

**BEFORE THE WHANGAREI DISTRICT COUNCIL AND NORTHLAND
REGIONAL COUNCIL**

IN THE MATTER of the Resource Management Act 1991

AND

IN THE MATTER of a resource consent application by
Northport Limited under section 88 of
the Resource Management 1991 for a
port expansion project at Marsden
Point

APPLICATION NO. APP.005055.38.01

LU 2200107

**STATEMENT OF EVIDENCE OF STEPHEN KENNETH BROWN
(LANDSCAPE AND NATURAL CHARACTER EFFECTS)**

24 August 2023

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INTRODUCTION

Qualifications and experience

1. My name is Stephen Kenneth Brown. I hold a Bachelor of Town Planning degree and a post-graduate Diploma in Landscape Architecture. I am a Fellow and past President of the New Zealand Institute of Landscape Architects.
2. I have practised as a landscape architect for 41 years. During that period, the great majority of my professional practice has focussed on landscape assessment and planning, but I have also been associated with a wide range of major coastal and waterfront projects. They include:
 - (a) The Port of Tauranga Expansion at Sulphur Point and Mt Maunganui (2019-22 - for Port of Tauranga Ltd);
 - (b) Onehunga Port Precinct Redevelopment & Plan Change (current – for Eke Panuku);
 - (c) Wynyard Point Redevelopment & Plan Change (current – for Eke Panuku);
 - (d) Queens Wharf Dolphins Application (2018 – for Eke Panuku);
 - (e) Marsden Point Crude Shipping Project (2017 – for Refining NZ Ltd);
 - (f) Launch Bay Precinct, Hobsonville (2017 – for Winton Partners);
 - (g) East West Link Review (2016/17 – for Auckland Council);
 - (h) Westhaven Stage 1 Extension (2015/16 – for Eke Panuku);
 - (i) MV Rena Shipwreck Assessment (2015 – for Beca Ltd);
 - (j) Waterview Connection Project & North-western Motorway Causeway Upgrading (2009-12 – for Waka Kotahi);
 - (k) Project Mill Creek Wind Farm, Makara (2010 – for Wellington City Council);
 - (l) Waitemata Harbour Crossing Options Assessment (2002/3 – for Opus International & Waka Kotahi);
 - (m) Long Bay Development / Structure Planning (1998-2005) – for the North Shore City Council & Auckland Regional Council);

- (n) Viaduct Basin Redevelopment & Special Zone (1989-94 – for Port of Auckland Ltd, Auckland City Council & Beca Ltd).
3. In addition, I have undertaken a large number of strategic, landscape and natural character assessments for districts and regions stretching from the Auckland Region and parts of the coastal environment from Whangarei to the Wellington Region on the North Island, and down the length of the South Island's West Coast. I am familiar with the application site and surrounding locality.

Code of Conduct

4. I confirm that I have read the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note (2023) and I agree to comply with it. In that regard, I confirm that this evidence is written within my expertise, except where I state that I am relying on the evidence of another person. I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed.

SCOPE OF EVIDENCE

5. My statement has been prepared on behalf of Northport and addresses the proposed expansion of the Port's berths and container terminal at Marsden Point, together with implementation of the current consent for Berth 4 – both to occur at the eastern end of the existing port. More specifically, my evidence addresses:
- (a) An Executive Summary of my key conclusions;
 - (b) The proposed port development;
 - (c) The port's landscape context;
 - (d) The statutory context for my assessment;
 - (e) My assessment of landscape, natural character and amenity effects;
 - (f) Key findings;
 - (g) Submissions to Northport's application;

- (h) Council's Section 42A Report; and
 - (i) My comments in relation to the draft proposed conditions advanced by Northport.
6. This statement is based on my AEE Landscape Report. However, in this instance I summarise much of my previous assessment and its key findings, with more detailed analysis of the proposal found in that report.

EXECUTIVE SUMMARY

7. This statement of evidence builds directly on the Landscape Report. As such, I have considered the full range of landscape, natural character and amenity effects that would be generated by the port expansion proposal in the context of relevant statutory instruments. Those provisions are attached to this statement as **Appendix A**.
8. In the course of my assessment, I have identified those receiving environments and audiences more likely to be affected by the current Northport proposal. To assess the effects of the proposal in detail, I have employed a range of viewpoints that represent these different catchments and audiences, and have undertaken my evaluation of landscape, natural character and amenity effects employing criteria that are directly relevant to those effects. This includes night-time, as well as daytime, effects. That detailed assessment is appended to this statement as **Appendix B**.
9. The key findings of my assessment are that the proposed development would have the following outcomes:

Landscape Effects:

10. Marsden Point Beach would be profoundly affected by the proposed expansion and, to a much lesser degree, the implementation of the Berth 4 consents. The beach, its impounded bay area, and the various values associated with both (including those of Patuharakeke) would be substantially diminished by the proposed expansion, even allowing for the strong influence already exerted over this part of the harbour coastline by the adjoining Channel Infrastructure NZ Ltd ("CINZ") fuel import facility and port.

11. Across Whangarei Harbour, Reotahi is the northern coastal settlement that would be most directly and meaningfully impacted by the port's proposed expansion and Berth 4. In views from elevated vantage points, especially, the infilling of most of Marsden Point Bay would be clearly visible, while the STS Cranes, container stacks and other port structures / elements would significantly expand the port's footprint and appear to bring it closer to Reotahi. On the other hand, the largely industrial nature of the Marsden Point landscape already fully exposed to Reotahi would ultimately limit such effects and even though both Berth 4 and the proposed Berth 5 would be clearly visible from various parts of Reotahi, the increased profile and visual presence of the expanded port would not greatly alter the core nature of most views across the harbour to Marsden Point.
12. Similarly, views down Whangarei Harbour towards the proposed Berths 4 and 5 would see them largely merging with Northport's current line of berths and associated shipping, then the CINZ facility (including its own jetty, berths and shipping).
13. Those views from closer to the harbour entrance would clearly reveal much more of the proposed expansion's displacement of Marsden Point Beach and its bay area – which presently helps to 'push' the CINZ facility back from the main body of the harbour and soften its profile. Yet, the new berths would still be viewed amid a coastal landscape that is dominated by shipping, jetties, berths, former refinery oil tanks and stacks, log piles, and a range of maritime activities. Although boaties would clearly see much of the proposed reclamation in the course of passing Marsden Point, the loss of most of Marsden Point Beach and bay would ultimately do little to change perceptions of this highly developed and industrialised part of the harbour coastline.
14. Viewed from elsewhere, the effects of the proposed expansion and Berth 4 would typically be much more limited. Their major 'contribution' in this regard would be to heighten the skyline profile of the Port, with the introduction of the STS and Gantry Cranes, taller container stacks and the reefer towers. At night-time, this would be exacerbated by lighting on the STS Cranes as well as on the new light towers. Even so, the combined day and night-time impact on the majority of locations away from Reotahi would be quite limited, typically of a low to very low order.

Natural Character Effects:

15. All of the Whangarei Harbour, and most views across it, are presently influenced by a broad array of human activities and developments – including the industrial complexes at Marsden Point, the string of settlements along the harbour’s northern coastline, the residential enclaves of Marsden Bay / Cove and One Tree Point, and various boat mooring areas. As a result, only the volcanic hills and peaks affording a forested backdrop to the harbour and the more remote coastline stretching from Busby Head through to Bream Head convey a real sense of being relatively untrammelled by human structures and activities.
16. The proposed port expansion focused on Marsden Point Bay would exacerbate this interplay between more developed and more natural parts of the harbour. However, it would not fundamentally alter its nature or extent. Even though the proposed Berth 4 and Berth 5 developments would be visible from a wide range of public and private vantage points, their effects in relation to the natural character of Whangarei Harbour and its margins would typically remain quite modest. By and large, the port expansion would simply align with the maxim of concentrating new maritime development where it has already significantly impacted, and eroded, natural character values (with reference to Policy 6 of the New Zealand Coastal Policy Statement 2010 (“NZCPS”)).
17. Consequently, while locations such as Marsden Bay and Reotahi would be exposed to the new extensions to a greater degree than most other harbour-side settlement and public vantage points, the related level of change to the harbour’s natural character values for those viewing areas would remain at or below a moderate level and not ‘significant’.
18. While it is also recognised that the port lies close to a number of areas of High, and even Outstanding, Natural Character value – including the coastal margins of Mt Aubrey, Blacksmiths Creek’s intertidal area, and the McDonald, Calliope and Mair Banks – the expansion areas proposed would avoid all of these areas of heightened natural character value. Instead, the proposed reclamations and related development would remain firmly anchored by, and linked to, both the current port and CINZ facility.

Amenity Effects:

19. As for the Landscape Effects described above, both Marsden Point Beach and Reotahi stand out as the two areas that would be subject to the highest levels of 'intrusion' arising from the proposed port expansion. In the case of Marsden Point Beach, the development down most of its beachfront and across most of its bay would appreciably diminish both its recreational utility and appeal. In addition, Patuharakeke would largely lose a key component of the current ceremonial way and access to *Poupouwhenua Mataitai* at the distal end of the Marsden Point spit. As such, it is anticipated that the proposed reclamation would significantly affect the mauri of the local coastline and the related sense of place and identity that local iwi attach to it.
20. Elsewhere, Reotahi would be the other key area of settlement and human activity exposed to both Berth 4 and the proposed expansion. As described above, both the in-filling of Marsden Point Bay and the emergence of an array of new port structures would make the Port appear more visually imposing than at present, while lighting on the STS Cranes, Gantry Cranes and new light towers would appreciably expand the Port's signature at night-time. Activity around the new berths and associated shipping movements would also reinforce perception of the Port's increased scale – at all times of the day. Again, however, such effects would be contextualised by both the current port and CINZ facility, as well as by the coastal settlements and residential areas that frame most views across, and up and down, the harbour.
21. Consequently, the proposed changes would have a quite limited impact on perception of Whangarei Harbour as a whole, and much as the proposed development of both berths would appreciably affect both Marsden Point Beach and Reotahi, they would have much less impact on the amenity values enjoyed by those living and recreating within other parts of the harbour. In this regard, it is also important to reiterate that much of the industrial context and 'backcloth' to the port and its proposed expansion areas will remain intact for the foreseeable future, reinforcing the industrial nature of Marsden Point, irrespective of where it is viewed from.

Summary:

22. Overall, I have concluded, therefore, that the proposed port development's **landscape effects** would range from very low to high, but that Marsden Point Beach and Bay is the one area that would be inordinately affected in this regard. Reotahi would be affected to a moderate-high degree, but effects in relation to the rest of Whangarei Harbour and its settled margins would typically be of a very low to low order.
23. Effects on the Harbour's **natural character values** would be more modest because of the already modified, to highly industrialised, nature of parts of its coastline – in the vicinity of Marsden Point most of all. Such effects would peak at a moderate to moderate-high level near the entrance to the harbour and along Reotahi's beachfront, but would also be of a typically very low to low order elsewhere.
24. Finally, **amenity effects** would reach a moderate to moderate-high level at Reotahi and Marsden Point Beach / Bay, but would rapidly tail off away from these locations – again being of a very low to low order for the vast majority of Whangarei Harbour's coastal environs and hinterland.

THE PROPOSED PORT EXPANSION

25. A detailed summary of the proposed port expansion is set out in the AEE.¹ Northport's proposal to expand the deep-water port at Marsden Point involves reclamation, wharf construction, and development. It also makes provision for structures that range from new ship berths and cranes to an expanded container terminal.
26. The current Northport facilities at the end of Port Marsden Drive comprise approximately 30 hectares of paved operational area serving three berths, with a total (harbour frontage) length of 570m. In addition, Berth 4 – covering some 4.4ha – is consented, but unimplemented, at the eastern end of the current port. If developed, it would extend the current port's sea frontage by some 270m.

¹ Section 3.

27. The proposed expansion will occupy most of the Marsden Bay Beach area, with Areas 4 and 5 covering a combined 18.3ha. The new berths would integrate with those of the current port, as shown on the following 'artist's impression' (see **Attachments 1-3** to the Landscape Report) so that, cumulatively, the port's harbour frontage would lengthen from 570m to approximately 1,082m. Its total area of wharf 'hard standing' would expand to a combined area of 48.3 hectares. Approximately 1.7M m³ of material will be dredged during the capital dredge programme, with the majority used to form the reclamation.

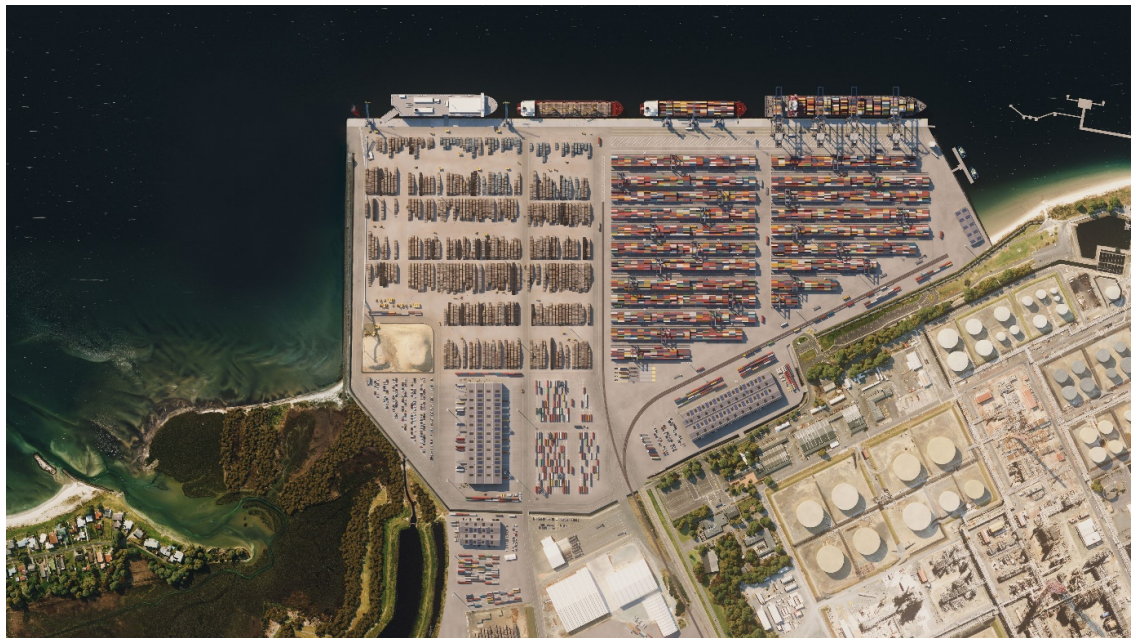


Figure 1. Artist's impression of the proposed Northport site

Landscape Mitigation:

28. No specific mitigation proposals are proposed for the area of the Marsden Point Beach and bay occupied by the proposed expansion and Berth 4 developments. However, to maintain current access to, and recreational use of, Marsden Point Beach, vehicle and pedestrian access would be developed behind the proposed reclamation (**Attachment 4 to the Landscape Report**). This would extend Ralph Trimmer Drive out to a pocket park at the outer edge of the reclamation that incorporates parking bays, a toilet block, and a recreational jetty next to a swimming area (**Attachment 4 to the Landscape Report**). Steps would provide access to the remaining beachfront, while planting around the park's turning head, as well as between the expanded port and recreational jetty would help to buffer users of the beach from at least some of the adjoining industrial /

port activities. Importantly, this accessway and park would continue to facilitate ceremonial access for local iwi to the beach and Marsden Point's distal spit.



Figure 2. The proposed road extension to Ralph Trimmer Drive, new pocket park and recreational jetty

29. In addition to these measures, Tonkin & Taylor have developed the concept for a bird roost, to be located between the Port's western end and Blacksmith Creek (Figure 3, overleaf).² This is designed to provide high tide roosting habitat, whilst enhancing the Creek's ecological values and *"to mitigate for the area of around high tide beach of 20,800 m² lost due to the eastern reclamation"*.³

² Refer to the Coastal Processes Assessment by Tonkin & Taylor, attached to the application as Appendix 10.

³ Ibid at 2.3.1.

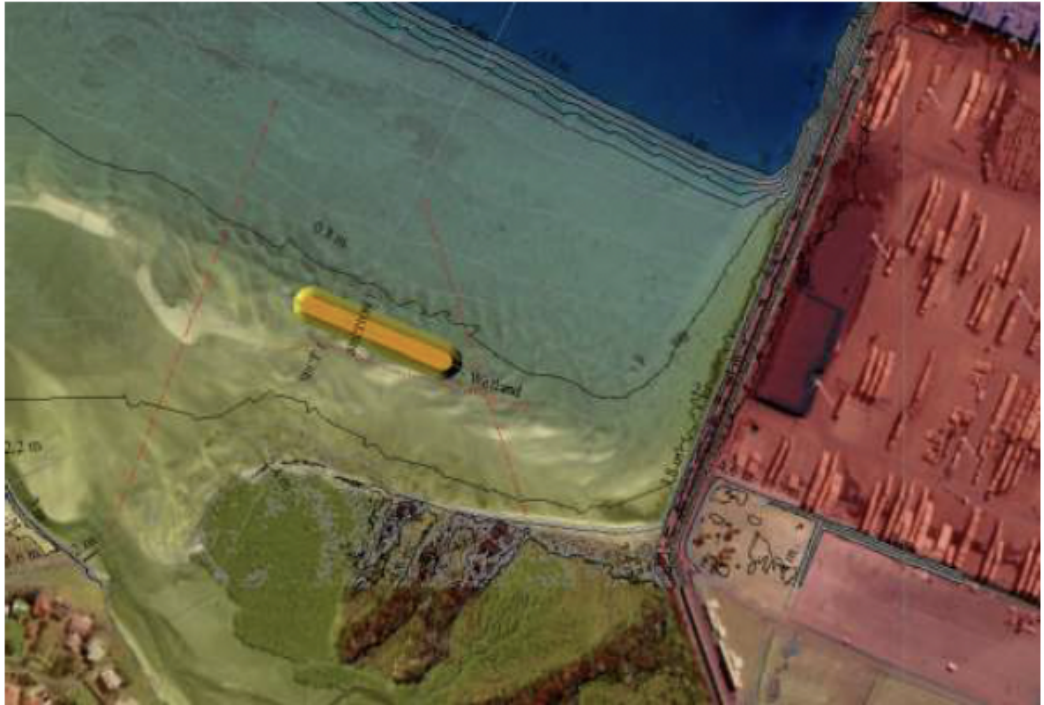


Figure 3. Extract from T&T's report showing the proposed bird roost near Blacksmiths Creek

LANDSCAPE CONTEXT AND VALUES

30. **Attachments 9-20** of the Landscape Report capture views of Whangarei Harbour, Marsden Point and the wider coastal setting for the proposed Northport expansion from multiple vantage points, both sides of the harbour. These reveal a landscape of contrasting elements and features, notably:

- Between the flat planes of the water areas found within both the outer harbour and across Bream Bay dramatically enclosed by the volcanic peaks and native forests of Whangarei Heads;
- Between the enclosed, 'captured' waters of Whangarei Harbour and the open expanse of Bream Bay (merging with the even more open seas of the Pacific Ocean);
- Between the serrated, often evocatively jagged, profile of the main volcanic peaks around Taurikura, Mt Lion and Bream Head that are counterbalanced by the dune terraces and coastal plain of Ruakaka – culminating in the distal spit of Marsden Point; and
- Between a chain of coastal settlements down the northern side of the harbour cossetted by the peaks and forest already described, that

contrast with a much flatter, coastal plain lining the southern side of the harbour that is populated by the existing CINZ facility and Northport berths, together with the residential development lining both Marsden Bay and One Tree Point.

31. This dichotomy is evident both in distant views – such as those first captured from the crest of the Brynderwyn hills – and at much closer range, while meandering along Whangarei Heads Road or approaching the current port via the Port Marsden Highway and One Tree Point Road.
32. Within each of these views, the deep harbour waters channelled out past both Northport and the CINZ facility are framed by the line of volcanic peaks extending from Manaia and Mt Aubrey to Taurikura, Mt Lion, and Bream Head in a visually compelling fashion. At the foot of these peaks, a sequence of bays, headlands and small peninsulas flanks the northern side of the harbour entrance, providing the setting for a sequence of local settlements and residential enclaves: Parua Bay's 'residential farm park' and golf course then town centre, McLeod Bay, Reotahi, Taurikura and – close to the harbour's eastern terminus - Urquharts Bay. Between these larger residential nodes, a secondary layer of rural-residential development is scattered through much of the bush and coastal slopes around Manganese Point, Reserve Point and Munro Bay, then McKenzie Bay, while the bush, pasture and sharply etched profiles of both Home Point and Busby Head are embraced by the Home Point Reserve that also includes a WWII gun emplacement. Nearly all of these topographic features and their associated settlements look out across the harbour and, to varying degrees, embrace views to the far side of the harbour, flanked by the CINZ facility and deep-water port at Marsden Point.
33. The CINZ facility is perhaps the signature feature of Marsden Point, with its complex array of storage tanks, pipe work, buildings and infrastructure dominating the headland / spit that marks the interface between Ruakaka Beach and Whangarei Harbour. Two large jetties and gantries and the two 'dolphins' are outliers to the former refinery, projecting out into the main harbour channel, and these are frequently occupied by tankers unloading/loading. Northport's adjacent deep-water berths are constantly in motion, with logs being loaded onto freighters, while trucks re-supply the large timber and timber chip stockpiles behind the main wharves.

