APPENDIX 19

LANDSCAPE, NATURAL CHARACTER AND VISUAL EFFECTS

Appendix 19 includes:

- Appendix 19A: Landscape, Natural Character and Visual Effects Assessment;
- Appendix 19B: Visual Simulation Information;
- Appendix 19C: Visual Simulations 1-17;
- Appendix 19D: Visual Simulations 18-34.

APPENDIX 19A

LANDSCAPE, NATURAL CHARACTER AND VISUAL EFFECTS ASSESSMENT

MINISTRY OF BUSINESS, INNOVATION & EMPLOYMENT
HĪKINA WHAKATUTUKI

New Zealand Government
Te Kāwanatanga o Aotearoa

b r o w n

NORTHLAND DRY DOCK PROJECT
ASSESSMENT OF LANDSCAPE, NATURAL CHARACTER & AMENITY EFFECTS

Prepared For:

The Ministry of Business Innovation & Employment
Hīkina Whakatutuki

Brown NZ Ltd
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AUTHOR:	Stephen Brown

Brown NZ Limited
2D/707 Remuera Road
Remuera
Auckland 1050

p. 021 646 181

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1. Introduction

This report has been prepared by Brown NZ Ltd for the Ministry of Business Innovation & Employment / Hīkina Whakatutuki ('MBIE'). It addresses the landscape, natural character and amenity effects that would be generated by the development and operation of a proposed shipyard and drydock facility to be located at the western end of the current Northport berths at Marsden Point. This development will occur at the interface between the existing Port and Blacksmiths Creek, which, in turn, affords a physical buffer between port operations and the residential community of Marsden Bay, Marsden Cove and One Tree Point to the west. The effects associated with the proposal are evaluated with particular regard to those adjoining residential environments, together with:

- The Marsden Cove and Albany beachfront;
- The waters and wetland habitat of Blacksmiths Creek, together with its public walkway;
- The various communities lining Whangārei Heads on the opposite (northern) side of Whangārei Harbour – from Tamaterau to McKenzie Bay; and
- The rohe of both Patuharakeke (hāpu) and Ngatiwai (iwi) that embraces the harbour and Marsden Point, although this report is not a Cultural Values or Cultural Effects Assessment;
- The enclosed waters of the outer Whangārei Harbour; and
- The often spectacular, coastal and volcanic landscape of Whangārei Heads.

The effects of the proposed facility are also considered in the context of:

- The existing Northport berths and working port area;
- The adjacent Channel Infrastructure NZ ('CINZ') fuel storage facility; and
- The 'Heavy Industrial' zoned land that adjoins the current port and CINZ facility, extending southwards between Blacksmiths Creek and the Port Marsden Highway.

It is important to note that, even though this report specifically addresses the Northland shipyard and drydock facility proposal, it follows previous reports and statements of evidence that addressed Northport's now consented, development of Berths 4 and 5. Consequently, the following parts of this report have their foundation in, and are frequently similar to, those found in the Brown NZ Ltd reports prepared for Northport.

i) The site's landscape context and setting (Section 2 of this report);

ii) The proposal's statutory context and framework, apart from key provisions of the Fast-Track Amendment Act (Section 3);

iii) The range of effects applicable to the proposal (Section 4);

iv) The assessment methodology and the identification of representative viewpoints for detailed assessment (Section 5); and

v) The Night-time effects (Section 5.5).

Moreover, it is recognised that both Whangārei Harbour and the neighbouring coastline of Bream Bay Te Ākau are very significant from a cultural perspective. Patuharakeke and Te Parawhau (affiliated with Ngatiwai), both claim mana whenua over Whangārei Harbour and Marsden Point. Consequently, mManagement plans and reports prepared by these hāpu and iwi, which are relevant to the management of both coastal environments, are addressed in Section 6 of this assessment. These include Patuharakere's 2019 CVA report addressing *Northport Limited's 'Vision for Growth' Masterplan For The Expansion of Northport*.

