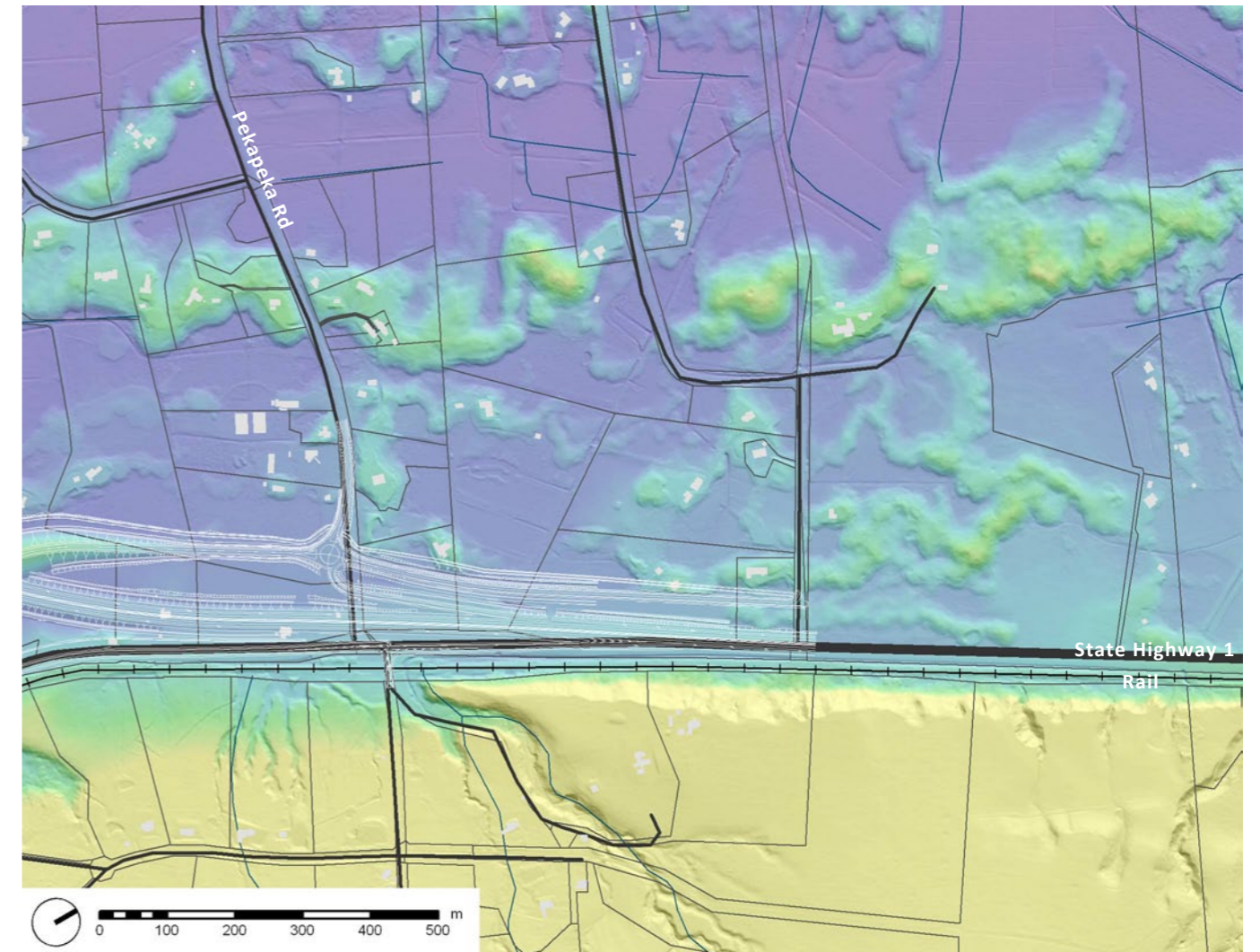
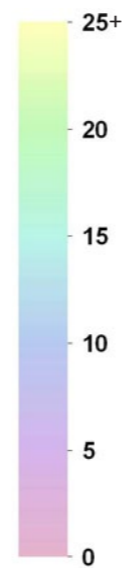
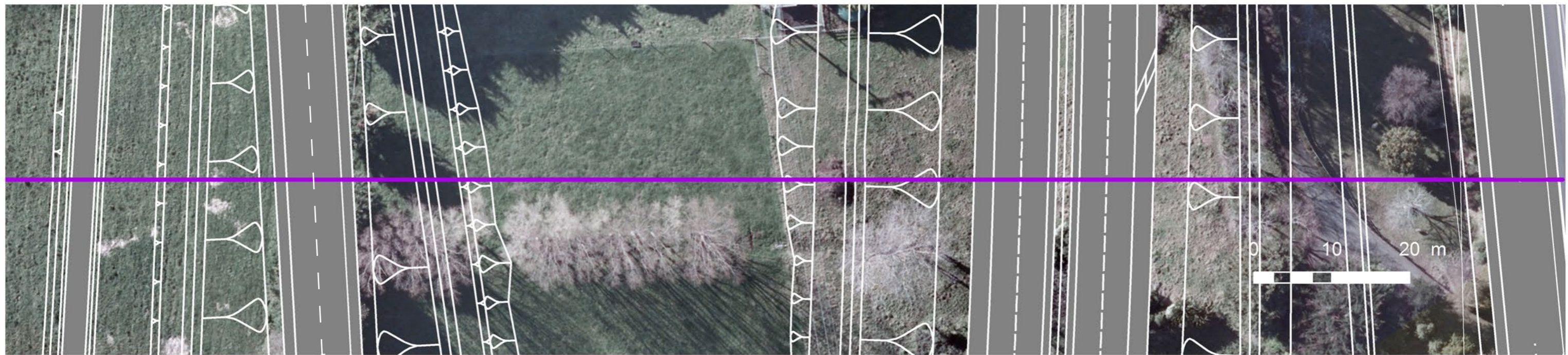