34. Both are dominant features of the southern shoreline, and their manifestly man-made signatures are reinforced by a line of housing stretching westwards to the end of One Tree Point next to the Marsden Yacht and Boat Club and adjoining boat ramp. Together with the more recently developed Marsden Cove residential canal development, this strip of housing – including medium density residential development, retirement village and commercial development near SH15 – marks the interface between the extensive Ruakaka Flats and Whangarei Harbour, while further inland, a mixture of open pasture, pine woodlots and even native forest (on a small sequence of hills near Takahiwai Marae) flanks the road network that connects with SH1. Down the more open coastline directly south of both the CINZ facility and existing Northport development, the margins of the Ruakaka coastal terrace are marked by other signs of development and various activities: the remains of the old Marsden B Power Station site, various industrial premises linked with the nearby township of Ruakaka, the Ruakaka Sewerage Plant and pockets of residential development both sides of the Ruakaka River. Old pine blocks and the Ruakaka Racecourse also face Bream Bay from the coastal edge north of the main Ruakaka settlement.
35. Even so, the key catchments more directly linked to Northport's current and proposed developments remain much closer to the main body of Whangarei Harbour and include:
- In the vicinity of the Port Marsden Highway and both business zones that line the southern approach to both the existing port and CINZ facility;
 - Around Marsden Cove and the coastal edge of One Tree Point – extending through to Albany Road and the margins of Blacksmiths Creek;
 - The main body of Whangarei Harbour generally east of Tamaterau and Manganese Point; and
 - The coastline of Whangarei Heads.

Identified Values:

36. The Northland Regional Policy Statement (“RPS”) identifies a number of regionally significant, Outstanding Natural Landscapes (“ONLs”) near Marsden Point, together with areas of High and Outstanding Natural Character (“HNC” / “ONC”) – see Figure 4 overleaf. These substantially accord with the ONLs and HNC / ONC areas also identified in the Proposed Regional Plan for Northland that was notified in September 2017 (“Proposed Regional Plan”). In addition, Map 16 of the Whangarei District Plan Appeals Version (“District Plan”) – see Figure 5 overleaf – identifies district-level ONLs within Bream Bay and around Whangarei Heads.
37. Of most relevance to the Northport expansion proposal are the following, high value, landscape and natural character overlays:
- ONLs (District Plan and RPS) covering the coastal hills and ridges that frame the northern side of Whangarei Harbour, including Taurikura, Mt Lion, Busby Head, and the coastal ridges extending from Smugglers Bay to Bream Head.
 - ONLs (District Plan and RPS) covering most of Mounts Manaia, Aubrey and Taurikura – directly opposite the current port.
 - A strip of Notable Landscape (District Plan) and ONL (RPS) running along Bream Bay’s beachfront and dune corridor, south of the CINZ facility boundary.
 - An area of ONC covering the eastern seaward slopes and bluffs on Mt Aubrey either side of Lort Point.
 - An area of ONC covering the seaward slopes and bluffs from Smugglers Bay through to Bream Head.
 - Areas of HNC within the harbour either side of the current navigation channel in and out of Marsden Point, including HNC areas covering Calliope Bank and part of Mair bank either side of the proposed navigation channel.
 - An area of HNC within Blacksmiths Creek.

- Areas of HNC flanking Home Point and the series of coastal ridges and promontories in its vicinity that culminate in Busby Head.

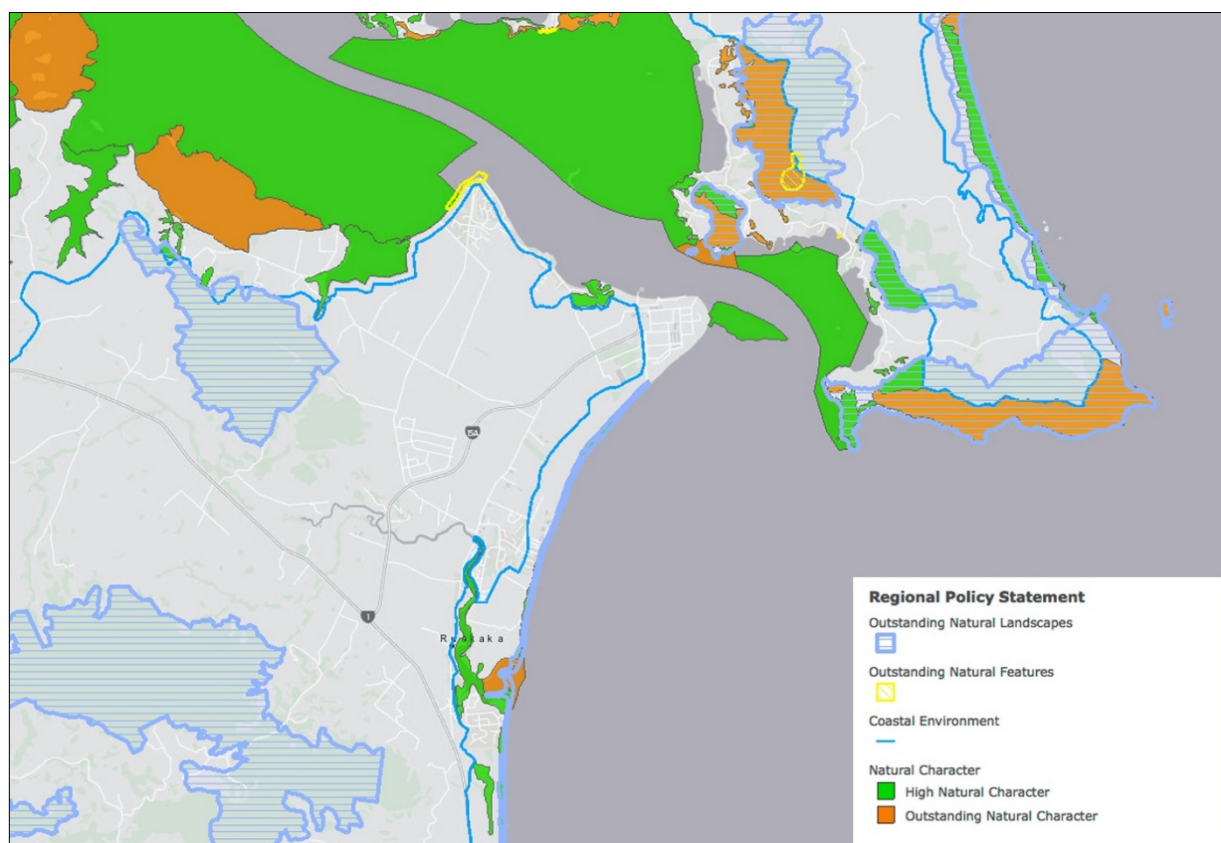


Figure 4: Operative Northland Regional Policy Statement map showing areas of Outstanding Natural Character (orange), High Natural Character (green) & ONLs (horizontal green stripes framed by a mauve border)

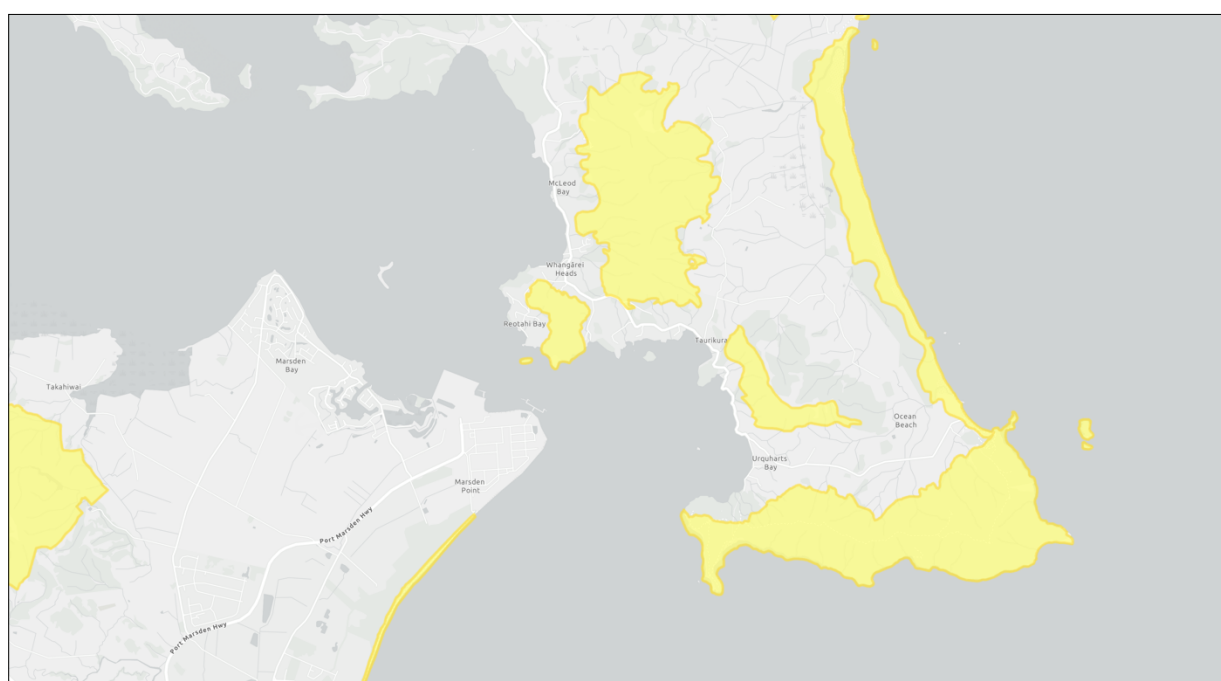


Figure 5: Proposed Whangarei District Plan Appeals Version: Areas of Outstanding Natural Landscape

38. This complex situation and the related proliferation of areas subject to landscape and natural character overlays, highlights the diversity of the harbour and its margins. Whereas its outer waters are physically enclosed and overlooked by a sequence of quite spectacular, volcanic landforms and tracts of native forest that remain key components of Whangarei Heads' signature and identity, this is also a landscape that contains large coastal settlements, residual areas of farmland, pine woodlots, and a scattering of mooring areas. Across the harbour, both the port and CINZ facility are clearly the 'stand out' features of the coastal environment, while an increasingly solid matrix of housing is consolidating around Marsden Bay and Cove – separated from both current and future port operations by little more than Blacksmiths Creek.
39. Hardly surprising, therefore, both the regional and district overlays for landscape and natural character reveal a veritable 'patchwork quilt' of areas of high / outstanding and much lower value. This simply reflects the highly variable nature and extent of both landscape and natural character values around Whangarei Harbour and the various dichotomies outlined above.

STATUTORY CONTEXT

40. The proposed reclamation and related dredging operations would occupy part of the Coastal Marine Area ("CMA") that is subject to sections 6(a)-(c) and 7(f) of the Resource Management Act 1991 ("RMA"), together with Policies 13 and 15 of the NZCPS. Additionally, the proposal is subject to assessment against relevant objectives and policies in the RPS, the Proposed Regional Plan and the Operative Northland Regional Coastal Plan). Most of the relevant provisions within these plans are set out in my **Appendix A**. However, the following are some overarching comments in relation to some of the key provisions addressed in my Landscape Report.
41. Policy 4.5.2 of the RPS addresses the location of particular parts of the coastal environment (including the CMA) and landscapes that are particularly sensitive to new development – stating as follows:

The Regional Policy Statement Maps of high and outstanding natural character and outstanding natural features and outstanding natural landscapes identify areas that are

sensitive to subdivision, use and development. The maps of these areas identify where caution is required to ensure activities are appropriate.

42. The Proposed Regional Plan supports this strategy by identifying areas of High and Outstanding Natural Character that correspond with those shown in the RPS, albeit limited to the CMA. It also identifies three ONFs: a rock formation within McLeod Bay, a natural geological 'jetty' within Taurikura Bay and sea bed concretions within Urquharts Bay (below). These are all physical 'features' that have geomorphological significance, but the proposed Northport reclamation would be too distant from them to have any potential effect on their values.
43. The Proposed Whangarei District Plan (Appeals Version) ("Proposed District Plan") is aligned with the Proposed Regional Plan in identifying Blacksmiths Creek and part of Marsden Point's distal spit – north-east of the CINZ facility – as Areas of HNC, while other Areas of HNC are also identified at:
- Manganese Point;
 - Parua Bay;
 - McLeod Bay;
 - Motukaroro Island off Reotahi,
 - Taurikura Bay; and
 - Urquharts Bay.
44. Areas of ONC are identified on:
- The tip of Manganese Point
 - Within Parua Bay;
 - Within Munro Bay;
 - Within McLeod Bay and across Mt Manaia;
 - Across Mt Aubrey and around the Reotahi Motukaroro Marine Reserve coastline (Map 38C overleaf); and
 - At Home Point and across Mt Lion.
45. However, none of these are physically connected with the area of proposed port expansion, although the ONC Area extending around Motukaroro Island and down Reotahi's eastern coastline, as well as across Mt Aubrey, is located directly across the main harbour channel.

46. In a somewhat different vein, the Proposed Regional Plan identifies the maritime margins of the current port as being within the Marsden Point Port Zone (“MPPZ”) – extending from west of Blacksmiths Creek through to east of the CINZ facility dolphins. Related objectives and policies for the Coastal Commercial Zone support the development and operation of maritime-related commercial enterprises or industrial activities within the Zone, but also stress the need for consistency between the development that exists at Marsden Point and that which is proposed.
47. The District Plan Operative in Part 2022 also sets out to accommodate both the development of Marsden Point’s port area as a light to heavy industrial hub and expansion of its port facilities under the envelope of the “Port Zone” (“PORTZ”). Northport is further delineated ‘Port Operations Area A’, and is limited to the functions and operations of the Port. Adjoining industrial land (owned by Marsden Maritime Holdings) is also zoned PORTZ, although designated as ‘Port Management Areas’ B and C. Around both, areas of heavy and light industrial activities are arrayed, with a mixture of General Residential Medium Density Residential and Local Commercial zones found within Marsden Cove and Bay.
48. Finally, the Northland Regional Coastal Plan directly addresses structures, reclamation, dredging and other activities within the CMA, with the wharf development and dredging proposed by Northport falling within the following Coastal Plan ‘zones’:
- (a) **Marine 2** (Conservation) Management area (or ‘M2MA’); and
 - (b) **Marine 5** (Port Facilities) Management Area (or ‘M5MA’).
49. None of the proposed works would encroach into any area of the CMA that is zoned Marine 1 (Protection) Management Area (or ‘M1MA’).

LANDSCAPE, NATURAL CHARACTER & AMENITY EFFECTS

Receiving Environments & Audiences:

50. Many parts of Whangarei Harbour, its coastal margins and hinterland, would be exposed to the port expansion proposal – at least to some

degree. These receiving environments are identified in the Landscape Report.⁴

Viewpoint Assessment:

51. To assess the effects of the proposed port developments on a representative sample of these vantage points and audiences, a number of viewpoints have been selected for detailed evaluation. These correlate with the photos contained in **Attachments 9-22** of the Landscape Report, and **Attachment 8** of the Landscape Report shows the location of each viewpoint.
52. Build Media Ltd has prepared photos and visual simulations for a sample of these viewpoints to further assist with my assessment of effects. These Build Media images are identified as “**BM Viewpoint 1-13**” – attached in a separate booklet of image. The photo simulations have been updated to reflect the current proposal, and these differ in some respects from the simulations accompanying the Landscape Report.
53. These viewpoints were chosen as they represent the full range of locations that are exposed to the eastern end of Northport. They also represent a range of different viewing quadrants and audiences that could be exposed to the proposed port expansion.
54. My assessment of effects considered the following factors / variables in determining the impact ratings for each viewpoint:

(a) Existing Values:

Reflecting the relative extent to which a landscape / environment is valued in terms of:

- Its Biophysical Components: including landforms, vegetation cover, sea area and key cultural elements / features: buildings, other structures and activities (including consented developments & activities)
- Its Perceptual Components: aesthetic values, expressiveness, legibility (focusing on the degree to which landscape elements combine to create an attractive

⁴ Section 6.1 and Appendix 7.

composition, 2D patterns, 3D sense of structure) and ephemeral / transient values

(b) Sensitivities:

- Integrative Potential: the extent to which the existing profile and built fabric of the existing port area, industrial zones and CINZ facility would help to absorb and integrate the proposed extensions and dredging operations (this assessment also considers the influence that elements in the more immediate foreground and middle distance would affect perception of the proposed development).
- Vantage Point Significance: the degree to which the view from this vantage point might be considered 'significant' – either from a public standpoint or in terms of the collective residential audience that it represents.

(c) Prominence:

- Visibility / Legibility of The Proposed Development / Activities: indicating the extent to which the development / activity proposed would be visible and visually prominent in views towards and of the outer harbour and / or Bream Bay.

(d) Landscape Effects:

- Impacts on Landscape Elements & Patterns: the extent to which the proposal would adversely affect the structure of the landscape: its layering of elements, the interplay between different types of land use / structures, and the interaction between land and sea / harbour.
- Impacts on Visual Coherence / Unity: the extent to which the proposal would adversely affect the perceived integrity of Whangarei Harbour by altering the mix of land uses and the balance between natural and man-made elements within the landscape.
- Impacts on Key Features / Landscapes (where applicable): the extent to which the presence of the proposed development / activity would disrupt or disturb views to, and of, Whangarei Harbour.

(e) Natural Character Effects:

The degree to which the development proposal would adversely affect perception and appreciation of the following characteristics associated with the existing Coastal Environment:

- Abiotic factors (essentially landform)
- Vegetation Type (native / endemic to exotic)
- Vegetation Cover & Patterns
- Land Uses / Activities: Buildings & Structures (their presence / absence)
- Water Areas
- Natural Processes

(f) Amenity Effects:

- Visual Intrusion & Disruption of Aesthetic Cohesion: the degree to which the proposal's visual 'presence' would impair or disrupt the aesthetic cohesion of the outlook from the viewpoint and specific features / landmarks within that outlook.
- Impacts on Public Amenity: the extent to which the development / activity would adversely affect public perceptions of Whangarei Harbour and its related sense of place and identity.
- Impacts on Residential Amenity: the degree to which the proposal would adversely affect residential views to, and of, Whangarei Harbour and their related sense of place and identity.

55. Employing these factors, my evaluation culminated in three sets of Impact Ratings – addressing Landscape, Natural Character and Amenity Effects for each viewpoint. These were, in turn, split between those effects directly pertaining to the proposed expansion alone (Berth 5) and those derived from it in conjunction with the development of the consented Berth 4. The impact ratings shown for these 'options' employ the following scale:

Very Low: The proposed wharf extension(s) would be largely screened from view or 'lost' within its wider coastal

landscape setting, and would have little or no impact on its character and values.

- Low:** A small part of the wharf extension(s) and/or some dredging activity would be discernible, but it would remain a minor to very minor component of the Whangarei Harbour landscape and environment. It would have a very limited impact on the character and related values of that wider setting.
- Low - Moderate:** The proposed developments would become a discernible component of the harbour landscape and would change the profile of the existing port; although such awareness would not have a marked effect on the overall character and values of the coastal environment / landscape of Whangarei Harbour.
- Moderate:** The wharf extension(s) would be a clearly discernible component of the harbour landscape, resulting in changes to its composition and character. However, the harbour's values and identity would remain substantially intact.
- Moderate - High:** The wharf extension(s) and/or dredging would result in significant changes to the harbour landscape and environment, affecting its character / composition and values to an appreciable degree.
- High:** The berth developments would become a dominant feature within outer Whangarei Harbour, adversely affecting its character and values to a significant degree.
- Very High:** The berth developments would be so dominant that it / they fundamentally change the nature of the landscape and coastal environment near Marsden Point, seriously degrading both the values and identity of the wider harbour.

EVALUATION OF EFFECTS

56. The assessment tables contained in **Appendix B** summarise my evaluation of effects for all 19 viewpoints, while Tables 1-4 (following) summarise the effects ratings drawn from that assessment process, together with those for night-time effects, addressed in relation to just three key viewpoints.