1.1 The Shipyard and Dry Dock Proposal

As shown on **Attachments 1** and **2**, the proposed shipyard and drydock facility will comprise:

a) An 'triangle' of reclamation at the western end of the existing port berths and operational area, that will project into the harbour towards Blacksmiths Creek, in order to accommodate the proposed 'cut out' dry dock and vessels being transferred longitudinally to its hardstand;

b) The dry dock pocket will be 55m wide and 250m long (north to south);

c) A piled jetty structure will extend further west by 110m from the proposed reclamation, in order to temporarily accommodate berthed vessels – before and after docking – or for extended periods where works not requiring their haul-out can be undertaken;

d) A landside area for car parking, buildings associated with the dry dock, materials and equipment storage, and other ancillary operations; and

e) A variety of buildings will be developed both west and east of the dry dock, including an office and gatehouse, warehouse, workshop, substation, and compressor room.

In addition:

- Operations are to be undertaken utilising an amalgam of fixed and mobile plant, including the floating dry dock or a ship lift, mobile cranes (up to, a travelling or gantry crane (if fitted), and elevated work platforms / booms / skyjacks, and forklifts.

- Vessels may be encapsulated at times, and when this does occur, it will utilise scaffolding and plastic wrap.

- It is broadly anticipated that the dry dock will accommodate vessels less than 140m long 70% of the time and vessels over that length – between 140m and 230m long – up to 30% of the time.

- A number of vessels could be worked on within and near the dry dock at any one time.

The top of the pavement on the reclamation next to a proposed public access walkway – extending out from the Blacksmiths Creek Reserve – would be 6m high, at its lowest point, rising at a grade of 1% to the centre of the reclaimed area. This would marry with the height of the adjoining Northport hard stand and berths.

Dredging is to occur in three locations: within the dry dock 'cutout'; within the berth pocket in front of the proposed jetty; and within the turning basin 'in front of' the dry dock. However, it is understood that minimal capital dredging will be required beyond the spatial extent of that already consented by Northport. Dredging will be carried out by either a Trailing Suction Hopper Dredge ('TSHD'), a Cutter Section Dredge ('CSD'), or a Back Hoe Dredge ('BHD') in the dry dock's more confined areas.

A public walkway is also to be provided down the western edge of the proposed reclamation, linked to the existing Blacksmiths Creek Walkway, and this will culminate in a public fishing platform.

The reclamation will extend close to a proposed bird roost that is required as a condition of Northport's unimplemented 2025 consent for the port's eastern extension. Figure 7.4, extracted from T&T's report *Vision for Growth Port Development: Coastal Process Assessment, (*September 2022), shows the bird roost as originally proposed; however, the proposed shipyard reclamation will extend towards the location of the consented bird roost, and avifauna expert Dr Leigh Bull of BlueGreen Ecology recommends that its shape and location is amended.