FIGURE 61 PEKA PEKA LANDSCAPE CHARACTER DESCRIPTION

Peka Peka Interchange - South (Chainage 17020)

--- Existing Ground Level
█ Proposed Ground Level
— Cross-section line



Peka Peka Interchange - 20 Peka Peka Rd (Chainage 17380)

Legend:

- Existing Ground Level
- █ Proposed Ground Level
- Cross-section line

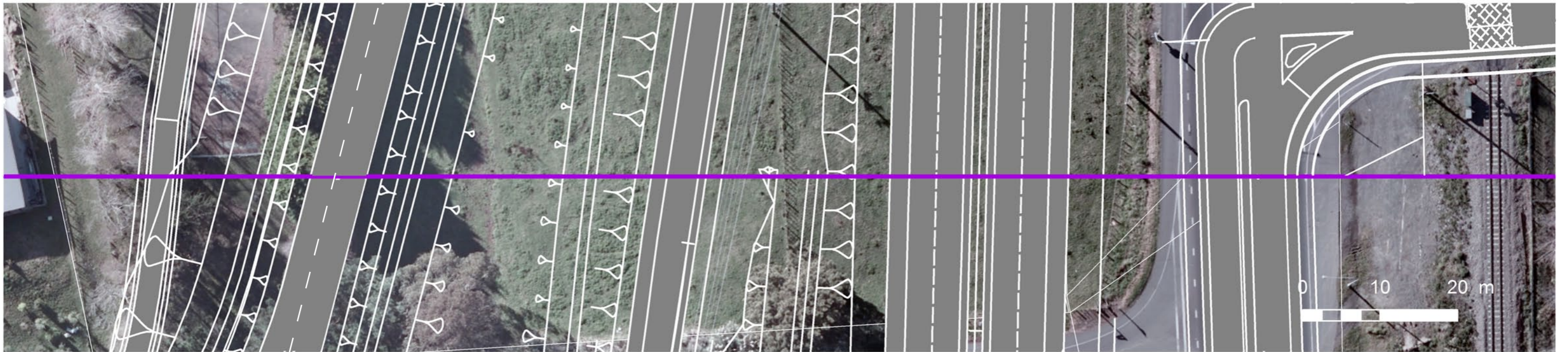
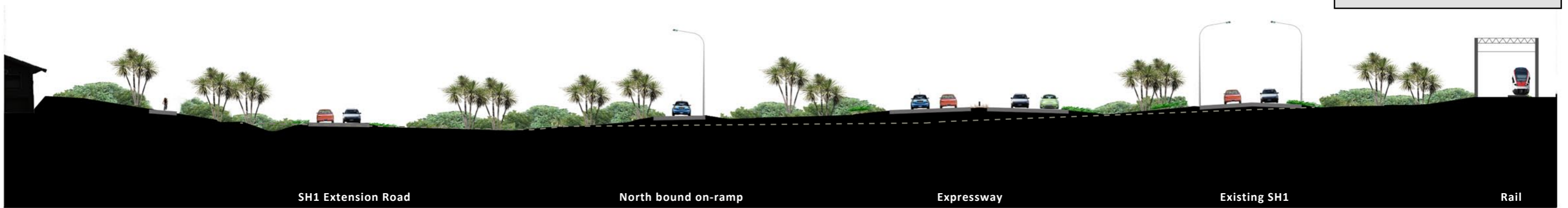
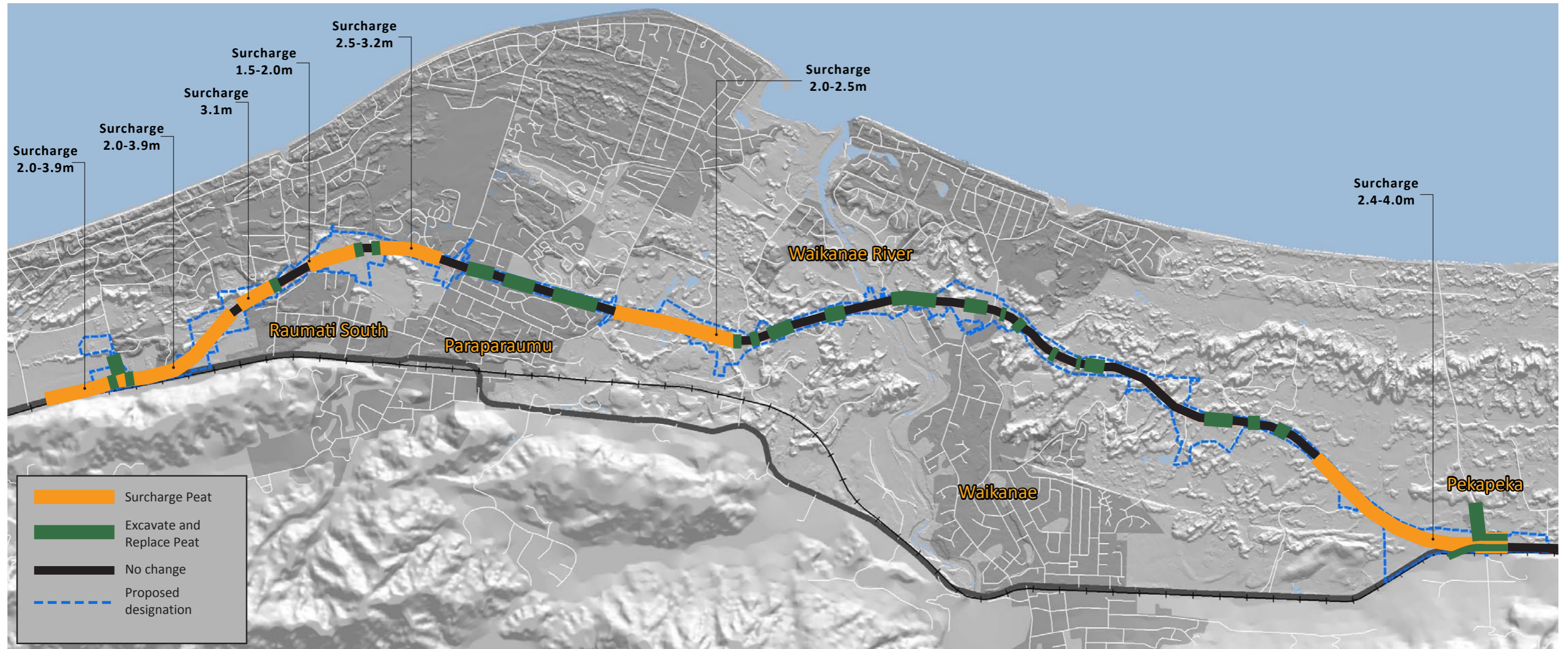


FIGURE 63 CROSS-SECTION 22



note:

Surcharge Peat: These areas will be pre-loaded. This involves building up the earthworks with fill materials to levels higher than the final road level to compact the road surface to allow a firm base for road construction. This material will need to remain in place for between 6-24 months depending on the location. The height of the pre-loading will vary from 2.0-3.9m as shown on the map above.

Excavate and Replace Peat: These are areas where the peat is particularly deep and so it will be excavated and replaced with imported fill material in order to create a firm base for road construction.