Table 1. LANDSCAPE EFFECTS

VIEWPOINT:	EFFECTS RATINGS	
	PROPOSED EXPANSION ALONE:	CUMULATIVE EFFECTS - WITH BERTH 4
1. Marsden Point Beach	High	High
2. Albany Rd Beachfront	Low-Moderate	Low-Moderate
3. Marsden Cove Canal Entrance	Low-Moderate	Low-Moderate
4. One Tree Point Rd	Low	Low
5. Manganese Point Rd	Low	Low
6. Munro Bay	Low	Low
7. McLeod Bay	Very Low	Very Low
8. The Heights Reotahi	Moderate	Moderate-High
9. Beach Rd Reotahi	Moderate	Moderate-High
10. Taurikura Bay	Low	Low
11. McKenzie Bay	Very Low	Very Low
12. Urquharts Bay	Very Low	Very Low
13. Home Point Gun Battery	Very Low	Very Low
14. Mid-harbour Looking Eastwards	Low-Moderate	Low-Moderate
15. Mid-harbour Near CINZ facility Jetty	Moderate-High	Moderate-High
16. Brynderwyn Hills Lookout	Very Low	Very Low
17. Takahiwai Rd	Low	Low
18. Pirihi Rd	Low	Low
19. Takahiwai Marae	Very Low	Very Low

Table 2. NATURAL CHARACTER EFFECTS

VIEWPOINT:	EFFECTS RATINGS	
	PROPOSED EXPANSION ALONE:	CUMULATIVE EFFECTS - WITH BERTH 4
1. Marsden Point Beach	Moderate	Moderate
2. Albany Rd Beachfront	Low	Low
3. Marsden Cove Canal Entrance	Low	Low
4. One Tree Point Rd	Very Low	Very Low
5. Manganese Point Rd	Very Low	Very Low
6. Munro Bay	Very Low	Very Low
7. McLeod Bay	Very Low	Very Low
8. The Heights Reotahi	Low-Moderate	Low-Moderate
9. Beach Rd Reotahi	Low	Low
10. Taurikura Bay	Very Low	Very Low
11. McKenzie Bay	Very Low	Very Low
12. Urquharts Bay	Very Low	Very Low
13. Home Point Gun Battery	Very Low	Very Low
14. Mid-harbour Looking Eastwards	Low	Low
15. Mid-harbour Near CINZ facility Jetty	Moderate	Moderate
16. Brynderwyn Hills Lookout	Very Low	Very Low
17. Takahiwai Rd	Very Low	Very Low
18. Pirihi Rd	Very Low	Very Low
19. Takahiwai Marae	Very Low	Very Low

Table 3. AMENITY EFFECTS

VIEWPOINT:	EFFECTS RATINGS	
	PROPOSED EXPANSION ALONE:	CUMULATIVE EFFECTS - WITH BERTH 4
1. Marsden Point Beach	Moderate-High	Moderate-High
2. Albany Rd Beachfront	Low	Low
3. Marsden Cove Canal Entrance	Low	Low
4. One Tree Point Rd	Very Low	Very Low
5. Manganese Point Rd	Very Low	Very Low
6. Munro Bay	Very Low	Very Low
7. McLeod Bay	Very Low	Moderate
8. The Heights Reotahi	Moderate	Moderate
9. Beach Rd Reotahi	Moderate	Moderate - High
10. Taurikura Bay	Low	Low
11. McKenzie Bay	Very Low	Very Low
12. Urquharts Bay	Very Low	Very Low
13. Home Point Gun Battery	Very Low	Very Low
14. Mid-harbour Looking Eastwards	Low	Low
15. Mid-harbour Near CINZ facility Jetty	Low-Moderate	Low-Moderate
16. Brynderwyn Hills Lookout	Very Low	Very Low
17. Takahiwai Rd	Very Low	Very Low
18. Pirihi Rd	Very Low	Very Low
19. Takahiwai Marae	Very Low	Very Low

Table 4. NIGHT-TIME EFFECTS

VIEWPOINT:	EFFECTS RATINGS	
	PROPOSED EXPANSION ALONE:	CUMULATIVE EFFECTS - WITH BERTH 4
2. Albany Road Beachfront	Very Low	Very Low
8. The Heights Reotahi	Low-Moderate	Low-Moderate
9. Beach Rd Reotahi	Low-Moderate	Low-Moderate

57. The following ‘key findings’ explain the reasons for these ratings:

Landscape Effects:

58. Marsden Point Beach would be profoundly affected by the proposed Berth 5 expansion and, to a lesser degree, the implementation of the Berth 4 consents. Despite being hemmed in by industrial development on three sides, its current beachfront, dune fringe and inter-tidal area are large enough to register as a distinctive feature of the Marsden Point coastline – quite different from the port and CINZ facility that enclose it, and largely intact as a natural remnant within the wider harbour landscape. It also has a clear sense of association with both Whangarei Harbour and the Whangarei Heads. Reflecting this range qualities and its close association with Marsden Point's distal pit nearby, it is also of significance to Patuharakeke.
59. The beach, its impounded bay area, and the various values associated with both, would, in my assessment, be very substantially diminished by the proposed port expansion. Notwithstanding the strong influence already exerted over Marsden Point Beach by the adjoining CINZ facility and Port, the loss of approximately two-thirds of the beach and bay would generate effects that are of a high order.
60. Across Whangarei Harbour, Reotahi would also be affected by the port's proposed expansion – largely arising from the in-filling of Marsden Point Bay by both Berths 4 and 5. In addition, the new STS Cranes, container stacks and other elevated structures would significantly change the Port's visual profile. These changes would be fully exposed to much of the suburban and beachside development nestled into Mt Aubrey's lower slopes. Indeed, the STS Cranes would become signature features of the Marsden Point skyline viewed from this area, while realignment of the shoreline ‘in front of’ Marsden Point Bay and the extended line of ships

fronting the port, would increase the port's visual presence and promote the feeling of the port being brought appreciably closer to Reotahi and its residential community.

61. On the other hand, the largely industrial nature of the Marsden Point landscape is already fully exposed to Reotahi, and this ultimately limits the degree to which the harbour's fundamental character and values would be modified by the current proposal. Thus, even though Berths 4 and 5 would be clearly visible from a range of vantage points around Reotahi, increasing the profile and heightening the skyline of the port/CINZ 'landscape', this would not greatly alter the fundamental nature of most views across the harbour to Marsden Point. These countervailing factors are reflected in my impact ratings for Viewpoints 8 (The Heights, Reotahi) and 9 (Beach Road, Reotahi), which peak at a moderate - high level.
62. Similarly, although boaties and those working on vessels that pass close to the current port would also see much more of both Berths 4 and 5 in the course of passing Marsden Point, the loss of most of Marsden Point Bay would actually do little to change perceptions of this highly developed and, for the most part, highly industrialised, coastline. For the most part, it would simply affirm the outer harbour's 'split personality', as discussed in my assessment of the port's wider landscape setting. It also means that Marsden Point's current state preconditions those traveling up and down the harbour to both the contrasting nature of both coastlines near the entrance to Whangarei Harbour and the highly industrialised content of most of Marsden Point. As such, it is my opinion that the landscape effects associated with mid-harbour views towards Marsden Point Beach would typically be of a moderate, or low-moderate, order.
63. By contrast, the effects in relation to other parts of Whangarei Harbour and its coastal margins would be both much more limited, and typically of a very low to low order. Views from most locations north to west of the current Port and Blacksmiths Creek would, by and large, reveal the new berths and reclamation merging with Northport's current line of berths and associated shipping, then the CINZ facility – including its own oil / fuel jetty, berths and shipping. And even though, views from closer to the harbour entrance would clearly reveal more of the proposed expansion's displacement of Marsden Point Bay – which presently 'pushes' the CINZ

facility back from the main body of the harbour – it remains contextualised by a coastal landscape that is dominated by shipping, jetties, berths, oil / fuel storage tanks, log piles, and a range of maritime activities.

64. Inevitably, the STS Cranes would heighten the skyline profile of the port in a wide range of views, and at night-time such effects would be exacerbated by lighting on the STS Cranes as well as on the port's new light towers. Yet, both would remain largely subordinate to the combined mass of industrial installations, structures and activities already associated with Marsden Point, and in most views from more remote parts of the harbour and its hinterland the new development and structures proposed by Northport would meld with those existing landscape elements. The effects generated by that development would be incremental, rather than new and different.
65. Just as important, the port would remain some distance from most of the Whangarei Head's ONLs, including much of Mt Aubrey and Home Point to Bream Head. Although the proposed expansion and other current proposals would affect perceptions of these key landscapes when viewed from south of the harbour – primarily around Marsden Bay and One Tree Point – the Port would ultimately have a limited effect on public perception of the ONLs in their own right. As now, they would continue to frame the harbour in a quite emphatic and dramatic fashion, but would also remain quite separate from those coastal margins more directly associated with the existing port and CINZ facility on the near side of the harbour. As a result, it is considered that the proposed expansion's effects on those ONLs would also be of a very low to low order. As such, Northport's current proposal is considered to be consistent with Policy 15(a) and (b) of the NZ Coastal Policy Statement and sections 6(b) of the RMA.
66. Finally, as I have explained, three Outstanding Natural Features are located within reaches of the harbour opposite Marsden Point. However, they are primarily geomorphological features that would remain too remote from the proposed berths and reclamation to be affected by them, either physically or perceptually.

Natural Character Effects:

67. All of the Whangarei Harbour, and most views across it, are presently influenced by a broad array of human activities and developments, including the industrial complexes at Marsden Point, the string of settlements along the harbour's northern coastline, the residential enclaves of Marsden Bay / Cove and One Tree Point, and the various boat mooring areas that are also found both sides of the harbour. In addition, shipping lanes to and from the Marsden Point CINZ facility, Northport's current berths, Golden Bay Cement, the Port of Whangarei and even Whangarei's Town Basin all add to the modified state of most of the harbour. As a result, nearly every view towards Marsden Point and its existing port is contextualised by cultural / human elements, patterns and structures. Only the volcanic hills and peaks affording a forested backdrop to the harbour and the more remote coastline from Busby Head through to Bream Head convey a strong sense of remaining 'relatively' untrammelled by human development and activities. Moreover, Marsden Point acts as the focal-point and fulcrum for much of this development, including the existing port.
68. The proposed port expansion focused on Marsden Point Bay would exacerbate the existing interplay between more developed and more natural parts of the harbour. However, it would not fundamentally alter the nature or extent of this interplay and 'counterpoint'. Consequently, even though the proposed berths (4 and 5) would be visible from a range of public and private vantage points around the harbour, their effects in relation to the natural character of Whangarei Harbour and its margins would typically be quite modest, in my assessment. Indeed, most of the proposed port expansion and related structural development would simply align with the maxim of concentrating new maritime development where it has already significantly impacted, and eroded, natural character values (Policy 6 of the NZCPS).
69. Even though some locations, such as Marsden Point Beach / Bay and Reotahi would be exposed to the new extensions to a greater degree than most other harbour-side settlement and public vantage points, the related level of change to the harbour's natural character values for those viewing areas would remain at or below a moderate level and not 'significant' with reference to NZCPS Policy 13(1)(b). As indicated above, this clearly

reflects the existing nature of Marsden Point, the way in which present development (housing, roading, etc) frames views towards the existing port and the wider balance between natural and cultural elements that is so apparent within and around Whangarei Harbour as a whole.

70. Finally, it is acknowledged that the port, and extensions to it, lie close to a number of areas of High, and even Outstanding, Natural Character value. These cover McDonald, Calliope and Mair Banks, together with inshore area west of One Tree point, the coastal margins of Mt Aubrey and the intertidal area of Blacksmiths Creek. However, the eastern port extensions would avoid all of these areas of heightened natural character value, instead being strongly associated with part of Whangarei Harbour that is already strongly linked to both the current port and CINZ facility. Although the character and values of Marsden Point Beach would be very appreciably altered by the proposed expansion, this would not affect the natural character values of the wider Marsden Point coastline to a commensurate degree.

Amenity Effects:

71. As with Landscape Effects, both Marsden Point Beach / Bay and Reotahi stand out as the two areas that would be subject to the highest levels of 'intrusion' associated with the proposed Northport expansion. In the case of Marsden Point Beach, I have already described the extent of development down most of the beachfront and across most of its bay. This would have two key effects:
- (a) It would appreciably diminish the recreational utility and appeal of the beach and bay, notwithstanding the reality that such use of Marsden Point Beach appears to be largely confined to fishing, with other nearby beaches – from Ruakaka to Ocean Beach – offering a much more natural coastal / sea environment and broader spectrum of recreational appeal.
 - (b) Patuharakeke would largely lose a key component of the current ceremonial way and access to *Poupouwhenua Mataitai* at the distal end of the Marsden Point spit. I understand that this matter has been the subject of analysis via the Cultural Impact Assessment prepared for the Northport proposal, in conjunction

with consultation with Patuharakeke. Notwithstanding both this and the mitigation proposals for the beachfront, it is my assessment that the proposed reclamation would significantly affect the mauri of the local coastline and the related sense of place and identity that local iwi attach to it.

72. On balance, it is considered that the amenity effects of the proposed expansion on Marsden Point Beach / Bay would be of a moderate-high order, though potentially more elevated in relation to cultural effects alone.
73. Inevitably, Reotahi would be the other key viewing area exposed to both Berths 4 and 5, including additional shipping, new cranes, container and cargo areas, lighting, port activity, etc. This would make the Port appear more visually imposing than at present, while lighting on the STS Cranes, Gantry Cranes and new light towers would appreciably expand the port's signature at night-time. Activity around the new berths and associated shipping movements would also reinforce perception of the port's increased scale – at all times of the day. Such effects would impact on residential amenity values both during the day and at night-time.
74. Again, however, such effects would be contextualised by both the current port and CINZ facility, as well as by the coastal settlements and residential areas that frame most views across, and up and down, the harbour. For the occupants of Reotahi, Taurikura and elsewhere, the existing port and CINZ facility already afford a wholly industrial 'backcloth' to the proposed port expansion area, with its array of tanks and infrastructure, night-time lighting and occasional distillate flares, while related activity – including ship movements, berthing and loading – are already 'part and parcel' of that current landscape. As such, it is my view that the proposed changes to Northport would make little real difference to the wider character of Whangarei Harbour or the identity of nearby parts of the harbour, including the various settlements of Whangarei Heads and Marsden Bay.
75. Consequently, as much as the proposed Berths 4 and 5 would appreciably impact on the amenity values of both Marsden Point Bay / Beach and Reotahi, the levels of amenity enjoyed by those living and recreating within other parts of the harbour would be altered to a much more limited degree by the current proposal. In this regard, it is also important to reiterate that even though the former refinery has now

transitioned to an oil and fuel import / storage facility, many of its key structures will remain into the foreseeable future, including the CINZ jetty and towers, and the larger storage tanks near Marsden Point Beach. Consequently, much of the industrial context and 'backcloth' referred to above would remain, and the amenity effects associated with the proposed port reclamations would therefore remain at, or similar to, those levels identified in Table 3.

Night-time Effects:

76. Lighting associated with the new proposed light towers, cranes, additional berthed ships, and headlight wash within the expanded area of port operations would all contribute to a more 'lit up' port environment. Potential effects derived from this lighting can be divided into those that directly impact on residential amenity, or other amenity values, and therefore have a 'nuisance' value, and those that adversely affect the aesthetic nature and appeal of the night-time 'landscape'. Nuisance effects embody a clear sense of intrusion or incursion in relation to particular receiving environments and communities / audiences, whereas effects on the night-time environment tend to be more subtle. In fact, effects derived from lighting have a limited impact on landscape values *per se*, simply because most landscape elements and features become increasingly shrouded in darkness as night falls. Nevertheless, lighting can have an aesthetic impact upon:
- the relative visual presence and 'intactness' of the night sky and its canvas of stars;
 - the relative blackness, solitude and remoteness associated with some locations at night-time; and
 - The prominence of night lighting can sometimes be further exacerbated by the flashing and 'sweeping' of some lights at night-time – often associated with vehicle movements and warning lights.
77. To assist with evaluation of such effects, **Attachments 21-23** of the Landscape Report capture views towards the port and its surrounds from the following locations:

Viewpoint 2. The Marsden Bay / Albany Road Beachfront

Viewpoint 8. The Heights Reotahi

Viewpoint 9. Beach Road Reotahi

78. Reotahi currently offers the most expansive views of the current port, together with the Berth 4 and 5 development sites. Activities within the existing port and its log handling berths (in particular) are already brightly lit and provide a strong focal point at night-time, while the adjacent CINZ facility is also well-lit and visually prominent – irrespective of the time of day or night.
79. By contrast, views from Marsden Bay and its Albany Road beachfront are more restricted in relation to the CINZ facility, while views of the port tend to focus on its lit-up western end. A broad halo of light is also clearly apparent above both the port and CINZ facility. This current lighting is counterbalanced somewhat by ‘darker spaces’ in the vicinity of the creek and out across Whangarei Harbour.
80. While much of the outlook from key vantage points around the harbour – such as at Reotahi, McLeod Bay, Taurikura, Marsden Bay and One Tree Point – are therefore focused on Whangarei Harbour, none of these viewpoints could be regarded as particularly tranquil and / or strongly directed at the night sky. They all have a significant level of interaction with a currently lit-up port, and, in most cases, the adjoining CINZ facility as well. In views from more elevated parts of Reotahi, lighting associated with adjoining houses (**Attachment 22** of the Landscape Report) is also apparent, while the lights associated with other areas of residential occupation around the harbour are also captured in views from Marsden Bay (**Attachment 21** of the Landscape Report), One Tree Point, McLeod Bay, Taurikura, and other coastal settlements. Focusing more directly on Reotahi and Marsden Bay – as the focus for my **Attachments 21-23** of the Landscape Report – I have reached the following conclusions:
81. **Marsden Bay Effects:** although the expanded lighting around Berths 4 and 5, at the ‘far’ end of the port, would be physically and visually remote, that around the STS and Gantry Cranes, as well as within the expanded container terminal, would contribute to increased intensification of the lighting at Northport. On the other hand, Marsden Bay’s beachfront would still be separated from the port by more than 450m of dark space across much of Marsden Bay and Blacksmiths Creek, and more than 1.1km to the near edge of Berth 4. Moreover, the greater intensity of lighting

anticipated at the eastern end of the port would 'connect' and integrate with that already generated by the current port and CINZ facility (**Attachment 23** of the Landscape Report). These factors would prevent the expanded port from generating effects that reach a 'nuisance' level, or that which might otherwise significantly degrade the night-time amenity of Marsden Bay.

82. As a result, it is considered that the port would appear slightly more lit-up and would have an increased visual presence at night-time. However, in the context of the lighting already found within and around Northport at present, it is my opinion that such changes would give rise to a low level of effect overall.
83. **Reotahi Effects:** looking across 1km or more of Whangarei Harbour's main entry channel, those living at, or visiting, Reotahi would see the proposed expansion lighting associated with its berths, ships, cranes, and light towers fill in some of the night-time 'void' presently associated with Marsden Point Bay. The new STS and Gantry Cranes, combined with the eastward expansion of the port's berths, shipping next to them, and a broader spread of lighting up and down an expanded Northport, would increase both the perceived intensity of lighting linked to the port and the extent of its lit-up environment.
84. On the other hand, the full length of the shoreline and its backshore area is already very appreciably lit up by both the existing port and CINZ facility. Indeed, almost the entire southern coastline visible from both The Heights and Beach Road is totally dominated by illuminated industrial structures and activities.
85. Consequently, even though the additional lighting associated with Berths 4 and 5 would be discernible and would add cumulatively to that visible from Reotahi in general, it would not greatly alter the character or presence of the Marsden Point coastline at night-time. As such, it is my view that Berths 4 and 5 would give rise to a cumulative level of effect that is of a low-moderate order.
86. **In Other Views:** covering the harbour margins and hinterland from Takahiwai Road and Takahiwai Marae to Parua Bay, Taurikura and even Home Point, the proposed port expansion would expand the halo of lighting currently associated with the port and CINZ facility, and its

intensity. Yet, the port and its new berths would not be close to enough to directly impact on amenity values, while the landscape / nightscape character of Marsden Point would be reinforced – including its contrast with surrounding areas of relative darkness.

87. At the same time, there is little likelihood that the expanded area of port operations and lighting would affect the more subtle night-time values outlined above, including any feelings of remoteness, solitude, quietude (visually), or appreciation of a ‘dark sky’. The night sky may well be visible, but viewed from most vantage points around Whangarei Harbour and Heads, Marsden Point’s industrial complexes are already a major feature of the current ‘nightscape’. They stamp a very significant mark on that nightscape, appreciably diminishing its role as a ‘window on the stars’. While the proposed Berth 4 and 5 lighting would therefore add, incrementally, to that already associated with the port and CINZ facility, the relatively subtle nature of this change means that such effects – for locations both sides of Reotahi and west of Marsden Point – would be of a low to very low order.

REVIEW AGAINST RELEVANT STATUTORY INSTRUMENTS

88. Based on this analysis, it is considered that the proposal is consistent with the range of statutory instruments and provisions addressed under the heading “*Statutory Context*” and found in **Appendix A**, including:
- a) Objective 3.14 and Policies, 4.5.2 and 4.6.1 of the RPS addressing the protection of ONLs and ONFs, and the preservation of natural character values;
 - b) Objective 7.3 and Policy 7.4 of the Northland Regional Coastal Plan focusing on the preservation of the natural character of Northland’s CMA and the protection of its Outstanding Geological Features and Landforms;
 - c) Policies D.5.8 and D5.9 of the Proposed Regional Plan focusing on activities within the Coastal Commercial Zone and Marsden Point Port Zone;
 - d) Objectives PORTZ-02 and 03 of the Proposed District Plan;

- e) Policies PORTZ-P1 and P5 of the Proposed District Plan;
 - f) The Northland Regional Coastal Plan's provisions for its Marine 5 (Port Facilities) and Marine 2 (Conservation) Management Areas
 - g) Policies 6, 13(1) and 15 of the NZCPS; and
 - h) Sections 6(a)-(c) and (f) of the RMA.
89. My evidence also touches, very briefly and lightly, on effects related to cultural values and access to the coastal, together with the maintenance of recreational values (Proposed Whangarei District Plan PORTZ-04, 05, P6 and P9) – relative to Marsden Point Bay / Beach. However, I am not an expert in these areas and appreciate that these matters are being addressed by other Northport witnesses.

SUBMISSIONS

90. A broad range of submissions have been received in relation to the application. The following typify that part of this spectrum addressing landscape, natural character and amenity effects:

A Wood: the cumulative effect of the proposed reclamation, wharf extensions, “*ship to shore*” gantry cranes and development to the maximum height limits proposed.

JL Peagram: general impacts on the environment and on health through increased light pollution.

JE Boyes: the proposal goes against earlier indications that development at Northport would be ‘kept low’. The proposed container cranes would be visually dominating, while the increased number of ships using the port would cause “*port domination*”.

The expanded port would degrade the Bream Head Conservation Area and Motukoraro Harbour Reserve.

M Hicks: The area of reduced beach at Marsden proposed as mitigation for the port expansion is too close to the

CINZ's loading jetty and it would mean the loss of easy beach access for those with limited mobility.

Dr S Brick: The Expansion AEE has downplayed the application's environmental effects, amenity effects, effects on receivers, etc.