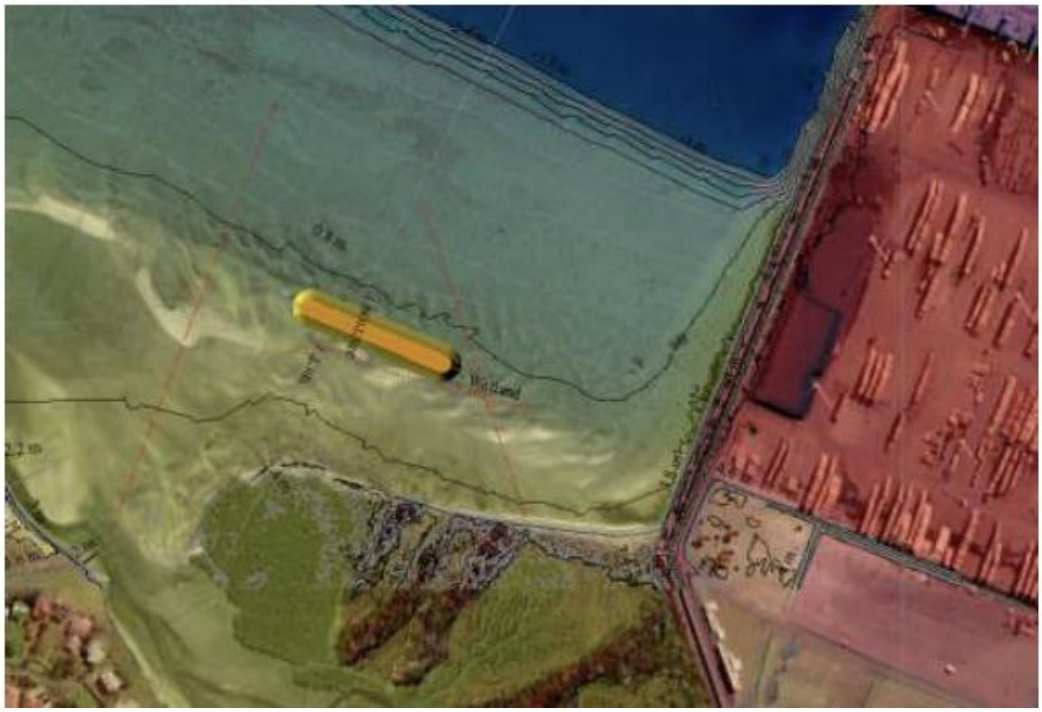


Figure 7.4, Vision for Growth Port Development: Coastal Process Assessment, September 2022

1.2 Mitigation

No landscape mitigation is proposed as part of the current Project. Although not part of Northport, it would appear to extend the current port area, and would rely on the physical buffer provided by Blacksmiths Creek, as well as existing mitigation planting between that wetland and adjoining stormwater ponds, to help limit the effects of the proposal. Some of the commentary in Sections 7.2 of this report highlights the positive effects that additional mitigation measures could have in relation to managing the effects of the Proposal, including planting of the reclamation's western margins and removal of the western jetty berth – abutting Blacksmiths Creek. However, these have not been developed to date, and as a result, are not specifically addressed in this assessment.

2. Landscape Context

The landscape that frames both the outer reaches of Whangārei Harbour and Marsden Point is one of multiple 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 Whangārei Heads;
- Between the enclosed, 'captured' waters of Whangārei 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.

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 Whangārei Heads Road or approaching the current port via the Port Marsden Highway and One Tree Point Road.

Within all 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.

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 Whangārei Harbour. Two large jetties and gantries are outliers to the former refinery, projecting out into the main harbour channel, and these are frequently occupied by tankers unloading at the two 'dolphins'. Northport's adjacent deep-water berths are constantly in motion, with logs being loaded onto ships, while trucks re-supply the large timber and timber chip stockpiles behind the main wharves.

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 Whangārei 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.

Even so, the key catchments more directly linked to the current proposal remain much closer to the main body of Whangārei Harbour:

- In the vicinity of the Port Marsden Highway and both business zones that line the southern approach along SH15;
- 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 Whangārei Harbour generally east of Tamaterau and Manganese Point; and
- The coastline of Whangārei Heads.

2.1 The Landscape Near Point Marsden Highway

Travelling down the Port Marsden Highway towards both Northport and the CINZ facility at Marsden Point, the elevated tanks and pipes of the previous refinery – in particular its red and white striped main stack – act as a visual magnet and reference point within a landscape that is otherwise largely dominated by a broad swathe of pasture that is occasionally subdivided by pine shelterbelts. While the distinctive outline of Mounts Aubrey and Manaia also becomes increasingly legible on the approach to both industrial estates, especially so near Marsden Bay Drive, this mostly flat, planar landscape also starts to reveal the storage sheds, log piles, ships and cranes that identify the current port. Large storage sheds both sides of Marsden Bay Road combine with an increasing number of stacks and the Northport facilities and activity. This amalgam of industrial elements, together with the heavy vehicle traffic on Port Marsden Highway itself, clearly lends the current landscape a rather utilitarian quality that is scarcely alleviated by the mixture of undifferentiated paddocks and gorse flanking the highway (see Photo 1, below).