RS Emery &

LA Washer: Light pollution; loss of "*enjoyment of the natural amenity value of the harbour, foreshore and general area through the impact on sailing, boating and fishing activities*"; the "*unnatural visual impact of machinery and buildings*"; and the "*permanent loss / destruction of the existing coastal reserve used for recreation*" – presumably referring to Marsden Point Beach.

91. **The Te Hononga Whakaruruhau O Whangarei Terenga Paraoa - Whangarei Harbour Marine Reserve Advisory Committee** has, in addition, raised concerns about the potential effects of Northport's expansion on Motukoraro Harbour Reserve off Reotahi. In particular, it raises concern about the effects that construction, dredging, and 'increased water movements' could have in relation to snorkelling and the general education function associated with the reserve at present.
92. While these matters overlap with the amenity and natural character values of Reotahi's coastal margins, the issues raised by the advisory committee are best addressed by Rob Greenaway, addressing recreation, Brett Beamsley, focusing on hydrodynamic effects and dredge plumes, and Richard Reinen-Hamill, focusing on coastal processes. In respect of most other matters raised by submitters – including in relation to the Bream Head Conservation Area, residents of Reotahi and the Marsden Point Beach / Bay – it is my opinion that my AEE report and evidence appropriately addresses the relevant effects. I do not consider that any such effects are 'downplayed'.
93. However, there is one matter, raised by Ms Hicks, that I had not considered: that of access to the residual Marsden Point Beach for those who have limited mobility. Consequently, I have reviewed the mitigation proposals prepared by Boffa Miskell Ltd for that beachfront (**Attachment 4**). These show provision of car parking, a new toilet block and publicly

accessible jetty directly abutting the beachfront – in very similar fashion to the current facilities at the end of Ralph Trimmer Drive. Consequently, although the length and character of the beach will inevitably change, as described in my assessment, I do not believe that the revised public access to Marsden Point Beach would disadvantage those who have limited mobility.

SECTION 42A REPORT

94. The Section 42A Report generally concurs with the assessment methodology that I have employed and my findings in relation to landscape, natural character and amenity effects. At paragraph 283 of the s.42A Report some discrepancies are identified in relation to includes the WSP drawings and Boffa Miskell's Pocket Park Concept Plan. In this regard I agree with Mr Farrow that the pocket park plan should be implemented: it is critical to the level of mitigation described and anticipated in my assessment of effects.
95. More importantly, that same paragraph – at (a) – references the additional height and scale of the proposed STS cranes and the bulk of the stacked containers. Concern is also raised about a maximum number of STS cranes not being indicated. In response to these matters, the AEE LVIA describes this component of the proposal as follows:

STS Cranes: *that would load and unload ships, moving containers from the wharf deck to the ship and vice versa. The proposed crane is a super post-panamax size, similar to the newer Port of Tauranga (POT) STS cranes (**Photograph 1**). Up to 4 of these STS cranes would be employed, each having the following general dimensions:*

- *Height in operational mode (boom down, to top of apex) 81m*
- *Height in storage mode (boom up, to top of boom) 106.5m*

96. In terms of effects, the cranes are referred to at some length, especially in my assessment of effects for Viewpoints 8 and 9 addressing The Heights and Beach Road at Reotahi. In my opinion the effects of the STS cranes have been accurately identified and assessed, taking into account

their profiles and scales, but also the nature of existing views towards the port from Reotahi and other Whangarei Heads viewpoints.

97. In relation to the proposed container stacks, my AEE Report describes them as follows:

- *Stacked container blocks that are up to 5 high, 8 wide and 180m long, resulting in individual blocks that are up to 15m high and 20m wide;*
- *Provision for up to 15 such container blocks, each with 1-2 gantry cranes servicing them;*

98. It is my understanding that the proposed container stacks would remain no more than 5 to, at most, 6 containers high; however, a 30m height limit was proposed as it aligns with the Port's permitted height limit. Again, the maximum length and height of the container stacks has been considered in reaching the effects ratings indicated above for the Reotahi and Mid-Harbour viewpoints, together with others. I also note that such stacks would be significantly lower than the current chip loader, some chip stacks, the proposed STS cranes, and the fuel storage tanks and infrastructure of the CINZ facility. In other words, the scale of the container stacks would be less than exceptional relative to that of other structures within the industrial environs of Marsden Point. As such, it is my opinion that the effects of the container stacks have been realistically assessed.

99. Turning to other matters of potential substance, the s.42A Report also (para. 283 f.) comments: *"that portions of the mapped ONL on Mt Aubrey and Motukaroro that are in closest proximity to the Port site are the most directly affected mapped landscape or natural character area. In Mr Farrow's opinion, the effects ratings assigned by the LVA to the closest viewpoints (being Reotahi and Mid-Harbour) are a surrogate for effects upon those portions of ONL, which are stated as being in the range of moderate to moderate-high (more than minor)."*

100. Clearly, the Reotahi and Mid-Harbour viewpoints capture views of the sequence of peaks and coastline at the core of the sequence of ONLs extending from Manaia to Mt Lion. However, the existing port and CINZ facility contrast very markedly with those outstanding landscapes, as well as with the areas of high to outstanding natural character also found within parts of the outer harbour. This creates a situation of contrasting values and attributes, with the harbour itself at the junction between these areas

of high and much lower value – from a landscape and natural character standpoint.

101. The proposed port expansion, new cranes, container stacks, lighting, etc would all fall within that part of the harbour that is already highly modified and influenced by the major industrial installations and operations at Marsden Point. Consequently, they would not affect perception of the volcanic peaks, native forest, serrated coastal edge or adjacent waters that are directly associated with Whangarei Heads ONLs or areas of High to Outstanding Natural Character – mainly comprising the coastal edge of Mt Aubrey, Blacksmiths Creek and the harbour's banks.
102. The Moderate (expansion area alone) and Mid-High (cumulative) effects ratings attributed both Reotahi viewpoints and the Moderate-High ratings identified for the Mid-Harbour viewpoint near the harbour entrance instead arise largely from the proposed in-filling of most of the Marsden Point Beach and its bay – which are not part of any ONL or area of high to outstanding natural character. The high profile and visual presence of the STS cranes also contributed to these ratings, albeit to a lesser degree.
103. In other words, the effects identified do not pertain to Whangarei Heads' ONLs or its areas that display high to outstanding level of natural character. It is therefore considered that the expansion proposal is consistent with Policies 13(1) and 15 of the NZCPS, as indicated earlier in my evidence.
104. Mr Farrow's review also raises the issue of submissions from hapū representatives. In relation to this matter, I agree that the proposed Northport extension would have an adverse effect on the character and values of parts of the harbour near it, most notably Marsden Point Beach and its bay, but potentially other parts of Whangarei Harbour as well. This is acknowledged in my assessment of effects for Viewpoint 1 (Marsden Point Beach), together with 14 and 15 addressing mid-harbour views, in particular.
105. However, I don't believe that I have the knowledge or right to, in effect, address the values of Whangarei Harbour, and effects on it, through a cultural lens. Rather, it is my opinion that the representatives and kaumatua of local hapū can more appropriately address such matters. Having made this point, I note that a Cultural Impact Assessment was

prepared by Patuharakeke (Appendix 24 to the AEE) in 2020 and that that report specifically addressed the issue of cultural relationships with the application site and the proposal's implications in terms of kaitiakitanga. Version 2 of that report, released in November 2021 disagrees with some of my findings, notably in relation to views from Takahiwai Marae (Viewpoint Simulation 10):

However, simulation VP10d from Mr Browns addendum booklet indicates that the additional gantries and drydock facility in a raised position will clearly be visible from Takahiwai Road against a backdrop of maunga on the northern side of the harbour (Manaia, Otarakaiha, Matariki – eg. the stretch between Manaia, Aubrey to Mt Lion).

106. The CIA also comments on the effects of port expansion on Marsden Point Beach and its bay, stating as follows (p34):

The harbour's geomorphology will continue to be artificially "reconstructed" to a bottleneck, narrowing the 'rerenga' - that physical and spiritual pathway, the 'riu' for our whales, so that Te Koutu and Reotahi are merely shouting distance apart. The beautiful white stretch of beach that we follow on our hiko to Poupouwhenua Mātaitai, while marred with the Refinery Jetty, is still passable and still treasured. ...

(p.36): *Patuharakeke have never subscribed to the argument that the presence of existing development enables the downgrading of landscape effects. The industrialisation of Poupouwhenua has had immense impact on our cultural landscape, relationship and access to it, as well as mātauranga and other tikanga and values associated with it. However, it does not diminish the significance of this place to us and should be used to justify more development (see Policy 5.6.3 of HEMP). The argument that visual and landscape effects of the port expansion will be absorbed into the landward Refinery plant is now moot as the refinery will transition to a terminal facility next year and plans are being made for the recommissioning and dismantling of much of the plant (excluding storage tanks) over the next 3-10 year time horizon (Naomi James, pers. Comm, October 12th 2021).*

107. In my view, the effects of the proposed Northport expansion would still be small scale when viewed from the vicinity of Takahiwai Road and Marae, and would have little, if any, impact on perception of the wider harbour landscape from the marae itself. Part of the reason for this difference in opinion could be because the CIA was prepared based on an earlier version of the application concept, prior to lodgement of applications for the proposal. That earlier iteration included a western reclamation including a drydock. That western reclamation is not currently being

pursued by Northport. I accept, however, that even without this evolution of the proposal, when viewed through a more finely tuned, cultural lens there may be differences of opinion over this matter.

108. In relation to the proposed expansion's effects on Marsden Point Beach, on the other hand, there appears to be significant alignment between my assessment of effects and the views expressed by Patuharakeke. Overall, therefore, whilst acknowledging the issues raised by Mr Farrow in his peer review of landscape effects, I am of the opinion that those effects have been accurately and appropriately identified, acknowledging that my assessment has not specifically addressed the complex issue of cultural landscape values.
109. Finally, I note that Mr Farrow's review also raises concern about the proposed water taxi landing facility within a truncated Marsden Point Bay. I have to say that I am agnostic in relation to the issue of the water taxi landing facility and swimming / fishing jetty, as I consider that the landscape and amenity values of the current beach and its bay area would be very significantly diminished by the proposed expansion – as is clear from my assessment of effects. Mr Farrow appears to want the jetty relocated to a safer and more appealing location, but I'm not quite sure where these facilities could be relocated to that would avoid or minimise the effects of the proposed reclamation. In my opinion, the effects that I have identified would be a direct corollary of the project and the proposed jetty could only ever mitigate those effects to a quite limited degree.

DRAFT CONDITIONS

110. I have reviewed the draft conditions for the proposed port expansion and development, which are appended to the evidence of Mr Hood. The following are particularly relevant to my assessment:
 - (a) WDC Conditions addressing the proposed Pocket Park and mitigation planting; and
 - (b) WDC Condition addressing the height of building, stockpiles and major structures.

111. As indicated in my discussion about the s.42A Report, I support the landscape conditions proposed and the requirement to implement the Pocket Park in accordance with Boffa Miskell's concept for it. I also support the sub-conditions addressing planting around the expanded Northport facility and the Pocket Park.
112. Turning to the matter of height controls applicable to the port, I agree with the limits proposed, including the conditions focusing on container stacks. This would conceivably accommodate stacks that are nearly twice the height of those addressed in my AEE assessment, Build Media's photo simulations and this statement.
113. However, I have been assured that this height limit simply reflects a desire for consistency in relation to the current height limit permitted across the port by the district plan, while the handling equipment that Northport is proposing to employ at Marsden Point would effectively limit container stacks to the heights indicated in my assessment and statement, and Build Media's modelling. Any stacking above 5 container levels would therefore be exceptional. The presence of taller structures within both the port and CINZ facility, and the height of some berthed container vessels, together with that of their superstructures, also has to be recognised and taken into account. On this basis, I am therefore comfortable with the proposed conditions relating to height limits.

Stephen Brown

BTP, DIP LA, Fellow NZILA, Affiliate NZPI

24th August 2023



APPENDIX A:

Relevant Statutory Instruments & Provisions Extracted From Section 4 of The Brown NZ Ltd AEE report (September 2022):

The proposed reclamation and related dredging operations would occupy part of the Coastal Marine Area that is subject to regional provisions under sections 6(a), 6(b), &(c) and 7(f) of the Resource Management Act, together with Policies 13 and 15 of the NZ Coastal Policy Statement (2010). As a result, the proposal is subject to assessment against relevant objectives and policies in the **Northland Regional Policy Statement** (2016), the **Proposed Regional Plan for Northland** (2017) and the **Northland Regional Coastal Plan** (2004).

The **Northland Regional Policy Statement** became operative on 9th May 2016. Its Policy 4.5.2 addresses the location of particular parts of the coastal environment (including the CMA) and landscapes that are particularly sensitive to new development – stating as follows:

The Regional Policy Statement Maps of high and outstanding natural character and outstanding natural features and outstanding natural landscapes identify areas that are sensitive to subdivision, use and development. The maps of these areas identify where caution is required to ensure activities are appropriate.

In my opinion those parts of the coastal environment around Marsden Point and Whangarei Heads appear to accord with the requirement [under sections 6(a) and (b) of the Resource Management Act] to identify and preserve / protect such areas from inappropriate subdivision, use and development. In a related vein, the following landscape and natural character provisions are relevant to the current proposal:

3.14 Natural character, outstanding natural features, outstanding natural landscapes and historic heritage

Identify and protect from inappropriate subdivision, use and development;

- (a) The qualities and characteristics that make up the natural character of the coastal environment, and the natural character of freshwater bodies and their margins;*
- (b) The qualities and characteristics that make up the outstanding natural features and outstanding natural landscapes;*

4.6.1 Policy – Managing effects on the characteristics and qualities natural character, natural features and landscapes

(1) In the coastal environment:

- a) Avoid adverse effects of subdivision use, and development on the characteristics and qualities which make up the outstanding values of areas of outstanding natural character, outstanding natural features and outstanding natural landscapes.*

- b) *Where (a) does not apply, avoid significant adverse effects and avoid, remedy or mitigate other adverse effects of subdivision, use and development on natural character, natural features and natural landscapes. Methods which may achieve this include:*
 - (i) *Ensuring the location, intensity, scale and form of subdivision and built development is appropriate having regard to natural elements, landforms and processes, including vegetation patterns, ridgelines, headlands, peninsulas, dune systems, reefs and freshwater bodies and their margins; and*
 - (ii) *In areas of high natural character, minimising to the extent practicable indigenous vegetation clearance and modification (including earthworks / disturbance, structures, discharges and extraction of water) to natural wetlands, the beds of lakes, rivers and the coastal marine area and their margins; and*
 - (iii) *Encouraging any new subdivision and built development to consolidate within and around existing settlements or where natural character and landscape has already been compromised.*
- (2) *Outside the coastal environment avoid significant adverse effects and avoid, remedy or mitigate other adverse effects (including cumulative adverse effects) of subdivision, use and development on the characteristics and qualities of outstanding natural features and outstanding natural landscapes and the natural character of freshwater bodies. Methods which may achieve this include:*
 - a) *In outstanding natural landscapes, requiring that the location and intensity of subdivision, use and built development is appropriate having regard to, natural elements, landforms and processes, including vegetation patterns, ridgelines and freshwater bodies and their margins;*
 - b) *In outstanding natural features, requiring that the scale and intensity of earthworks and built development is appropriate taking into account the scale, form and vulnerability to modification of the feature;*
 - c) *Minimising, indigenous vegetation clearance and modification (including earthworks / disturbance and structures) to natural wetlands, the beds of lakes, rivers and their margins.*
- (3) *When considering whether there are any adverse effects on the characteristics and qualities of the natural character, natural features and landscape values in terms of (1)(a), whether there are any significant adverse effects and the scale of any adverse effects in terms of (1)(b) and (2), and in*

determining the character, intensity and scale of the adverse effects:

- a) Recognise that a minor or transitory effect may not be an adverse effect;*
- b) Recognise that many areas contain ongoing use and development that:
 - (i) Were present when the area was identified as high or outstanding or have subsequently been lawfully established*
 - (ii) May be dynamic, diverse or seasonal;**
- c) Recognise that there may be more than minor cumulative adverse effects from minor or transitory adverse effects; and*
- d) Have regard to any restoration and enhancement on the characteristics and qualities of that area of natural character, natural features and/or natural landscape.*

In addition, the **Proposed Regional Plan of Northland** (Appeals Version) identifies both the maritime margins of the current port as being within the Marsden Point Port Zone (MPPZ) – extending from west of Blacksmiths Creek through to east of the CINZ facility dolphins (see Figure 4, below):

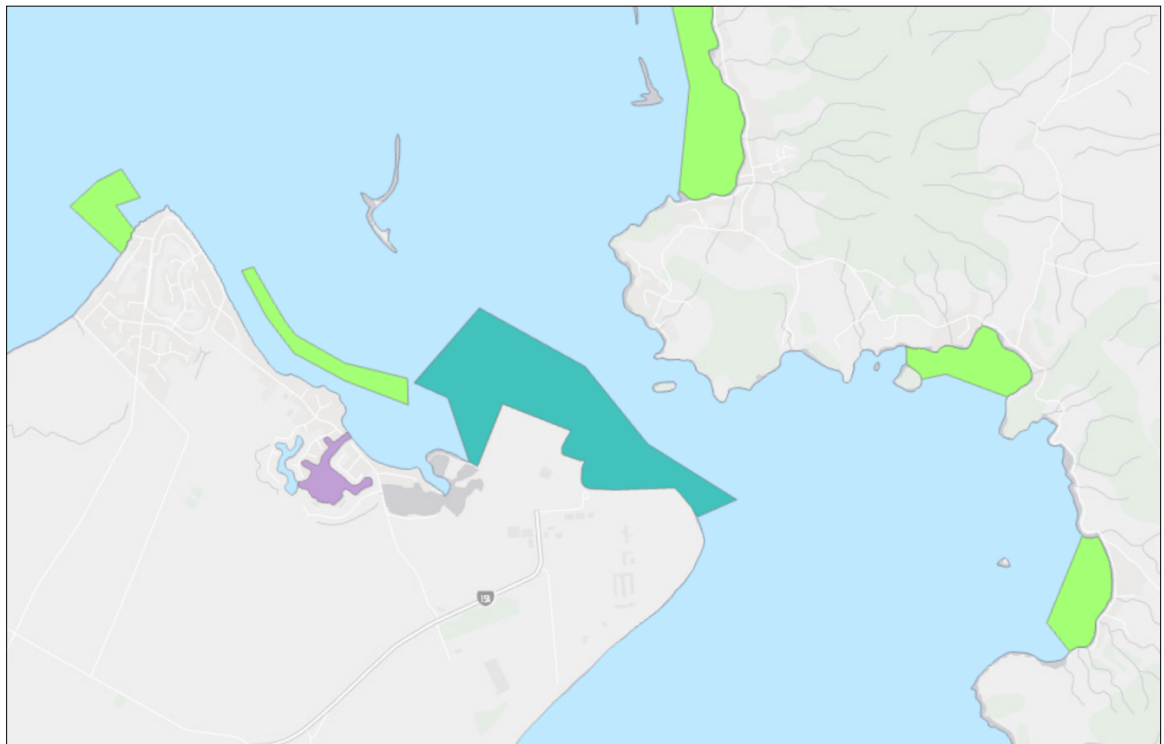


Figure 4: Proposed Regional Plan for Northland: Coastal Commercial Zone shown in blue

Related objectives and policies for the Coastal Commercial Zone include the following:

D.5.8 Coastal Commercial Zone and Marsden Point Port Zone Purpose

Recognise that the purpose of the Coastal Commercial Zone and Marsden Point Port Zone is to enable the development and

operation of existing and authorised maritime-related commercial enterprises or industrial activities located within these zones.

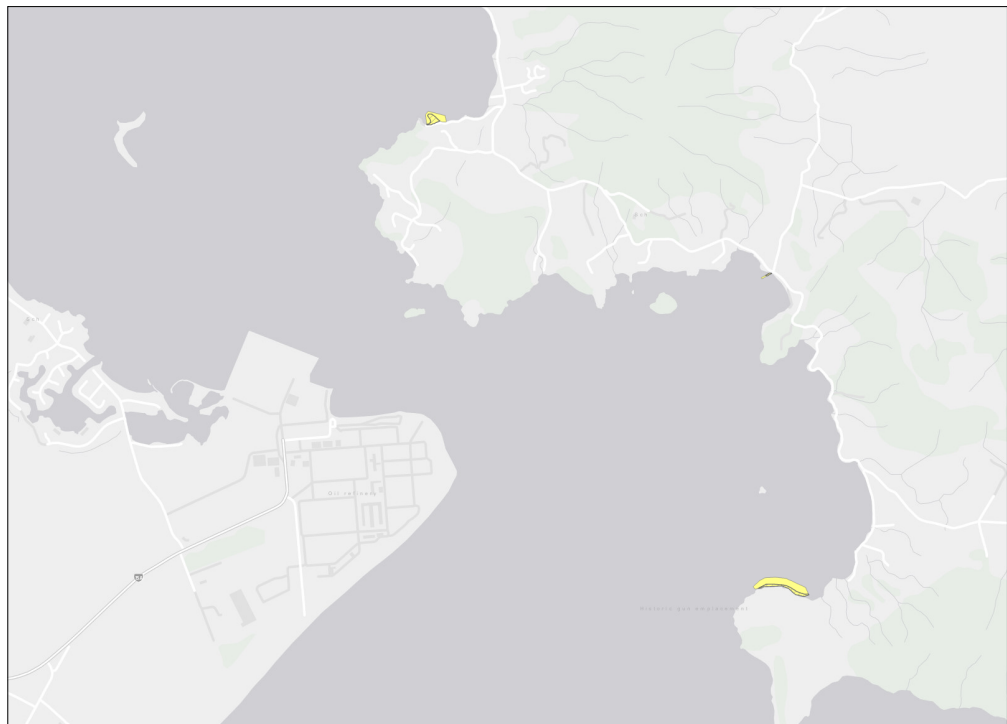
D.5.9 Coastal Commercial Zone and Marsden Point Port Zone

Development in the Coastal Commercial Zone and the Marsden Point Port Zone will generally be appropriate provided it is:

- 1) consistent with:*
 - a) existing development in the Coastal Commercial Zone or the Marsden Point Port Zone, and*
 - b) existing development on adjacent land above mean high water springs, and*
 - c) development anticipated on the land above mean high water springs by the relevant district plan, or*
- 2) associated with regionally significant infrastructure in the Marsden Point Port Zone. Development that is inconsistent with 1) or 2) will not necessarily be inappropriate.*

The Proposed Regional Plan also shows HNC and ONC Areas that correspond with those shown in the RPS in **Attachment 2** (above), albeit limited to the CMA.

It is further noted that three Outstanding Natural Features are identified in the Plan: a rock formation within McLeod Bay, a natural geological ‘jetty’ within Taurikura Bay and sea bed concretions within Urquharts Bay (below). These are all physical ‘features’ that have geomorphological significance, but limited perceptual value. They are identified because of such attributes and values. In each case, the proposed Northport reclamation would be too remote to have any potential effect on their geomorphological attributes, characteristics and values. Even so, they are described for the sake of completeness.



Proposed Regional Plan of Northland: Outstanding Natural Features (yellow & black)

The **Proposed Whangarei District Plan** (Appeals Version) also sets out to accommodate both the development of Marsden Point's port area as a light to heavy industrial hub and expansion of its port facilities, as is shown on Zone Map 43Z (see extract on page 6, above). That map shows the existing port area now zoned "Port Zone" (PORTZ for short), while the industrial land adjoining the port (owned by Marsden Maritime Holdings) is also zoned PORTZ. Around both, areas of heavy and light industrial activities are arrayed, with a mixture of General Residential Medium Density Residential and Local Commercial zones found within Marsden Cove and Bay. Furthermore, Plan Change 150, addressing land between One Tree Point Road and SH15 south-west of Marsden Cove / Bay, provides for a combination of further residential, mixed use and town centre development. This would add to retirement village, dwellings and commercial development already found within that area.

Relevant objectives and policies for the Port Zone (POTZ) include the following:

Objectives		
PORTZ-O2 Current Operation and Future Development	–	<i>Recognise the unique characteristics of the Port and provide for: 1. The efficient and effective ongoing operation of Port activities within the Port Zone without undue constraints; and 2. The future development and expansion of Port operations and activities within the Port Zone.</i>
PORTZ-O3 Adverse Effects	–	<i>Manage the adverse effects of the Port and port activities on the environment.</i>
PORTZ-O4 – Public Access to the Coastal Marine Area		<i>Maintain, and where practicable enhance, public access, use and enjoyment to and along the Coastal Marine Area, provided it does not adversely affect the efficient and safe operation of the Port.</i>
PORTZ-O6 Cultural Values	–	<i>To recognise and provide for the relationship of Māori and their culture and traditions with their cultural landscapes in the future development and expansion of the Port.</i>
Policies		
PORTZ-P1 Regional Significance	–	<i>To recognise the regional significance of the Port by providing for a wide range of existing and future port operations and port activities within the Port Zone.</i>
PORTZ-P5 Adverse Effects	–	<i>To manage adverse effects of the Port and associated port activities by: 1. Limiting the height of buildings and outdoor storage areas to minimise adverse visual amenity effects while recognising the operational requirements of the Port; 2. Minimising adverse effects of noise and light spill while recognising the operational requirements of the Port; and 3. Managing the effects of earthworks (other than earthworks associated with</i>

	<i>flood control works) to ensure such works do not divert flood flow onto neighbouring properties or deplete flood plain storage capacity.</i>
<i>PORTZ-P6 – Public Access to the Coastal Marine Area</i>	<i>To manage public accessways to and along the Coastal Marine Area by: 1. Recognising the need for public walking access to and along the Coastal Marine Area; and 2. Maintaining, enhancing and developing public accessways to and along the Coastal Marine Area. 3. Only restricting public accessways to and along the Coastal Marine Area where it is necessary to: a. Protect public health and safety; or b. Ensure the efficient and effective operation of the Port is not compromised. c. Meet the requirements of other regulations and legislation.</i>
<i>PORTZ-P9 – Cultural Values</i>	<i>Ensure activities within the Port Zone are undertaken in a manner which recognises and provides for the cultural values associated with cultural landscapes by: 1. Limiting the height of buildings and outdoor storage areas to minimise adverse effects on cultural landscapes; and 2. Requiring an assessment of cultural values where these may be adversely affected by future development within the Port Zone.</i>

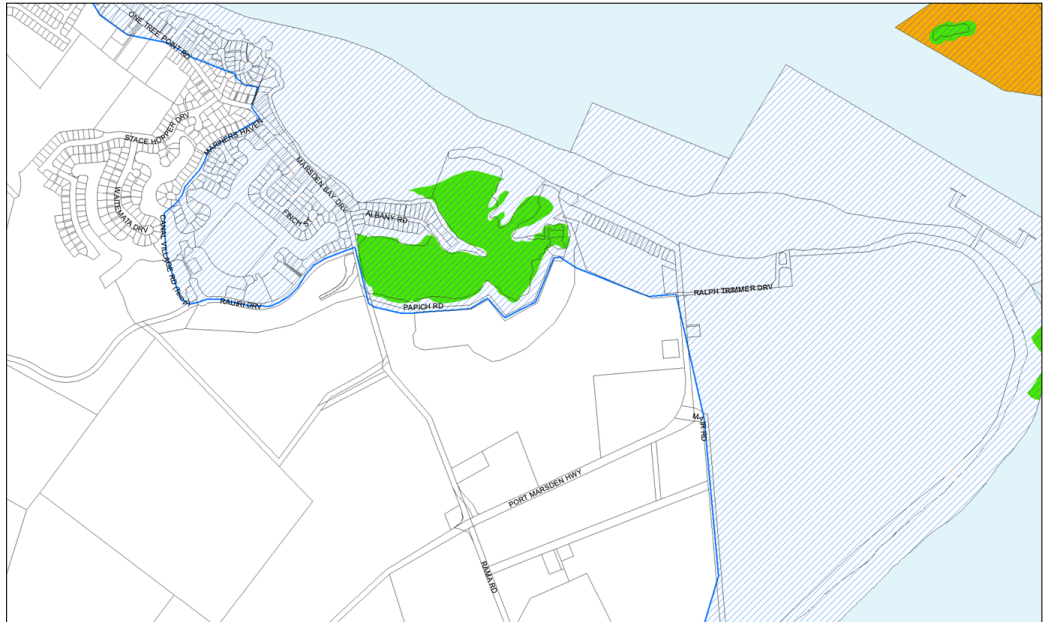
In addition, Coastal Areas Map 43C (“Marsden Bay”, below), identifies Blacksmiths Creek and part of Marsden Point’s distal spit – north-east of the CINZ facility – as Areas of High Natural Character, while Maps 35C-39C show other Areas of High Natural Character are also identified at:

- Manganese Point;
- Parua Bay;
- McLeod Bay;
- Motukaroro Island off Reotahi,
- Taurikura Bay; and
- Urquharts Bay.

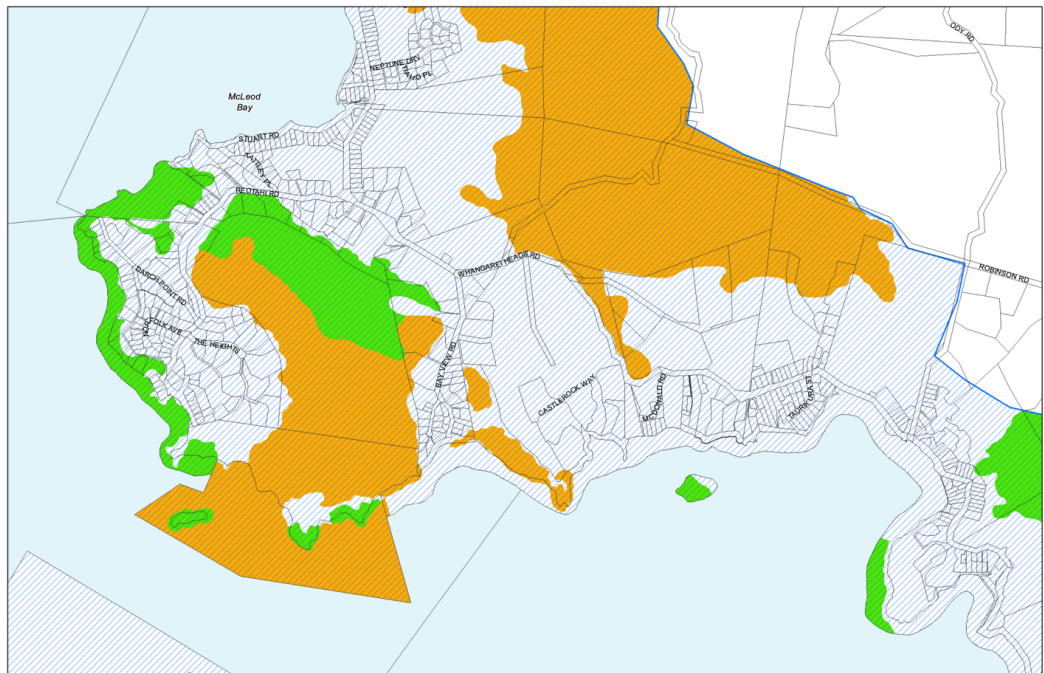
Areas of Outstanding Natural Character are identified on:

- The tip of Manganese Point
- Within Parua Bay;
- Within Munro Bay;
- Within McLeod Bay and across Mt Manaia;
- Across Mt Aubrey and around the Reotahi Motukaroro Marine Reserve coastline (Map 38C overleaf); and
- At Home Point and across Mt Lion.

None of these is physically connected with the area of proposed port expansion, although the ONC Area extending around Motukaroro Island and down Reotahi’s eastern coastline, as well as across Mt Aubrey, is located directly across the main harbour channel (Map 38C, overleaf).



Map 43C Marsden Bay



Map 38C Reotahi

The **Northland Regional Coastal Plan** directly addresses structures, reclamation, dredging and other activities within the CMA. In relation to that operative document, the proposed wharf development and dredging proposed by Northport Ltd would fall within the following Coastal Plan 'zones' (Figure 7, overleaf):

- Marine 2** (Conservation) Management Area (or 'M2MA'); and
- Marine 5** (Port Facilities) Management Area (or 'M5MA').

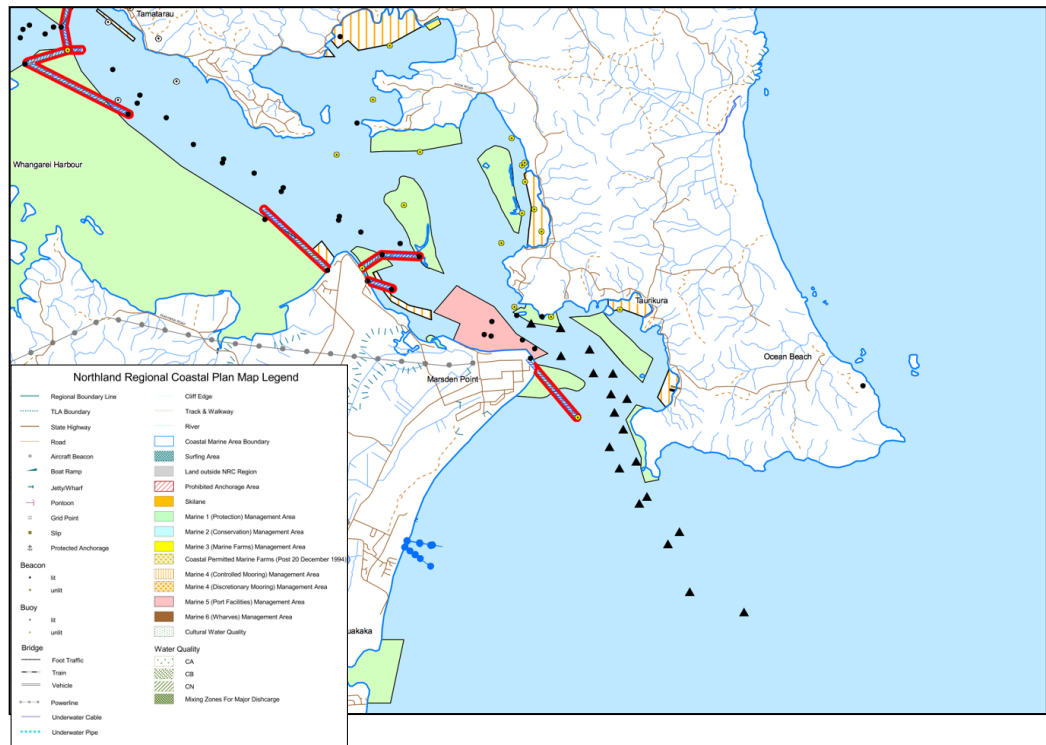


Figure 7: Northland Regional Coastal Plan Zones

None of the proposed works would encroach into any area of the CMA that is zoned Marine 1 (Protection) Management Area (or 'M1MA'). Nevertheless, a range of objectives and policies within the operative NRCP are directly pertinent to the current proposal and assessment of them as Discretionary Activities – including the following:

7.3 OBJECTIVE

The preservation of the natural character of Northland's coastal marine area, and the protection of it from inappropriate subdivision, use and development.

7.4 POLICIES

1. *In assessing the actual and potential effects of an activity to recognise that all parts of Northland's coastal marine area have some degree of natural character which requires protection from inappropriate subdivision, use and development.*
1. *As far as reasonably practicable to avoid the adverse environmental effects including cumulative effects of subdivision, use and development on those qualities which collectively make up the natural character of the coastal marine area including:*
 - (a) *natural water and sediment movement patterns;*
 - (b) *landscapes and associated natural features;*
 - (c) *indigenous vegetation and the habitats of indigenous fauna;*
 - (d) *water quality;*
 - (e) *cultural heritage values, including historic places and sites of special significance to Maori;*

and where avoidance is not practicable, to mitigate adverse effects and provide for remedying those effects to the extent practicable.

- 2. Within Marine 1 and Marine 2 Management Areas and the rules that apply to each of those, identify what subdivision, uses and developments may be appropriate taking into consideration the actual or potential effects on natural character as required by, amongst others, Policy 1.1.1 of the New Zealand Coastal Policy Statement.*
- 3. Subject to Policies 1 and 2 above, through the use of rules in this Plan, to provide for appropriate subdivision, use and development in areas where natural character has already been compromised, including within Marine 3, Marine 4, Marine 5, and Marine 6 Management Areas.*
- 7. To promote, where appropriate, the restoration and rehabilitation of the natural character of the coastal marine area where it has been significantly degraded.*

The **NRCP**'s Appendix 3 also identifies the following Outstanding Geological Features and Landforms' that are listed as being of international, national or regional significance in the NZ Geopreservation Inventory within and around Marsden Point:

*Reserve Point nephelenite flow, garnet andesite and sedimentary rock;
McLeod Bay unconformity;
Taurikura natural jetty;
Port Whangarei fossil beds;
One Tree Point dunes; and
Bream Head stratovolcano*

However, it appears that none of these features would be affected by the proposed dredging and wharf extension.

APPENDIX B:

Assessment Tables – AEE Evaluation of Effects

VIEWPOINT 1. Marsden Point Beach (Attachment 9)

EXISTING VALUES:

Wedged between the current Port and CINZ facility, Marsden Point Beach is a residual part of the once natural coastline that forms part of Marsden Point's distal spit. Ralph Trimmer Drive provides access to the beach, together with a car parking area, open space and toilet block near the small-scale dunes that still frame the landward edge of the beach. The driveway out to the current pilot vessel jetty at the eastern end of Northport's secure area also provides to an elevated viewing tower that looks out over the beach and its attendant bay, together with the CINZ facility, its jetty and the near (eastern) edge of the current port. Enclosed on three sides by industrial structures that range from oil and fuel storage tanks to the former refinery dolphins and berthed tankers, and Northport's current container stacks and chipped timber piles, the beach still remains relatively intact. A modified, backshore area, comprising car parking and open space at the edge of the CINZ facility merges with a low dune corridor that is covered in vegetation ranging from pohutukawa and karo to marram grass framing a quite broad beachfront that descends into an intertidal area and the harbour's main channel. The beach is also backed by the jagged profile of Whangarei Heads, focusing on Taurikura and Mt Lion. As for other viewpoints, this creates a sense of very strong juxtaposition between the 'ring' of industrial development directly enclosing the beach area and the much more natural amalgam of harbour waters and Whangarei Heads landforms that dominate seaward views from both the beachfront and its margins.

In addition to these more overt landscape characteristics and (contrasting) values, it is further understood that the Patuharakeke Te Iwi Trust Board has identified the beachfront as providing important ceremonial access to *Poupouwhenua Mataitai* at the very end of the Marsden Point spit.

Rating: **Moderate**

SENSITIVITIES:

Recreational use of the beachfront and its waters for a mixture of both passive recreational activities and fishing.

In addition, the ceremonial use of the beachfront as part of the ceremonial route out to *Poupouwhenua Mataitai* is a matter of some concern that also needs to be addressed in Northport's Cultural Impact Assessment for the proposed expansion as well as this report.

Rating: **High**

PROMINENCE:

The transformation of both the beach and bay area would be dramatic. Although the implementation of Berth 4 would contribute to this change, it would mainly affect the deep-water channel margins at the outer edge of the port and not the main body of Marsden Point Beach or its bay area.

Rating: **Very High**

LANDSCAPE EFFECTS:

It is clear that both the eastern port edge and the CINZ facility jetty – together with its dolphins, elevated gantries and berthed vessels - already enclose both the beach and bay, having a significant visual 'presence' at the edge of the wider harbour. This visual enclosure is compounded by their physical connection to, and visual association with, the CINZ facility, including the storage tanks that line its seaward edge of the bay. Yet, even with the conversion of the former refinery to the current CINZ facility, much of this industrial content would remain close to the beach, although some of its profile might well be reduced in height and scale over time. Furthermore, Marsden Point Beach is also enclosed by the broader sequence of Northport wharves adjoining the CINZ facility, together with the car park, toilet block and tug berth / lookout at the western end of the beach.

Acknowledging these points, the proposed expansion would still result in a fundamental change to the beach and its bay area, both physically and visually. The changes, including

the extension of berth and security fencing well past the current terminus of Ralph Trimmer Drive, would also have an impact on public access to the beach remaining after

	<p>the proposed development, while much of the 'ceremonial way' of importance to Patuharakeke would be affected by the proposed development.</p> <p>To a certain extent, these effects would be limited by way in which the current beach and bay are already strongly associated with both the Port and CINZ facility. However, the proposed expansion would still displace most of the current beach / bay, its dune corridor and littoral margins. It would also screen out most views to the nearby harbour and most distant, profile of Whangarei Heads.</p> <p>Rating: High (the proposed expansion alone and with Berth 4, cumulatively)</p>
NATURAL CHARACTER EFFECTS:	<p>The natural character values of Marsden Point Beach and bay are already heavily influenced, and to a degree significantly compromised, by their connection with the CINZ facility and current Port. While the residual beach remains relatively intact, it still sits within part of Whangarei Harbour that is heavily modified and developed as a whole. In fact, the coastline around the Port, CINZ facility and subject beach is almost certainly the most heavily industrialised and heavily trafficked by vessels within Whangarei Harbour.</p> <p>On balance, it is therefore considered that the Natural Character effects generated by the proposal would be of Low-Moderate order.</p> <p>Rating: Moderate (the proposed expansion alone and with Berth 4, cumulatively)</p>
AMENITY EFFECTS:	<p>Viewpoint 2 is not associated with any areas of residential development. However, as indicated above, it does provide a resource for passive recreation, such as fishing – perhaps less so for swimming and other water-based activities due to the beach's industrial margins and the rapid currents associated with Whangarei Harbour main channel. Effects on fishing and other forms of recreation would be significant, although this assessment is contextualised by the limited range of such activities and typical number of beach users.</p> <p>As indicated above, the beach also retains significant cultural value. For Patuharakeke, this undoubtedly translates into the identity and sense of place associated with Marsden Point. Both would be very significantly affected by the proposed reclamation. It would sever the connection with Marsden Point's distal spit via the beachfront, and even though the proposed walkway from the existing car park (Attachment 4) would offer an alternative route to the spit, the feeling of separation – between the spit and the rest of Marsden Point – would still remain very marked.</p> <p>Rating: Moderate - High (the proposed expansion alone and with Berth 4, cumulatively)</p>
AMELIORATION / REMEDIATION:	<p>The proposed walkway to the eastern end of Marsden Point Beach would help to reduce the physical isolation of the remnant beach from the rest of Marsden Point and the area of public access at the end of Ralph Trimmer Drive. Even so, the feeling of severance between the spit and the rest of Whangarei Harbour's southern coastline that is described above would still be clearly apparent.</p> <p>Likely Effectiveness: Low</p>

VIEWPOINT 2. Albany Road Beachfront (Attachment 10 & BM Viewpoint 1)

EXISTING VALUES:

Views from Albany, the adjoining reserve off Marsden Bay Drive and their shared beachfront are dominated by the spectacle of Mount Aubrey Manaia and a jagged array of volcanic peaks that extend down to Mt Lion and Bream Head. Covered in native forest, they provide a spectacular degree of contrast and counterpoint to the contained waters of Whangarei Harbour, so that even with repeated 'incursion' by the sequence of settlements between Parua Bay and Urquharts Bay, this remains a singularly appealing coastal landscape.