Although views down the road corridor towards Mounts Aubrey and Manaia remain relatively clear and a block of macrocarpa, together with some native shrubs, helps to screen most of the previous oil refinery facility (now Channel Island NZ fuel storage facility, or 'CINZ') and its associated electricity substation near the intersection with Marsden Bay Drive, impressions remain of a landscape framing two major industrial complexes – as indeed it is. From this point through to the port and Whangārei Harbour, the landscape becomes increasingly dominated by the presence of both complexes, while the land leading out to them

is currently notable for both the emerging Ruakākā Energy Park (a solar farm and battery storage facility) – next to the Marden Point Highway – and various industrial units or premises, together with a storage facility, that straddle Marsden Cove Road. Consequently, this increasingly industrialised landscape provides a 'frame', both physically and visually, for the CINZ facility's tanks and infrastructure, which dominate the skyline to the right (east) of the port highway. Moreover, the very flatness of the Marsden Point terrain tends to accentuate the presence of these various structures, together with the utilitarian nature of the surrounding landscape, which becomes more pronounced the closer one gets to NorthPort.



Photo 1: Looking towards the existing port down the Port Marsden Highway

Consequently, this is very much a working landscape. Even though Mounts Aubrey and Manaia are centrepieces of the skyline visible down the highway corridor, the foreground and middle-distance views in all directions are overwhelmingly dominated by the flat coastal terrace which frames both the port and the CINZ facility. These leave an indelible mark on the Marsden Point landscape, while the combination of other industrial and residential development around Ruakaka simply accentuates its highly modified, development-dominated aesthetic.

2.2 Marsden Cove & One Tree Point

Views from around One Tree Point Road, Marsden Cove and Albany Road – including the beachfront at the edge of Marsden Bay – capture the western end of the Northport facility and the CINZ facility beyond the more natural, intervening, coastal margins of Blacksmiths Creek. Yet, from most of these locations, the main outlook is directly across Whangārei Harbour, towards Mt Aubrey, Mt Manaia, Taurikura and the wider sequence of sharply serrated, volcanic peaks that are fundamental to the outer harbour's signature (see Photo 2, below). Bush, and pockets of pasture extend down from the sharply etched profile of these old volcanoes to wrap around pockets of residential occupation and activity. At the very end of this 'chain', Mt Lion and Home Point decisively mark the outer limits of the harbour, while a broad phalanx of bush extending from Home Point to Busby Head, then out from Smugglers Bay to Bream Head, helps to further reinforce the more natural qualities of this 'bookend'.



Photo 2: Looking from One Tree Point towards Mt Aubrey, Taurikura, Mt Lion & the CINZ facility at Marsden Point

While this chain of volcanic peaks, and the mantle of bush spread across most of them, provides a strong and highly appealing degree of visual counterpoint to the broad expanse of harbour waters that fronts all of the views from both One Tree Point and Marsden Bay, the 'candy striped' main stack within the CINZ facility and an associated array of tanks, ships and structures jutting out into the harbour's entry channel provide an additional feeling of contrast and juxtaposition. Yet, these elements are not so dominant or intrusive that they compromise the more natural qualities of the harbour entrance and its northern coastline: rather, there a feeling of reasonably attractive tension is created and the harbour, as a whole, retains both its distinctive character and its dramatic natural values. Indeed, in some regards, this interplay may actually enhance those qualities in a comparative sense.

Importantly, both the port and CINZ facility remain rather peripheral to the open expanse of Marsden Bay in the foreground. Although also dotted by a few moored yachts near the entry channel to Marsden Cove's network of canals, most of the bay merges with the main body of Whangārei Harbour to create an expansive sea area that is largely free of modification and 'clutter'. It's simple, open, plane establishes the visual foundation for the interplay between the harbour and the jagged line of peaks on its far side. Although the edge of this landscape is also lined by housing development from the local yacht club through to Albany Road, a buffer strip of grass and pohutukawas down the steep escarpment next to One Tree Point Road and traversing Marsden Bay Reserve provides mediation which ensures that the coastal landscape revealed from this quarter is both dramatic and highly appealing.