However, as already indicated, it is far from pristine: the existing wharf, cranes and lights jut out into the harbour beyond Blacksmiths Creek, boats are moored off the entrance to Marsden Cove and houses dot both the far, northern, shoreline and that next to both Albany Road and Marsden Bay Drive, while pipes, signs and other paraphernalia are scattered along the shoreline. As previously indicated, this results in a landscape that remains highly appealing in terms of its landscape appeal and amenity values, but it is also far from wholly natural.

While the interplay of volcanic terrain and contained, harbour waters are perhaps the most captivating and iconic elements revealed in views from this quarter, it is also an environment that reveals significant modification, both in the middle distance and beyond – from the port to Reotahi and McLeod Bay – and within the foreground periphery, stretching down the near coastal edge.

Rating: **High**

SENSITIVITIES:

The beachfront and its shallow, protected waters, combined with the sequence of gardens abutting Marsden Bay and facing out across it represent a sizeable and significant audience – both of local residents and visitors to the coastal reserve.

Open views are revealed to the western edge of the current port from nearly all of this coastal enclave, although the Berth 4 and proposed expansion sites, together with all of the proposed dredging areas, would be screened from view – behind the existing port and enclosed by the CINZ facility.

Rating: **Moderate - High**

PROMINENCE:

Most of the proposed expansion and Berth 4 development would be screened by the existing port. However, the new STS Cranes, Gantry Cranes and container stacks would be visible, beyond the arcing form of the current beachfront and the much more linear profile of Northport at present. However, these more elevated structures would be set against the backdrop of Mt Lion and would be viewed in the context of both the CINZ facility's stacks and the ship cranes, log chip conveyor, light towers and other structures already associated with the port. The proposed bird roost might be visible, but would be largely 'lost' against the backdrop of the port's western berths and the vegetation and landforms projecting seawards on the near side of Blacksmith Creek.

Rating: **Low-Moderate**

LANDSCAPE EFFECTS:

Although the introduction of the taller STS Cranes Gantry Cranes, light towers and container stacks to Northport's 'skyline' would be apparent, they would sit within the envelope of the existing port and CINZ facility – more than 1.1km from this vantage point. Even with the recent conversion of the refinery to a fuels storage facility, the industrial content and extent of this area is little changed. None of the structures proposed, nor the additional shipping associated with Berth 4 and the proposed expansion would be close enough to appear intrusive. The bird roost proposal would also have a very limited to negligible effect.

Even so, the STS Cranes, Container Cranes, new light towers and additional shipping would quite subtly amplify the industrial content of the Marden Point / Marsden Bay landscape, without fundamentally altering its character and values.

Rating: **Low-Moderate** (the proposed expansion alone and with Berth 4, cumulatively)

<p>NATURAL CHARACTER EFFECTS:</p>	<p>While the coastal environment exposed to Marsden Bay is notable for the way in which it is defined by the volcanic terrain around Whangarei Heads and the sea area extending from the immediate foreground to Reotahi and McLeod Bay, it is also notable for the presence of the existing port, components of the CINZ facility and housing off both Albany Road and Marsden Bay Drive. The new cranes, lighting towers, additional shipping and other elevated structures would amplify the presence of the port and its industrial signature, but would leave the interface between Marsden Bay and the harbour intact. Furthermore, they would have a limited impact on the sequence of volcanic peaks and forests across the harbour.</p> <p>The proposed bird roost might be just visible, but would not change the profile or character of the coastline and CMA off Blacksmiths Creek, which would remain – as now – dominated by the port beyond.</p> <p>The changes described above would therefore be visible, to varying degrees, but – from a natural character standpoint – largely incremental, given the current presence of both the existing port and CINZ facility.</p> <p>Rating: Low (the proposed expansion alone and with Berth 4, cumulatively)</p>
<p>AMENITY EFFECTS:</p>	<p>Public impressions of Marsden Bay, together with those of its residents, would be subtly altered by the additional shipping STS Cranes, Gantry Cranes and other elevated structures described above. These would amplify the industrial content of the port and its intervention into views towards Mt Lion and the harbour entrance.</p> <p>On the other hand, the key elements that contribute so fundamentally to the signature of the bay – its expansive water area, the distant peaks around Reotahi, Taurikura and Home Point, and the curving profile of its foreshore – would retain much their visual prominence and significance, helping the Bay to retain much of its current identity and sense of place.</p> <p>Rating: Low (the proposed expansion alone and with Berth 4, cumulatively)</p>

VIEWPOINT 3. The Marsden Cove Canal Entrance (BM Viewpoint 2)

EXISTING VALUES:	<p>See Viewpoint 2. In addition, the highly structured nature of the canal entry and curtilage clearly influences perceptions of the more immediate coastal environment, lending it an artificial, man-made, quality that is matched by views to housing both sides of the canal entrance and more distant views to the existing port and CINZ facility. Consequently, this view differs from that experienced from most other parts of Marsden Bay because of this modification. This appreciably reduces the overall naturalness of the bay around the canal entrance, together with some of its aesthetic appeal and sense of coherence.</p> <p>Rating: Moderate</p>
SENSITIVITIES:	<p>The canal is primarily used by local boaties who live in the Marsden Cove residential canal development. Use of the canal entrance is therefore irregular, but more frequent over weekends and the summer. However, the entrance also provides the terminus for Marsden Bay Drive and visitors to the area appear to frequently stop to look out across Marsden Bay from the reserve at the edge of the canal.</p> <p>As for Viewpoint 2, views open up to the western edge of the current port from around the canal entrance, although most of Berth 4 and the proposed expansion development, together with all of the proposed dredging activity, would be screened from view – behind the existing port. The port and CINZ facility will frame and contextualise that development and the port / shipping elements associated with it.</p> <p>Additionally, the canal walls and curtilage, as well as nearby housing, visually frame views towards the port. As a result, it is strongly associated with the more ‘constructed’, artificial, components of Marsden Bay than with the much more natural assemblage of open waters and peaks experienced from the nearby beachfront.</p> <p>Rating: Moderate</p>
PROMINENCE:	<p>See Viewpoint 2.</p> <p>Rating: Low-Moderate</p>
LANDSCAPE EFFECTS:	<p>See Viewpoint 2.</p> <p>In addition, however, the canal entrance and its curtilage would provide visual context for the port expansion that reduces both the apparent scale and artificiality of the elevated cranes and other new port elements visible from this vantage point. When traveling by boat out from the canal system, this contextual situation would tend to reinforce the contrast and counterpoint between the near and far sides of the harbour: the near side being largely dominated by man-made elements and structures; the far side by an array of natural features.</p> <p>Rating: Low-Moderate (the proposed expansion alone and with Berth 4, cumulatively)</p>
NATURAL CHARACTER EFFECTS:	<p>See Viewpoint 2.</p> <p>The presence of the canal and its curtilage, together with housing along the margins of Marsden Bay Drive, further reduces the current naturalness of the immediate coastal environment, while the screening of most of the Berth 4 and proposed expansion components by the current port and 1.1km plus viewing distance to them would reinforce the integrated, seemingly appropriate, nature of the port’s expansion.</p> <p>Rating: Low (the proposed expansion alone and with Berth 4, cumulatively)</p>
AMENITY EFFECTS:	<p>See Viewpoint 3.</p> <p>As indicated above, the canal leaves its own imprint on the immediate coastline and, in a comparative sense, would diminish the effects of the more distant port expansion. Even so, the identity and sense of place associated with Marsden Bay would be subtly changed by the proposed development, with greater emphasis on the STS Cranes and other elevated components of Berth 4 and the proposed expansion.</p> <p>Rating: Low (the proposed expansion alone and with Berth 4, cumulatively)</p>

VIEWPOINT 4. One Tree Point Road (Attachment 11 & BM Viewpoint 3)

EXISTING VALUES:	<p>See Viewpoint 3. In addition, the wider expanse of hill country west of Mt Manaia stretching towards Tamaterau and Onerahi, and the more open expanse of central Whangarei Harbour, are revealed from this elevated vantage point. The existing port and CINZ facility remain reasonably prominent near the harbour entrance – again, contrasting with both the jagged sequence of hills and harbour waters that flank them – but the ‘broad canvas’ of harbour and forested hills remains both dominant and spectacular.</p> <p>Rating: High</p>
SENSITIVITIES:	<p>One Tree Point Road is primarily a local road, although it serves a sizeable residential community and provides access to Marsden Bay and Cove as well. The strip reserve next to the road and council-constricted steps next to it, down a steep coastal escarpment, provide a natural viewing platform from which to look out over the harbour.</p> <p>The proposed eastern wharf extensions would be largely concealed by the existing port and visually integrated with the present Northport facilities and adjoining CINZ complex.</p> <p>Rating: Low</p>
PROMINENCE:	<p>The new and ‘old’ wharves would effectively merge, so that the only noticeable changes to the current situation would be the STS and Container Cranes at the ‘far’ end of the port. These would appear quite remote and would be linked to the elevated structures of the CINZ facility and its jetties. Even if some of the former refinery stacks and other structures end up being removed over time, the new cranes would still sit within the industrial envelope of Marsden Point, while the proposed dredging operations would be all but invisible.</p> <p>Rating: Low</p>
LANDSCAPE EFFECTS:	<p>The current interplay between natural and cultural elements within Whangarei Harbour would be affected to a limited degree by some of the proposed Berth 4 and proposed expansion structures, notably the STS Cranes, whereas most others – and related activities – would be largely ‘lost’ against the backdrop of Mt Lion and amid the existing port and CINZ facility. As a result, the related changes to the structural content of Northport would have little impact on the wider character of Whangarei Harbour and its margins.</p> <p>Rating: Low (the proposed expansion alone and with Berth 4, cumulatively)</p>
NATURAL CHARACTER EFFECTS:	<p>See comments in relation to Landscape Effects above.</p> <p>Rating: Very Low (the proposed expansion alone and with Berth 4, cumulatively)</p>
AMENITY EFFECTS:	<p>The wharf extensions and dredging would typically be quite difficult to clearly discern and would have little or no impact on either the aesthetic appeal or nature of views from this quarter – either for local residents or road users. Consequently, any effects in relation to the aesthetic coherence and character of the harbour landscape and One Tree Point’s identity would be quite limited.</p> <p>Rating: Very Low (the proposed expansion alone and with Berth 4, cumulatively)</p>

VIEWPOINT 5. Manganese Point Road (Attachment 12)

EXISTING VALUES:	<p>The view from around Manganese Point Road towards the mouth of Whangarei Harbour is dominated by the open expanse of Parua Bay merging with the waters of the central harbour. The far side of Parua Bay is enclosed by the jagged profile of Whangarei Heads' line of volcanic peaks. These culminate in Mt Lion, which marks the actual harbour entrance. All of these features, together with layers of bush spread across most of this hill country, an expansive sea area and the sedimentary profile of Manganese Point's headland, contribute to a natural coastal setting and landscape.</p> <p>On the other hand, houses are also dotted around Manganese Point Road, while the housing around One Tree Point and Marsden Bay on coastal flats opposite lead out to the current port and CINZ facility. The CINZ facility's stacks and storage tanks are readily apparent in views towards the harbour entrance, whereas the existing port is more recessive – a narrow strip of development at the interface between land and sea 6km or more from this vantage point. Even so, some of its more elevated infrastructure (notably, the log chip conveyor) and shipping berthed at it, are reasonably apparent, albeit less then prominent. As a result, the port remains a largely subsidiary component of most harbour views, in general, from around this viewpoint.</p> <p>Overall, the outlook from this quarter has considerable appeal, without approaching the level of being outstanding or in any way unique.</p> <p>Rating: Moderate – High</p>
SENSITIVITIES:	<p>Manganese Point Road provides access to a string of relatively isolated residential properties on the southern side of the Manganese Point peninsula. It is used regularly, but primarily by a relatively small, number of local residents.</p> <p>The existing port facilities sit 'in front' of the proposed port expansion and Berth 4 sites, while the CINZ facility directly abuts both. Even with the potential future loss of the CINZ stacks and other elevated structures that traverse its skyline, the industrial nature of most of Marsden Point would remain clearly apparent.</p> <p>Rating: Low</p>
PROMINENCE:	<p>The proposed Berth 4 and proposed expansion developments would merge, visually, with the existing port and be all but impossible to distinguish from it. In fact, nearly all of the proposed reclamation and operational areas would be screened by the current port, while the new STS Cranes would meld with those already operating to the west of Berth 4. Dredging operations would be impossible to distinguish from the port and CINZ facility margins.</p> <p>Rating: Low</p>
LANDSCAPE EFFECTS:	<p>The various elements just described would subtly increase the industrial intensification of Marsden Point. However, they would not appreciably change the character and values of the wider harbour / coastal landscape, which would remain dominated by Parua Bay and the central harbour, together with the dramatic sequence of peaks of Whangarei Heads.</p> <p>Rating: Low (the proposed expansion alone and with Berth 4, cumulatively)</p>
NATURAL CHARACTER EFFECTS:	<p>There would be no appreciable change to the concentration of industrial development at Marsden Point or the wider harbour's natural character values.</p> <p>Rating: Very Low (the proposed expansion alone and with Berth 4, cumulatively)</p>
AMENITY EFFECTS:	<p>There would be no appreciable change to the harbour's amenity values.</p> <p>Rating: Very Low (the proposed expansion alone and with Berth 4, cumulatively)</p>

VIEWPOINT 6. Munro Bay (Attachment 13)

EXISTING VALUES:	<p>The coastal hill country east of Munro Bay, climbing up to the crests of both Mt Manaia and Mt Aubrey, is identified in the NRPS as having ONL status, while part of the coastline immediately west of the Munro Bay – extending towards Reserve Point – is identified as having Outstanding Natural Character, while the bay and intertidal flats extending out from the bay are attributed High Natural Character status. Not surprising, therefore, the sequence of hills and native forest climbing towards Mt Manaia, together with Reotahi's peninsula landform (with Mt Aubrey at its apex) are commanding features in the outlook from this viewpoint. The harbour's broad plane of water and the shallow shell-bank wrapping around a small lagoon within Munro Bay itself, complement the line of volcanic peaks that so dramatically contain the bay.</p> <p>The distinctive profile of the Marsden Point CINZ facility and the much more low-lying 'line' of the Northport facilities offer contrast of a somewhat different kind, with the elevated stacks and light coloured storage tanks being particularly apparent. Northport is, by contrast, much more visually recessive, although the superstructures, container stacks and logs atop berthed ships sometimes draw attention to it.</p> <p>Together with the broad sweep of low-lying land south and west of Marsden Point, this reinforces the dichotomy between the northern and southern sides of the harbour. While most of the outlook from this quarter remains imbued with a strong sense of naturalness, high levels of cohesion, legibility and expressiveness, it is also a landscape of marked contrasts. Even so, both the CINZ facility and port (as for Viewpoint 5) remain relatively distant – just over 5km away – and even the scattering of houses and pasture around McLeod Bay and Reotahi fails to diminish the spectacular coastal landscape associated with this vantage point.</p> <p>Rating: High</p>
SENSITIVITIES:	<p>Nook Road becomes a gravel road immediately west of Munro Bay and is sporadically used to access and service the scattering of rural-residential properties that dot the peninsula out to Reserve Point. Use of it is sporadic, while a small number of locals appear to use Munro Bay itself for swimming, diving and other forms of recreation.</p> <p>The port, CINZ facility and elevated coastal terrace near Marsden Bay Drive provide a backdrop to areas of proposed wharf extension at both ends of the current port. Again, even with the potential future loss of the former refinery stacks and other elevated structures on its skyline, the industrial nature of most of Marsden Point would remain clearly apparent.</p> <p>Rating: Low</p>
PROMINENCE:	<p>As for Viewpoint 5 at Manganese Point, the reclamation and operations associated with both Berth 4 and the proposed expansion would meld seamlessly with the current port. Although the STS Cranes would increase the height of Northport's structural profile and 'skyline', they would remain distant and small-scale; certainly, much smaller than the existing CINZ facility stacks and storage tanks (which would, in all likelihood, remain even with the CINZ facility's conversion to a storage facility. As a result, the additional berths, shipping and cranes would have a quite limited impact on the wider values of the harbour and its Whangarei Head margins.</p> <p>Rating: Low</p>
LANDSCAPE EFFECTS:	<p>See Viewpoint 5.</p> <p>Rating: Low (the proposed expansion alone and with Berth 4, cumulatively)</p>
NATURAL CHARACTER EFFECTS:	<p>See Viewpoint 5.</p> <p>Rating: Very Low (the proposed expansion alone and with Berth 4, cumulatively)</p>
AMENITY EFFECTS:	<p>See Viewpoint 5.</p> <p>Rating: Very Low (the proposed expansion alone and with Berth 4, cumulatively)</p>

VIEWPOINT 7. McLeod Bay (Attachment 14)

EXISTING VALUES:	<p>The craggy, weathered, form of Mt Aubrey dominates the skyline of McLeod Bay, enclosing its southern to south-western end, while the contained waters of Whangarei Harbour lap close to Whangarei Heads Road. Houses line the lower reaches of Mt Aubrey and the Reotahi peninsula, together with the inland margins of Whangarei Heads Road, while the actual road corridor meanders around the edge of the bay and a few boats are scattered across its surface. As a result, McLeod Bay is typical of many of local settlements, with its enclave of housing and development in general clustered close to the harbour's edge, while the skyline and landscape around the bay is again dominated by the volcanic profile of Mounts Manaia and Aubrey, together with bush clambering up their steep side slopes.</p> <p>The far (southern) side of the harbour largely comprises a narrow strip of coastal terrace and – in views from the northern end of the bay – port development and cargo ships. The hills around Takahiwai and, more remotely, the Brynderwyns, offer a slightly more elevated 'frame' for both McLeod Bay and the wider harbour. This contributes to the very evident contrast between the more dynamic landforms and coastal edge in the foreground to middle distance and the rather more, low-lying, highly modified, landscape elements exposed to viewing across the harbour. The port is a clearly visible component of that 'far side', but it lacks the proximity and presence to greatly affect the qualities more apparent within and immediately around McLeod Bay.</p> <p>As a whole, the bay landscape has considerable appeal: it benefits from the way in which the McLeod Bay settlement is enclosed and cossetted by the surrounding peaks and bush, and the interplay between natural and cultural elements. Consequently, the local landscape is both characterful and distinctive, displaying considerable aesthetic and recreational appeal, without having the prerequisite levels of naturalness that are associated with ONLs (in terms of Section 6(b) of the RMA).</p> <p>Rating: Moderate / High</p>
SENSITIVITIES:	<p>Whangarei Heads Road is the main thoroughfare to and from the various communities between Parua Bay and Ocean Beach, and also provides access to Pataua South and Taiharuru. It caters to a mixture of local traffic, visitors / tourists and commercial road users, and exposes road users to a series of views and vantage points between Tamaterau and Urquharts Bay. In addition, it serves the local community of McLeod Bay and provides access to the coastal reserve that lines the harbour side of the road corridor. Together with the beachfront it caters to those using McLeod Bay for swimming, picnicking and other forms of predominantly passive, recreation.</p> <p>Rating: Moderate</p>
PROMINENCE:	<p>Berth 4 and the proposed expansion will be screened from view by the outer edge and slopes of Mt Aubrey and Reotahi.</p> <p>Rating: Very Low</p>
LANDSCAPE EFFECTS:	<p>See comments in relation to Landscape Effects above.</p> <p>Rating: Very Low (the proposed expansion alone and with Berth 4, cumulatively)</p>
NATURAL CHARACTER EFFECTS:	<p>See comments in relation to Landscape Effects above.</p> <p>Rating: Very Low (the proposed expansion alone and with Berth 4, cumulatively)</p>
AMENITY EFFECTS:	<p>See comments in relation to Landscape Effects above.</p> <p>Rating: Very Low (the proposed expansion alone and with Berth 4, cumulatively)</p>

VIEWPOINT 8. The Heights, Reotahi (Attachment 15 & BM Viewpoint 4)

EXISTING VALUES:

Elevated approximately 60m above Reotahi's nearby beachfront off Beach Road, 'The Heights' subdivision offers panoramic views out over Whangarei Harbour's entrance and Marsden Point. While the steep, volcanic dome and bush of Mt Aubrey afford a peripheral frame for such views, the harbour channel and industrial paraphernalia of both the CINZ facility and existing port loom are the main points of interest in such views – backed by the distant arching profile of Bream Bay and the rising mass of the Brynderwyns. Indeed, few other vantage points offer such a complete appreciation of the complex interplay between man-made and natural components of the Marsden Point / Whangarei Heads landscape – made all the more explicit and dramatic by the elevated nature of the outlook from this quarter.

It would probably be fair to describe the harbour channel as the 'glue' that binds these quite disparate elements together, but both the port and CINZ facility effectively match the harbour waters as key focal points within most of the views exposed to this viewpoint and its suburban surrounds. Such views quite explicitly reveal the various dichotomies and different 'faces' of the local landscape. Although, therefore, capturing a landscape that is far from natural, they nevertheless show it to be highly expressive, dramatic, dynamic and, for many, aesthetically appealing – perhaps precisely because of the very contradictions and tensions that such views expose.

Thus, unlike most other views addressed in this assessment, the main focus tends to fall on a wide range of cultural landscape components – the CINZ facility's stacks and tanks, log stacks, ships, light columns and even nearby houses – as opposed to the more natural elements and qualities described elsewhere around the harbour and Whangarei Heads. Moreover, this is a landscape in which contrast and counterpoint are perhaps more important than cohesion and unity. As such, it is not a landscape that is important in RMA Section 6(b) terms, but it remains appealing and significant in its own distinct way.