2.3 Whangārei Heads

Most of the settlements between Reotahi and Urquharts Bay sit within a broad arc (between Darch Point and Home Point) that faces directly towards the port across the harbour's entry channel. As a result, both the Northport facilities and CINZ facility are key focal points in views towards, and across, the harbour entrance. Yet, this is not always the case: descending towards McGregors Bay and Taurikura Bay on Whangārei Heads Road, the volcanic relief of the surrounding hills, and their interplay with the waters of the northern harbour reaches, is a defining feature of many views. In particular, the distinctive profile and visual presence of Mt Lion and Home Point – joint sentinels at the harbour mouth – is a key facet of the Whangārei Heads landscape (see Photo 3, overbelow).



Photo 3: Looking from Whangārei Heads Road near Mt Manaia towards Mt Lion and Home Point

Outside the relatively sheltered waters and Whangārei Harbour, the waters off Smugglers Bay and Bream Head mark the junction with Bream Bay and the much more open and exposed seas of the Pacific Ocean – with just the distant Hen and Chicken Islands (Taranga Island and the Marotere Islands) providing any degree of protection from its oceanic swells. As a result, the waters facing the northern edge of Bream

Bay are frequently turbulent and wind-tossed, with the enduringly scenic qualities of this coastal landscape frequently matched by the turmoil of its sea surface.

At the apex of this interaction between two major sea bodies, DoC's Bream Head Scenic Reserve marks the outer limit of Whangārei Harbour, encompassing a series of features that wrap around the harbour entrance and connect with the spine of volcanic peaks that frame the sequence of northern bays and settlements already described. Although lying close to the string of coastal settlements described above and looking back towards a mosaic of housing spread across both Urquharts and Taurikura Bays, the Bream Head Scenic Reserve still conveys the feeling of being reasonably remote. It is also imbued with a strongly natural, elemental quality derived from the interplay of Smugglers Bay, Busby Head and Busby Head with the open waters of the Pacific Ocean. Although the area closer to the WWII gun emplacement at Home Point faces back to Marsden Point and the CINZ facility, it also reveals the full sequence of volcanic peaks and ridges that provide the backdrop to Whangārei Harbour and its necklace of northern coastline settlements. Again, such views capture the visual counterpoint of natural and cultural elements/features already described, together with the sheer drama and dynamic qualities of this landscape as a whole.

While Bream Head Scenic Reserve is only part of the wider Whangārei Heads landscape, many of the qualities associated with it capture the essence of the wider Heads landscape and its strong sense of appeal. It is a landscape that is far from natural overall, but which remains substantially defined by its volcanic underpinnings. These continue to provide a dramatic contrast with both the harbour entrance and the coastal flats directly across its water area. More broadly, the interplay of terrain, bush and coastal waters with both pockets of residential development and the much bolder forms of the port and CINZ facility, simply adds to the drama and dynamism of this landscape, which retains immense appeal regardless of its modification and development.

2.4 Identified Values

The Northland Regional Policy Statement identifies a number of regionally significant, Outstanding Natural Landscapes (ONLs) near Marsden Point, together with areas of High and Outstanding Natural Character – see Figure 2 overleaf. These substantially accord with the ONLs and HNC / ONC areas also identified in the Regional Plan for Northland 7. In addition, Map 16 of the Operative Whangārei District Plan – see Figure 3 overleaf – identifies additional district-level ONLs within Bream Bay and around Whangārei Heads.

Of most relevance to the dry dock 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 Whangārei 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 Mounts Manaia, Aubrey and Taurikura – directly opposite the current port.

- A strip of Notable Landscape (district plan) and ONL (Regional Policy Statement) running along Bream Bay's beachfront and dune corridor, south of the oil terminal boundary.
- An area of Outstanding Natural Character covering the eastern seaward slopes and bluffs on Mt Aubrey either side of Lort Point.
- An area of Outstanding Natural Character covering the seaward slopes and bluffs from Smugglers Bay through to Bream Head.
- Areas of High Natural Character within the harbour either side of the current navigation channel in and out of Marsden Point, including High Natural Character (HNC) areas covering Calliope Bank and part of Mair Bank, either side of the proposed navigation channel.
- An area of High Natural Character within Blacksmiths Creek.
- Areas of High Natural Character flanking Home Point and the series of coastal ridges and promontories in its vicinity that culminate in Busby Head.

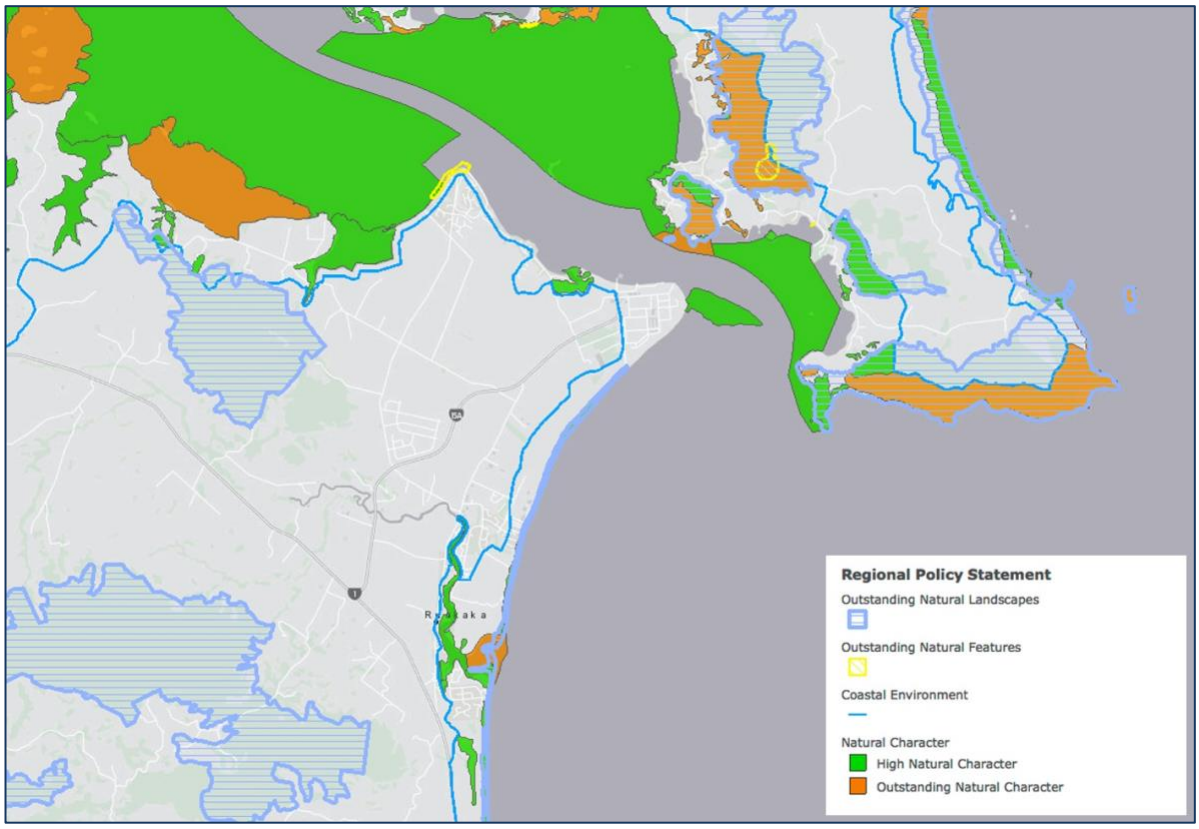


Figure 2: Operative Northland Regional Policy Statement map showing areas of Outstanding Natural Character (orange), High Natural Character (green) & ONLs (horizontal green stripes framed by a mauve border)

The Proposed District Plan (Appeals Version) mapping of ONC and HNC Areas mirrors that of the RPS, while the District Plan map, overleaf, more clearly highlights the ONLs around Marsden Point and Northport.