Rating: **Moderate**

SENSITIVITIES:

The Heights is part of a residential community that is stretched across the lower slopes of Mt Aubrey. Most of those living within this sector enjoy views towards the harbour and its margins, including the existing port and CINZ facility – both from their houses and outdoor areas.

The proposed expansion, together with Berth 4 will be directly enclosed by the existing port and CINZ facility, with the latter also providing the immediate backdrop to such expansion. Dredging would occur within the Northport turning basin and jetty pocket, being on the near side of the current port beachfront that presently extends through to the CINZ facility jetty.

Rating: **Moderate - High**

PROMINENCE:

Reotahi sits just on 1km from the existing wharf edge, with The Heights approximately another 200m uphill and inland from that mark. Although the entry channel narrows to some 730m between the beach next to the CINZ facility jetty and Lort Point, this still represents the closest that a sizeable residential community and public beaches get to Northport. Those living on Reotahi's more elevated slopes would be able to clearly see both Berth 4 and the proposed expansion sitting to the left (east) of Northport's current berths and operational area, and in front of the existing CINZ facility.

In addition, key structures associated with both Berth 4 and the proposed expansion – including their light towers, STS and Gantry Cranes, container stacks, and general infill of Marsden Point Beach – would be clearly evident. The STS Cranes would appreciably elevate the profile / skyline of the Port as whole, while berthed ships would also serve to increase the apparent length of the expanded port. The expanded line of shipping would create a much more prominent port 'edge'.

At the other end of the port, the proposed bird roost would be totally subservient to the Port's line of berths and shipping. It would scarcely register at all.

Rating: **High**

LANDSCAPE EFFECTS:

Both the Berth 4 development and proposed expansion will visibly lengthen the port and straighten its harbour edge. They would jointly displace most of the beach area in front of the CINZ facility, with the proposed extensions simplifying the coastal edge

fronting Marsden Point. In turn, this would diminish some of its variability and the apparent channel width. This expansion would be reinforced by the introduction of new, larger, cranes to the expanded wharf edge, new lighting columns and a matrix of new, taller, container stacks at the eastern end of the Port – instead of the log stacks that currently dominate it. More ships would be visible berthed along the full length of the port, mainly comprising a medium to large container vessels, log carriers and general cargo ships.

Overall, these changes would tend to exacerbate the industrial / maritime character of Marsden Point, encroaching on the harbour margins and channel. Whereas Marsden Point Beach currently helps to buffer the CINZ facility, pushing that major industrial complex away from the harbour edge and softening its shoreline, the Berth 4 and proposed expansion developments would be much more 'hard', utilitarian, and industrial in nature. The CINZ facility and port area would, in effect, be drawn closer to Reotahi.

These alterations to the harbour coastline and landscape also have to be considered in light of the previously consented Berth 4 development next to the current Port edge. That development alone would give rise to a significant proportion of the effects just identified, with approximately half the new line of berths 'captured' by the Berth 4 site and many of its structural elements – the STS Cranes, container cranes and stacks, light towers, and operational area – shared with the proposed expansion. Although the proposed expansion site covers a much larger area, this difference shrinks considerably when addressing the port frontage – its harbourside area near the proposed berths – that faces towards Reotahi. As a result, the effects generated by both would be much more evenly shared than the areas of reclamation associated with each site indicate.

On their own, each of these projects would be sizeable and would appreciably expand the port, both physically and visually. However, the proposed expansion project would have a more direct impact on Marsden Point Beach and the form of the harbour. Cumulatively, the Berth 4 and proposed expansion developments both consolidate and intensify the industrial content of Marsden Point's shoreline and its contrast with both the remnant harbour and margins of Reotahi.

On the other hand, Northport's expanded facilities would remain consolidated within that part of Whangarei Harbour and its entry channel that is already hallmarked by the CINZ and Northport facilities. Even with the recent closure of the refinery, much of that structural environment and 'backcloth' appears likely to remain. Although some of the variability and perceived width of the harbour edge would therefore be lost, the general character of the southern harbour edge would remain similar to at present. The port and its operations would erode some of the aesthetic appeal of that far 'edge', but would not greatly affect the overall naturalness of the harbour landscape or its basic structure.

Moreover, the proposed dredging operations would largely merge with the ship movements and dock-side activity already visible from this vantage point.

Ratings: **Moderate** (the proposed expansion alone)

Moderate-High (the proposed expansion and with Berth 4, cumulatively)

NATURAL CHARACTER EFFECTS:

Although the outlook from elevated parts of Reotahi encompasses a significant part of the outer harbour, Berth 4 and the proposed expansion extensions will not significantly affect the interplay of natural and cultural elements in the harbour environment or its overall level of naturalness.

The one, quite obvious, exception to this is the loss of most of Marsden Point Beach. Although enclosed by the both the CINZ facility and port, so that the beach's current natural character values remain moderate, at best, the loss of its embayed water area, curving sand beachfront, and backdrop of both low dunes and pohutukawas, would be readily apparent. Notwithstanding the beach's surrounds, there would still be a discernible loss of natural character values within this part of the harbour coastline.

	<p>Implementation of the Berth 4 proposals alone would still result in many of the changes identified above, but they would not infill Marsden Point Beach and its bay area to the same extent as the proposed expansion. Consequently, the latter project carries 'more weight' in this regard than the Berth 4 project.</p> <p>Rating: Low - Moderate (the proposed expansion alone and with Berth 4, cumulatively)</p>
AMENITY EFFECTS:	<p>Key amenity effects associated with the port's expansion would be the in-filling of the beachfront next to the CINZ facility and the visual diminution of Marsden Bay. The proposed STS and Gantry Cranes, light standards, container stacks, ships and other elements associated with Northport's operations would also be more visually prominent than at present. This is likely to result in views towards the port appearing more utilitarian and more 'industrial' than at present.</p> <p>Lighting and awareness of activity in closer proximity to Reotahi would also be direct corollaries of these changes, although they would not have sufficient proximity or presence that they are likely to appear intrusive or excessively prominent to dominant. Indeed, as indicated above, such elements are already key components of present-day views from The Heights and other parts of Reotahi. Consequently, much as the view from this quarter would be likely to lose some of its variability, interest and aesthetic appeal, its fundamental nature and sense of aesthetic coherence would remain little affected by the proposed developments.</p> <p>Rating: Moderate (the proposed expansion alone and with Berth 4, cumulatively)</p>

VIEWPOINT 9. Beach Road, Reotahi (Attachment 16 & BM Viewpoint 5)

EXISTING VALUES:

See Viewpoint 8: although the viewing perspective from Reotahi's beachfront and Beach Road is much lower and 'flatter' – across the harbour – than that discussed in relation to Viewpoint 8, much the same compositional interplay of near and far landscape elements remains apparent: Reotahi's residential area and beach reserve are framed by the dramatic profile of Mt Aubrey, while the harbour edge opposite is already dominated by clearly articulated infrastructure of the CINZ facility and the existing port – even housing lining Marsden Bay and One Tree Point.

Yet, the beach area is also flanked by stark outcrops of volcanic tuff and clusters of pohutukawas intermixed with coastal shrubs. Together with rock columns that 'pop up' out of the foreshore and the harbour's littoral margins, this creates an environment that has considerable aesthetic and recreational appeal. It presents a stark contrast with the much harder, industrial environment and landscape that is clearly evident across the entry channel.

Again, therefore, the stark dichotomy between the near and far sides of the harbour is all too clear. Although the hills and bush around both Takahiwai and Brynderwyn soften the profile of the southern coastline slightly, both the port and CINZ facility remain the dominant features of Whangarei Harbour's southern shoreline.

Rating: **Moderate**

SENSITIVITIES:

See Viewpoint 8: although Beach Road and the adjoining Motukaroro Marine Reserve also cater for those wanting to dive, swim, picnic and recreate in and around the harbour's edge.

Rating: **Moderate – High**

PROMINENCE:

Most of the matters identified in relation to Viewpoint 8 are also applicable to this viewpoint. However, the lower viewing angle across the harbour would reduce the sense of encroachment into, and in-filling of, part of Marsden Point Beach and its bay. On the other hand, it would increase the perceived elevation of the line of berths directly opposite Reotahi's beach – in front of the oil terminal – together with the height of ships at those berths (especially large container vessels), the new STS and Gantry Cranes, light towers and container stacks. On the other hand, views from the beach and nearby coastline would offer less of an overview of the expanded operational area – towards the hard standing, woodchip piles, conveyors and sheds beyond the front edge of the port.

This also means that the Berth 4 and proposed expansion developments would, individually, be clearly visible and apparent without resulting in a very pronounced or significant level of change to views across the harbour. Cumulatively, their amalgam of berths, shipping, cranes, light towers and container stacks would be pronounced, but both developments – in total – would not have quite the same level of visual presence and transparency as when viewed from more elevated parts of Reotahi.

Rating: **Moderate-High**

LANDSCAPE EFFECTS:

While the beach area is much less elevated than Viewpoint 8, all of the points made in relation to that vantage point are pertinent to this vantage point. In particular, the four proposed STS Cranes and large container ships lining Berths 4 and 5 would be especially prominent, reinforcing the port / maritime aesthetic of the harbour's southern shoreline. To a certain degree, this would elevate the more utilitarian qualities of the wider harbour landscape, at the expense of some of its naturalness and aesthetic value – notwithstanding the existing Port's current profile and association with the CINZ facility.

Even so, the extent of the anticipated changes would not be quite as apparent as in views from more elevated parts of Reotahi, while the near side of Whangarei Harbour would still retain many of its unique qualities (as outlined above), together with its feeling of separation from Marsden Point.

As also indicated above, Berth 4 and the proposed expansion would equally roughly share the responsibility for the landscape changes and effects indicated. They would each contribute to additional industrialisation of the opposing coastline, although this

	<p>evolution of Marsden Point would – as now – be strongly contextualised by the current port facilities and the storage tanks, stacks and other infrastructure associated with the CINZ facility. Even with closure of the refinery, much of that structural environment and backdrop appears likely to remain. Consequently, the actual reclamation and expansion of the port’s operational area would be largely incremental. Much more apparent, and visually influential, however, would be the additional shipping lining the new berths, the STS Cranes, and perhaps even the new container activities at Northport’s eastern end. Together , these would generate effects that are appreciable, but not quite at the level of being high / significant.</p> <p>Ratings: Moderate (the proposed expansion alone) Moderate-High (the proposed expansion and with Berth 4, cumulatively)</p>
NATURAL CHARACTER EFFECTS:	<p>See Viewpoint 8. However, the infilling of Marsden Point Beach and bay would not be visible from this vantage point, so that most of the proposed changes that are visible would affect part of the harbour and its coastline that is already connected with the existing Port, both physically and perceptually.</p> <p>Rating: Low (the proposed expansion alone and with Berth 4, cumulatively)</p>
AMENITY EFFECTS:	<p>See Viewpoint 8. The height of the proposed STS Cranes and lighting, together with the expanded line of port berths, and shipping at them, would result in much more of the southern horizon being occupied by port structures and ‘activities’ – in various guises. Although the current Port and CINZ facility already dominate cross-harbour views from the general vicinity of this vantage point, the proposed developments and activities would exacerbate this visual ‘dominance’ and the perceived proximity of the Port as a whole.</p> <p>Ratings: Moderate (the proposed expansion alone) Moderate-High (the proposed expansion and with Berth 4, cumulatively)</p>

VIEWPOINT 10. Taurikura Bay (Attachment 17 & BM Viewpoint 6)

EXISTING VALUES:

Looking down the harbour from the eastern end of Taurikura next to Whangarei Heads Road, the more natural side of Mt Aubrey (comprising a regional ONL flanked by coastal margins that are identified as HNC and ONC Areas) is fully exposed to viewing, juxtaposed with both the settlement around Taurikura's beach and the industrial complex of the Marsden Point CINZ facility. The bush stretching across Lort Point and the crest of Mt Aubrey connects with that climbing the imposing volcanic massif directly behind Taurikura, while housing and the coastal road is concentrated close to the harbour edge. As with most other views already described, Whangarei Harbour's water area is the central focus within such views, carving a broad path between the conical form of Mt Aubrey and the lower-lying, industrial complexes of the current port and CINZ facility. Although dotted with moored boats in the foreground, it's simply plane provides counterpoint to both the natural sequence of bush, pasture and landforms around Taurikura and the array of infrastructure along the southern shoreline.

The resulting landscape is, like others around Whangarei Heads, both spectacular and full of contradictions. As for Viewpoints 5-9, it involves the interplay of cultural and natural dimensions either side of the harbour, with both the CINZ facility and port dominating the near side of Marsden Point and extending westwards, until Northport disappears behind Mt Aubrey's lower slopes near Little Munroe Bay and a pohutukawa-clad Lort Point. Both the CINZ facility and port are more recessive than in views from Reotahi, but the distinctive array of former refinery stacks, tanks, light columns, ships and other structural elements down the Marsden Point coastline clearly sets it apart from the more immediate landscape of Whangarei Heads.

This interaction, combined with the scattered housing and moored boats in the more immediate compass of Taurikura Bay, means that the harbour landscape cannot hope to meet the thresholds posed by Section 6(b) of the RMA. Nevertheless, much like the landscapes revealed around Munro and McLeod Bay, it remains a truly distinctive landscape that has considerable appeal.

Rating: **Moderate / High**

SENSITIVITIES:

Whangarei Heads Road is the main thoroughfare to and from the various communities between Parua Bay and Ocean Beach, and also provides access to Patua South and Taiharuru. It caters to a mixture of local traffic, visitors / tourists and commercial road users, and exposes road users to a series of views and vantage points between Tamaterau and Urquharts Bay. In addition, it serves the local community of Taurikura Bay and provides access to the coastal reserves at the centre of Taurikura Bay.

The proposed expansion and Berth 4 will sit between the CINZ facility's harbour frontage and jetty, and Northport's existing berths. Both existing complexes will provide an immediate backcloth to, and visual frame for, the proposed extensions.

Rating: **Low**

PROMINENCE:

Although the proposed expansion and Berth 4 developments will infill most of Marsden Point Beach and its bay area in front of the existing CINZ facility and straighten the edge of the coastline extending past the existing Port, little of this would be readily apparent from this viewpoint. Most of the proposed reclamation (Berth 5, then Berth 4) would simply merge with the existing port and adjacent CINZ facility – behind the CINZ jetty and ships berthed at it. This will remain the case even with the conversion of the CINZ facility to an oil and fuels storage facility.

The STS Cranes, berthed ships and even container stacks will be clearly visible, but even these would largely merge with the storage tanks and elevated unloading platform next to the CINZ facility, as well as the port's woodchip conveyor. Although the massed profile of the STS Cranes would tend to draw some attention to the port area, they would still be backed by the foothills rising west of the Ruakaka Flats and would sit within the envelope of industrial development already clearly apparent at Marsden Point.

The dredging operations would be too distant to be clearly discerned and have an effect.

Rating: **Low**

LANDSCAPE EFFECTS:	<p>Any changes to the composition of elements around the Marsden Point shoreline would be quite limited and would have no effect on the basic composition of the harbour landscape or its values. The proposed expansion and Berth 4 would contribute roughly equally to this subtle change.</p> <p>Rating: Low (the proposed expansion and with Berth 4, cumulatively)</p>
NATURAL CHARACTER EFFECTS:	<p>There would be no appreciable change to the natural character values of the harbour environment around Marsden Point.</p> <p>Rating: Very Low (the proposed expansion and with Berth 4, cumulatively)</p>
AMENITY EFFECTS:	<p>The proposed wharf extensions would not generate any feeling of intrusion or 'nuisance' and would have little or no impact on the aesthetic coherence and identity of the landscape visible from Taurikura.</p> <p>Rating: Low (the proposed expansion and with Berth 4, cumulatively)</p>

VIEWPOINT 11. McKenzie Bay (Attachment 18)

EXISTING VALUES:	<p>See Viewpoint 10. This vantage point offers an even more natural perspective of the outer harbour than the Taurikura Bay viewpoint, with the coastal settlements either side of McKenzie Bay screened from view, while both the CINZ facility and existing port recede into the far reaches of Whangarei Harbour.</p> <p>Rating: High</p>
SENSITIVITIES:	<p>Whangarei Heads Road is the main thoroughfare to and from the various communities between Parua Bay and Ocean Beach, and also provides access to Pataua South and Taiharuru. It caters to a mixture of local traffic, visitors / tourists and commercial road users, and exposes road users to a series of views and vantage points between Tamaterau and Urquharts Bay. Passing through McKenzie Bay, the road offers a series of glimpse to, and down, the main body of the harbour between pohutukawas and the odd mangrove.</p> <p>The proposed expansion and Berth 4 will sit between the CINZ facility's harbour frontage and that of the current port. Both existing complexes will provide an immediate backcloth to those extensions, even with the recent conversion to an oil and fuels storage facility.</p> <p>Rating: Very Low</p>
PROMINENCE:	<p>It would be all but impossible to differentiate the new wharf extensions and related structures from the CINZ facility and existing port.</p> <p>Rating: Very Low</p>
LANDSCAPE EFFECTS:	<p>There would be no appreciable change to the current harbour landscape.</p> <p>Rating: Very Low (the proposed expansion and with Berth 4, cumulatively)</p>
NATURAL CHARACTER EFFECTS:	<p>There would be no appreciable change to the current harbour's natural character values.</p> <p>Rating: Very Low (the proposed expansion and with Berth 4, cumulatively)</p>
AMENITY EFFECTS:	<p>There would be no appreciable change to the harbour's amenity values.</p> <p>Rating: Very Low (the proposed expansion and with Berth 4, cumulatively)</p>

VIEWPOINT 12. Urquharts Bay (Attachment 19)

EXISTING VALUES:	<p>Views from this vantage point share many of the middle distance and background characteristics described in relation to Viewpoint 11. However, the outlook from Urquharts Bay Road is also framed by the residential development that lines the inside of the road corridor, while moored vessels dot the south-eastern end of the bay. Views from this vantage point are also more open and simple than those – through coastal vegetation – from McKenzie Bay, and thus lack some of the intrigue and related appeal associated with that part of the Whangarei Heads coastline.</p> <p>Rating: Moderate / High</p>
SENSITIVITIES:	<p>Urquharts Bay Road serves a small community of local residents that look out across their decks, gardens and the road to Urquharts Bay and the harbour entrance. It is also used by visitors and tourists visiting Doc's Bream Bay Scenic Reserve at the western end of the bay – providing access to the Home Point gun battery, Smugglers Bay, Home Point itself, Busby Head and the coastal walkway to Bream head.</p> <p>The proposed expansion and Berth 4 will sit between the CINZ facility's harbour frontage and that of the current port. Both existing complexes would provide an immediate backcloth to those extensions.</p> <p>Rating: Very Low</p>
PROMINENCE:	<p>It would be all but impossible to differentiate the new wharf extensions and related structures from the CINZ facility and existing port, even with the anticipated changes to the former refinery's operations and structural profile. Although the proposed STS Cranes would conceivably break the horizon line above the current Port, while a slightly longer line of ships would, at times be berthed along its harbour frontage, they would be too distant to appreciably change the profile or visual character of the established industrial complex at Marsden Point.</p> <p>Rating: Very Low</p>
LANDSCAPE EFFECTS:	<p>There would be no appreciable change to the current harbour landscape.</p> <p>Rating: Very Low (the proposed expansion and with Berth 4, cumulatively)</p>
NATURAL CHARACTER EFFECTS:	<p>There would be no appreciable change to the current harbour's natural character values.</p> <p>Rating: Very Low (the proposed expansion and with Berth 4, cumulatively)</p>
AMENITY EFFECTS:	<p>There would be no appreciable change to the harbour's amenity values.</p> <p>Rating: Very Low (the proposed expansion and with Berth 4, cumulatively)</p>

VIEWPOINT 13. Home Point's Historic Gun Battery (Attachment 20)

EXISTING VALUES:	<p>More elevated than Viewpoints 11 and 12, the area around the WWII gun battery provides exceptionally 'long views' down the length of Whangarei Harbour. Such views also encompass the fuller array of peaks and ridges that frame the harbour entrance – from a bush-clad Mt Aubrey to Mt Lion and Home Point – while the contrasting profile and content of the Marsden / Ruakaka lowlands also registers very clearly. Both the CINZ facility and current port are viewed 'end on', with the former refinery's unloading jetty and dolphins standing proud off the end of Marsden Point's distal spit.</p> <p>The range of contrasting landscape patterns and values described in relation to other Whangarei Heads' viewpoints are also clearly evident in relation to this vantage point, with the harbour's waters acting as both a point of separation between its southern and northern coastlines and a major focal point / feature in its own right. Views from this quarter are further contextualised by the pohutukawas and other coastal vegetation below this viewpoint, together with the open parkland, and even the actual gun emplacements, immediately behind it.</p> <p>As a whole, therefore, the harbour landscape viewed from this quarter is again dramatic, dynamic, even spectacular, but it is also far from wholly natural. Despite this and the presence of the gun emplacements – which add a layer of historical context and richness to the area around this viewpoint – all of Home Point is identified as an ONL in the Whangarei District Plan and approximately half of Home Point (excluding the area around the WWII battery) is attributed the same status in the NRPS.</p> <p>Rating: High</p>
SENSITIVITIES:	<p>The Home Point part of DoC's Bream Head Scenic Reserve is a popular destination for visitors and tourists using the park, especially so over weekends and in summer. Viewed from this area, the proposed expansion and Berth 4 extensions would sit between the CINZ facility's harbour frontage and jetty, and the eastern end of the current port. Both existing complexes would frame and enclose the proposed berths, reclamation areas and associated development.</p> <p>Rating: Very Low</p>
PROMINENCE:	<p>The angle of view from Home Point reveals a small 'gap' and area of harbour water between the CINZ facility jetty / dolphins and the current port. That gap would be largely filled in as a result of the Berth 4 and proposed expansion developments, with both the port wharf area and ships berthed next to it drawing closer to the former refinery's jetty. This change would be visible as shown on Attachment 20 but would be completely obscured when ships are berthed at the CINZ facility – as is frequently the case.</p> <p>Even without such screening, the greater bulk of the proposed expansion and Berth 4 would merge with both the existing industrial development and activities at Marsden Point, even with the recent conversion of the CINZ facility to an oil and fuels storage facility. Ships berthed at the new wharf and the proposed cranes will be slightly more prominent, but again will be inseparable from the previous refinery and current port. Similarly, although the STS Cranes will be elevated above the existing Port, their skeletal profiles would not appreciably change the character of the wider industrial complex already established at Marsden Point.</p> <p>Rating: Low</p>
LANDSCAPE EFFECTS:	<p>There would be no appreciable change to the current harbour landscape.</p> <p>Rating: Very Low (the proposed expansion and with Berth 4, cumulatively)</p>
NATURAL CHARACTER EFFECTS:	<p>There would be no appreciable change to the current harbour's natural character values.</p> <p>Rating: Very Low (the proposed expansion and with Berth 4, cumulatively)</p>
AMENITY EFFECTS:	<p>There would be no appreciable change to the harbour's amenity values.</p> <p>Rating: Very Low (the proposed expansion and with Berth 4, cumulatively)</p>

VIEWPOINT 14. Mid-harbour Looking Eastwards (BM Viewpoint 7)

EXISTING VALUES:

In a similar vein to most of the other viewpoints, this mid-harbour vantage point reveals the full array of landscape features either side of Whangarei Harbour – from Takahiwai and Tamaterau at the western end of the central / outer harbour to Marsden Point, Home Point and a relatively distant Mt Lion. Mounts Manaia, Aubrey and Taurikura loom large to the left of view, while the lowlands of One Tree Point and Marsden Bay enclose the harbour waters to the right. Marsden Point's port and the CINZ facility act as natural 'aiming points' in the progression down the harbour, towards its mouth. While the foreground plane of the sea and Snake Bank dominate the immediate foreground, the tension already described – between both sides of Whangarei Harbour and the activities associated with them – remains clearly apparent. However, the port and CINZ facility are also sufficient distant that it is the interplay between the volcanic peaks of Whangarei Heads and the broad expanse of the harbour itself that is of most significance in terms of the qualities associated with this landscape.