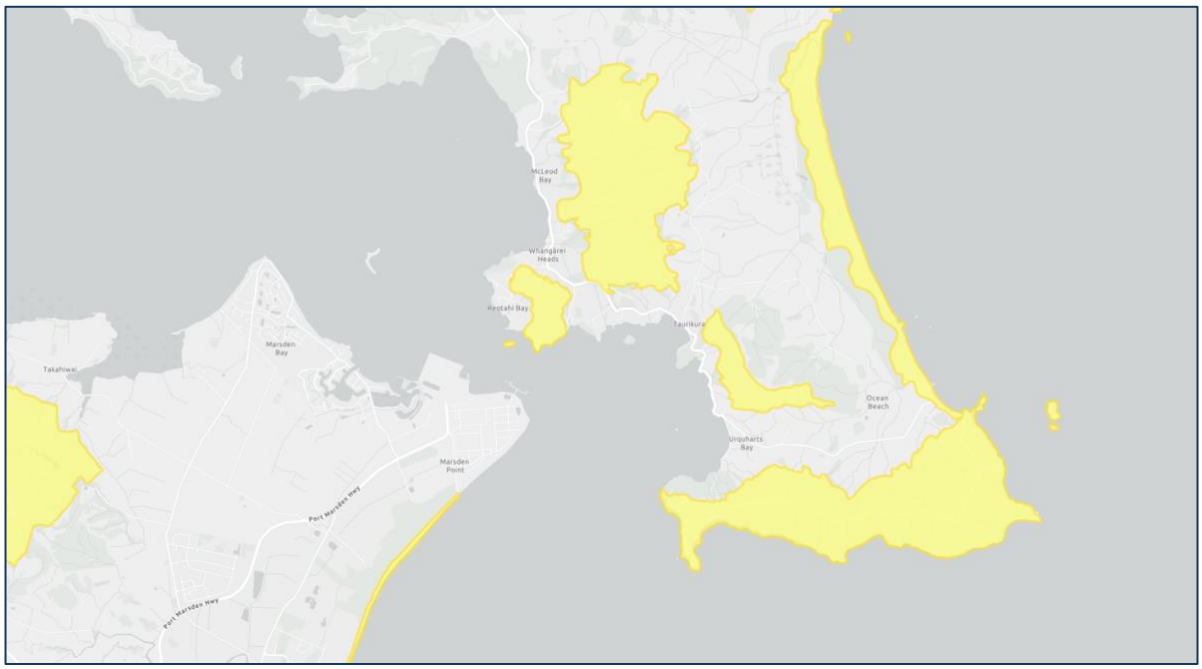


Figure 3: Proposed Whangārei District Plan Appeals Version: Areas of Outstanding Natural Landscape

This complex situation and the related proliferation of areas subject to landscape and natural character overlays highlights the various dichotomies and anomalies so apparent around 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 Whangārei 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 the proposal site and current and future port operations by little more than Blacksmiths Creek. Although that part of Bream Bay immediately south of the CINZ facility at Marsden Point retains vestiges of natural character (captured by the Notable Landscape Area of Figure 3, above) and areas of significant recreational appeal down its coastal edge, these are soon succeeded by the housing and industrial development closer to Ruakaka.

Hardly surprising, therefore, both the regional and district overlays for landscape and natural character reveal a veritable 'patchwork quilt' of areas of high or outstanding and much lower value. This simply reflects the highly variable nature and extent of both landscape and natural character values around Whangārei Harbour and the various dichotomies highlighted in the introductory part of Section 3.1 in this report.

3. Statutory Framework

3.1 The Fast-Track Amendment Act

The application for consent for the Northland Dry Dock proposal is being lodged under the Fast-track Approvals Act 2024 (FTAA), under Schedule 2 of the FTAA. The decision-making process and requirements of the Act require an assessment of actual or potential effects on the environment and identified provisions of the RMA. In this regard, it is noted that Whangārei Harbour is also subject to various provisions of the Northland Regional Policy Statement (Operative), the Regional Plan for Northland, and the Whangārei District Plan. The following is a summary of key provisions that are directly pertinent to the Proposal, together with maps that address the key areas of environmental significance and sensitivity identified in these statutory documents.

3.2 Regional & District Planning Instruments

The proposed Dry Dock will occupy part of Whangārei Harbour's 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** and the **Regional Plan of Northland**.