As with other local vantage points, the view captured from mid-harbour is both varied and dramatic. It encompasses a quite spectacular interaction of land and sea, yet is far from pristine or 'natural'. The imprint of development and related activities is clearly apparent. This imprint becomes more obvious and prominent as one approaches Marsden Point, with both the port and CINZ facility commanding more attention. At the same time, however, the dramatically up-thrust line of peaks from Mt Aubrey to Bream Head also become increasingly dominant as one approaches both the port and Reotahi, so that the interplay between cultural and natural elements either side of the harbour becomes increasingly marked and, in many respects, spectacular.

Rating: **Moderate - High**

SENSITIVITIES:

Whangarei Harbour's main navigation channel connects an array of boat ramps, marina berths and mooring areas around Whangarei with the open waters of Bream Bay. It provides an important conduit for people past Marsden Point and the current Port, so that a veritable swathe of industrial development is revealed to passing boaties and fishermen – from oil storage tanks and the former refinery's stacks to the existing Northport berths, shipping and log piles. Marsden Point Beach, with its arc of sand backed by low dunes and coastal vegetation, offers contrast with both the CINZ facility and Northport facilities, and is firmly enclosed by them.

This outlook contrasts very markedly with views to the northern side of the harbour, which capture the majesty of Whangarei Heads' volcanic peaks, bush cover and intimate series bays, intermixed with pockets of long established, settlement. This visual and landscape dichotomy creates a marine / coastal landscape of 'two halves', while the channel between them – towards Whangarei acts as a point of clear demarcation and differentiation.

As a result, views towards the proposed expansion and Berth 4 are more firmly linked to the existing Port and CINZ facility, but the character and values of this coastline are also complicated by the presence of Marsden Point Beach / Bay between both complexes and acute awareness of the quite different, much more natural, landscape directly across the harbour channel.

Rating: **Low – Moderate**

PROMINENCE:

Approaching Marsden Point from the west, the port is viewed 'end on', so that Berth 4, then the proposed expansion, would merge with the current Northport berths, its operational area and the infrastructure of the adjoining CINZ facility. In fact, most of Berth 4 and the proposed expansion would be screened from view by the existing port and would integrate seamlessly with both existing Berths 2 and 3, and the CINZ jetty. However, the STS Cranes at the edge of the expanded Port, together with berthed ships, the new Gantry Cranes, and light towers within the new container terminal would all be much more readily apparent. The STS Cranes, in particular, would rise well above the skyline of the existing port, at the outer edge of the Marsden Point and its industrial area.

The proposed bird roost and its elevated island of sand would also register to some degree off the margins of Blacksmiths Creek, although its linear profile would meld with

	<p>that of the creek edge and port berths beyond, appearing like a natural sand bank until very close to it. By the time its more rectilinear profile becomes apparent, the nearby port would be much more dominant and visually influential than the roost.</p> <p>Similarly, the temporary dredging operations proposed would be all but invisible near Snake Bank but would become increasingly apparent as vessels pass the port. This is one of few vantage points from which the actual dredging could be viewed at close hand – although they would occur within the effective ‘umbrella’ of existing port operations and ship movements / activity.</p> <p>Rating: Low-Moderate (Dynamic)</p>
LANDSCAPE EFFECTS:	<p>Both Berth 4 and the proposed expansion will, in absolute terms, exacerbate the tension between quite different elements within and around Whangarei Harbour; in particular, between the volcanic peaks, bush and more natural harbour inlets down its northern side and array of industrial buildings, structures and activities lining its southern shoreline. Yet, such incursion would be small scale and incremental in nature, and it has to be balanced against the consolidation of industrial / port activities within part of the harbour that is already heavily modified and developed. Even initial dredging activities – presumably by a Trailing Suction Hopper Dredge or Backhoe Dredge (both comprise single vessel operations) – would occur almost literally within the ‘shadow’ of the existing port and refinery.</p> <p>The proposed bird roost would not appreciably alter this situation, remaining subservient to the various Northport elements described above and having a form and function that appears more ‘transitional’ – neither wholly artificial, nor wholly natural – than the rest of the port development. As such, it would have little impact in its own right.</p> <p>Consequently, as with views from much of the northern harbour margins, the enlargement of the port would be incremental, rather than new, and would affirm divisions within the harbour landscape that are already well established. Importantly, the expanded port would not add to the sense of encroachment into the harbour channel and its passage through to Home Point, even though it would extend into Marsden Bay near Blacksmiths Creek. For the most part, therefore, the harbour’s water area would remain largely intact, despite this incursion into the margins of Marsden Bay.</p> <p>Overall, the proposed reclamations and wharf extensions (together with new cranes, berths, additional ships, lighting, etc) will increase the tension between the harbour’s cultural and natural ‘halves’, but not to the point where the character and values of the harbour are appreciably altered.</p> <p>Rating: Low – Moderate (the proposed expansion and with Berth 4, cumulatively)</p>
NATURAL CHARACTER EFFECTS:	<p>As indicated above, the proposed wharf extensions, expanded shipping activities, and dredging would consolidate the perceived differences between various parts of Whangarei Harbour and its margins in terms of natural character values – especially so, given the dynamic nature of travelling up or down the harbour. In particular, it would add to the concentration of industrial type structures and activities at Marsden Point and, thus, would diminish the natural character values of the wider harbour environment, albeit to a limited degree. However, given Marsden Point’s current visual signature and profile before reaching Berth 4 and the proposed expansion (when travelling from west to east), it is considered that such effects would be quite limited.</p> <p>Rating: Low (the proposed expansion and with Berth 4, cumulatively)</p>
AMENITY EFFECTS:	<p>The wharf extension proposals and dredging would not generate any appreciable sense of intrusion or ‘nuisance’ in relation to harbour users. However, the outer harbour would be increasingly characterised by the amalgam of industrial activities and shipping near the harbour entrance. This would subtly reduce the visual prominence and primacy of the series of volcanic peaks across the harbour and the naturalness of at least part of the harbour entrance – as described above in relation to natural character effects. The aesthetic coherence and pleasantness of the harbour would be subtly reduced.</p> <p>Rating: Low (the proposed expansion and with Berth 4, cumulatively)</p>

VIEWPOINT 15. Mid-harbour Next To The CINZ facility Jetty (BM Viewpoint 8)

EXISTING VALUES:	<p>The dynamic experience of approaching and passing the port from the opposite direction – from the open sea travelling up Whangarei Harbour – is very markedly shaped by exposure to the Marsden Point CINZ facility, its berthage and unloading facilities, and a plethora of industrial infrastructure immediately behind the Marsden Point shoreline. Consequently, much as the peaks arrayed on the northern skyline provide a series of dramatic and spectacular points of reference on the northern skyline and the beach between the existing port and CINZ jetty breaks up this industrial frontage, it is impossible to ignore the man-made, qualities that are already so clearly associated with Marsden Point.</p> <p>Rating: Low</p>
SENSITIVITIES:	<p>See Viewpoint 14.</p> <p>Rating: Low - Moderate</p>
PROMINENCE:	<p>Vessels travelling into, and down, Whangarei Harbour would initially be screened from the wharf extensions by the CINZ facility and its large jetty, together with any vessels berthed at it. However, once past these structures, the combination of the eastern wharf extension and cranes would be clearly apparent. In particular, the infilling of most of the Marsden Point Beach and its bay 'indent' would be obvious, together with the four new STS Cranes along the Port's outer edge, backed by container stacks and Gantry Cranes. The cranes, especially, would rise well above the rest of the Port and become signature features of the expanded Northport complex.</p> <p>Rating: Low to Very High (Dynamic)</p>
LANDSCAPE EFFECTS:	<p>See Viewpoint 14.</p> <p>Rating: Moderate-High (the proposed expansion and with Berth 4, cumulatively)</p>
NATURAL CHARACTER EFFECTS:	<p>See Viewpoint 14.</p> <p>Rating: Moderate (the proposed expansion and with Berth 4, cumulatively)</p>
AMENITY EFFECTS:	<p>See Viewpoint 14.</p> <p>Rating: Low-Moderate (the proposed expansion and with Berth 4, cumulatively)</p>

VIEWPOINT 16. Brynderwyn Hills Lookout (BM Viewpoint 9)

EXISTING VALUES:	<p>The top of the Brynderwyn Hills mark the effective point of entry and ‘gateway’ to both Bream Bay and Northland. Views from the crest of the Hills capture the broad sweep of the Bream Bay shoreline and its expansive sea area backed by the sharply serrated, highly distinctive profile of the Whangarei Heads and Bream Head. While views across a steeply undulating foreground, then more gently rolling middle distance are dominated by farmland intersected by shelterbelts and large tracts of bush – especially so near the foot of the Brynderwyns – framed by the rising foothills of the Mareretu Forest to the west. Even so, the eyes of most visitors and locals alike are inevitably drawn to the highly evocative profiles of Mounts Manaia, Taurikura and Lion on the far horizon, both framing and enclosing Bream Bay’s arcing inshore area and the entrance to Whangarei Harbour.</p> <p>Although views from this key vantage point also embrace significant development down the Ruakaka coastline, culminating in the Marsden Point CINZ facility, neither it, nor the current Port, have any real presence or impact on them. Northport’s facilities the adjoining CINZ facility and the wider matrix of development stretching from near the Waipu River to One Tree Point (and beyond) is simply too distant and too well screened by intervening landform and vegetation to appreciably effect the character and visual ‘signature’ of the sweeping landscape exposed to this viewpoint. Furthermore, even though gas flares associated with CINZ operations have historically drawn attention, they were too remote and infrequent to appreciably affect the values of the much wider landscape revealed by this important vantage point abutting the SH1 corridor.</p> <p>Rating: High</p>
SENSITIVITIES:	<p>Views from this vantage point capture the interplay of natural ‘structural’ elements that underpin Bream Bay’s coastline – including its bay landform, volcanic backdrop, coastal plain and western foothills – with the layers of human activity – primarily farming and forestry – that now also shape it. This view is highly important in its own right because of the way in which it reveals this interplay, while the viewpoint’s association with SH1 and its aforementioned ‘gateway’ role amply both its importance and sensitivity to change.</p> <p>On the other hand, this viewpoint is also 24km from the current port, with a swathe of intervening landforms, vegetation and open sea assuming much more importance than the distant array of industrial development on the southern edge of Whangarei Harbour.</p> <p>Rating: Low</p>
PROMINENCE:	<p>Both Berth 4 and the proposed expansion would be completely subsumed by the wider industrial landscape of Marsden Point. With the possible exception of the STS Cranes in some light conditions, it would be all but impossible to see the proposed developments at the eastern end of the current port, while the cranes would have much the same – very low – level of visual presence as the current CINZ facility stacks and its other elevated structures.</p> <p>Rating: Very Low</p>
LANDSCAPE EFFECTS:	<p>There would be no appreciable change to the Bream Bay landscape.</p> <p>Rating: Very Low (the proposed expansion and with Berth 4, cumulatively)</p>
NATURAL CHARACTER EFFECTS:	<p>There would be no appreciable change to the natural character values of the coastline stretching from Waipu Cove to Whangarei Harbour and Bream Head.</p> <p>Rating: Very Low (the proposed expansion and with Berth 4, cumulatively)</p>
AMENITY EFFECTS:	<p>There would be no appreciable change to the visible coastline’s amenity values.</p> <p>Rating: Very Low (the proposed expansion and with Berth 4, cumulatively)</p>

VIEWPOINT 17. Takahiwai Road (BM Viewpoint 10)

EXISTING VALUES:

Looking eastwards from more elevated sections of Takahiwai Road, most of the central body of Whangarei Harbour is revealed, flanked by lowland margins that climb quickly into the foothills around the road corridor and, further west, Takahiwai Marae. The undulating, often sharp edged, profile of Whangarei Heads encloses the northern side of the harbour, while a series of ridges and tracts of bush step down to the harbour's open waters and enclose its coastal plain to the south. As a result, much of the outlook from this quarter is dominated by both rural activities – essentially farming – while the harbour's waters, its mangrove covered margins, a complex layering of landforms and stands of bush lend the outlook from Takahiwai Road a much more natural demeanour and character. Most visible development – from farmhouses in the foreground to the settlements down the northern side of the harbour, and industrial structures at Marsden Point – appears, by contrast, quite small scale and /or distant. As a result, views from this quarter combine the various rural and natural elements that frame Whangarei Harbour (both physically and visually) in a highly appealing and significant fashion.

Rating: **High**

SENSITIVITIES:

The greater bulk of the landscape visible from Takahiwai Road dominated by the various elements described above, and the resulting combination of both coastal and volcanic features exposed to the road is both spectacular and important in its own right. Furthermore, the road is symbolically important because of its role in providing both physical and symbolic connection with Takahiwai Marae.

On the other hand, both the existing Port and CINZ facility, sitting at the figurative 'foot' of Mt Lion and Bream Head, are both remote and difficult to clearly see. Although central to the cluster of development near the mouth of Whangarei Harbour, both complexes are too distant for most of their details to be clearly apparent – apart from the orange and white ringed (former) refinery stacks and an array of larger oil storage tanks.

Rating: **Low - Moderate**

PROMINENCE:

Both Berth 4 and the proposed expansion would be 'lost' amid the existing port and CINZ facility at Marsden Point. Although the proposed STS Cranes would lift the industrial skyline of the port area, they would remain within the industrial 'bubble' of development already apparent at Marsden Point. As such, they would be extremely difficult to visually differentiate from that surrounding matrix of existing development and structures, or indeed from the backdrop of rising peaks and hill country across the adjacent harbour.

Rating: **Low**

LANDSCAPE EFFECTS:

The STS Cranes would subtly amplify the industrial content and 'skyline' of the existing industrial matrix at Marsden Point. However, the character of that existing matrix would not appreciably change or expand. The values associated with the wider harbour landscape would be little affected by their addition to the harbour landscape, while the Berth 4 and proposed expansion developments below the cranes would have no appreciable impact at all.

Rating: **Low** (the proposed expansion and with Berth 4, cumulatively)

NATURAL CHARACTER EFFECTS:

There would be no appreciable change to the natural character values of the coastline of Marsden Point and the rest of Whangarei Harbour. If anything, the various developments proposed would confirm the already apparent contrast between a highly modified, industrialised area and the remainder of the harbour, which balances natural elements and features with small scale pockets of coastal settlement

Rating: **Very Low** (the proposed expansion and with Berth 4, cumulatively)

AMENITY EFFECTS:

There would be no appreciable change to the visible coastline's amenity values.

Rating: **Very Low** (the proposed expansion and with Berth 4, cumulatively)

VIEWPOINT 18. Pirihi Road (BM Viewpoint 11)

EXISTING VALUES:	<p>Pirihi Road looks out across the open terrace of farmland at the southern edge of Whangarei Harbour towards the distant peaks of Manaia, Taurikura and Mt Lion. In the foreground, views are totally dominated by a flat expanse of open pasture – merging with mangroves near the harbour edge – while the middle distance, closer to One Tree Point is traversed by a mixture of mature shelterbelts – willows, macrocarpa, pines and eucalypts. While the coastal terrace and its mangroved edge conceal most of the nearby harbour and its water body, the layers of multiple old shelterbelts screen all of the existing port and CINZ facility, apart from a few elevated light standards and the previous refinery's more elevated stacks. All of these elements appear remote and have little real impact on the working, rural qualities of most of the landscape between Pirihi Road and One Tree Point / Marsden Cove.</p> <p>The actual harbour and Whangarei Heads are much less significant in relation to this vantage point than they are in respect of views from Takahiwai Road and Marae, nearby – both of which are much more elevated.</p> <p>Rating: Low-Moderate</p>
SENSITIVITIES:	<p>The rural, 'working landscape' revealed when looking from Pirihi Road towards the harbour entrance and Marsden Point is largely screened from the quite distant industrial enclave at Marsden Point, as well as from residential development much closer at One Tree Point. As a result, the port and CINZ facility have little impact on the character of this coastal / hinterland landscape.</p> <p>Rating: Low</p>
PROMINENCE:	<p>See Viewpoint 17.</p> <p>Rating: Low</p>
LANDSCAPE EFFECTS:	<p>See Viewpoint 17.</p> <p>Rating: Low(the proposed expansion and with Berth 4, cumulatively)</p>
NATURAL CHARACTER EFFECTS:	<p>See Viewpoint 17.</p> <p>Rating: Very Low(the proposed expansion and with Berth 4, cumulatively)</p>
AMENITY EFFECTS:	<p>See Viewpoint 17.</p> <p>Rating: Very Low(the proposed expansion and with Berth 4, cumulatively)</p>

VIEWPOINT 19. Takahiwai Marae (BM Viewpoint 12)

EXISTING VALUES:	<p>Takahiwai Marae's wharenui offers a panoramic overview of the central part of Whangarei Harbour and its southern coastal plain extending towards Marsden Point and Ruakaka. Mangroves line much of the near foreshore and harbour margins, so that when looking towards the harbour entrance a narrow strip of open waters is backed by the dynamic, sharply uplifted, volcanic peaks of Manaia and Mt Aubrey, Taurikura and – in some views – Mt Lion. Pockets of remnant bush and old shelterbelts both frame and intrude into this outlook so that views in the direction of Marsden Point and Ruakaka are largely limited to bands of gently undulating, then flat, farmland near Pirihi and Takahiwai Roads. Little of the development stretching from One Tree Point and Marsden Cove out to the CINZ facility is therefore visible, with just the linear stacks on the skyline occasionally visible.</p> <p>Consequently, the main body of the harbour and the peaks beyond it convey much of the special character of the area around the marae and the mid-harbour coastline, devoid of significant degradation derived from the nearby port, CINZ facility or residential development east of One Tree Point. Although the CINZ stacks are sometimes visible on the Bream Bay skyline, they are too small and remote to have a significant and adverse impact on the more natural qualities of this outlook.</p> <p>Rating: High</p>
SENSITIVITIES:	<p>Takahiwai Marae is an important community and cultural centre that serves the Patuharakeke hapu of Ngati Wai. Its wharenui, backed by its Terenga Paraoa (meeting house), looks out over the coastal terraces below Takahiwai Marae, affirming the marae's strong spiritual connection with both Whangarei Harbour and Manaia.</p> <p>However, most of the harbour and coastal margins more directly exposed to the marae either remain undeveloped at present, or – across the coastal plain below – have been farmed and developed over many generations.</p> <p>Rating: High</p>
PROMINENCE:	<p>See Viewpoints 17 and 18.</p> <p>Rating: Low</p>
LANDSCAPE EFFECTS:	<p>See Viewpoints 17 and 18.</p> <p>Rating: Low(the proposed expansion and with Berth 4, cumulatively)</p>
NATURAL CHARACTER EFFECTS:	<p>See Viewpoints 17 and 18.</p> <p>Rating: Very Low(the proposed expansion and with Berth 4, cumulatively)</p>
AMENITY EFFECTS:	<p>See Viewpoints 17 and 18.</p> <p>Rating: Very Low (the proposed expansion and with Berth 4, cumulatively)</p>