The **Northland Regional Policy Statement's** Policy 4.5.2 identifies parts of Northland's coastal environment and landscapes that are considered to be 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.*

The following landscape and natural character provisions are also 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 9 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 **Regional Plan of Northland** 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):

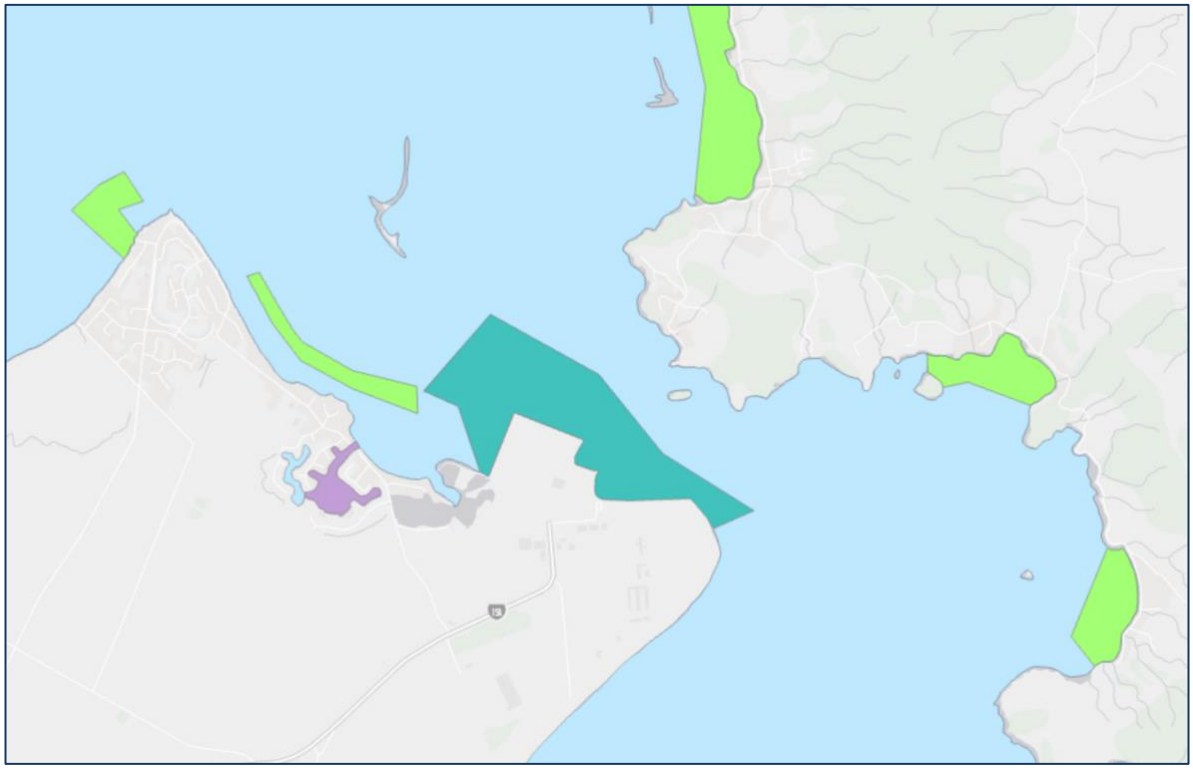


Figure 4: The Regional Plan for Northland: Coastal Commercial Zone shown in Turquoise

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 **Whangārei District Plan** 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 Marsden Bay.

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

Objectives	
PORTZ-O2 – Current Operation and Future Development	*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.*
PORTZ-O3 – Adverse Effects	*Manage the adverse effects of the Port and port activities on the environment.*
PORTZ-O4 – Public Access to the Coastal Marine Area	*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.*
PORTZ-O6 – Cultural Values	*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.*
Policies	
PORTZ-P1 – Regional Significance	*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.*
PORTZ-P5 – Adverse Effects	*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 flood control works) to ensure such works do not divert flood flow onto neighbouring properties or deplete flood plain storage capacity.*
PORTZ-P6 – Public Access to the Coastal Marine Area	*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.*
PORTZ-P9 – Cultural Values	*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.*

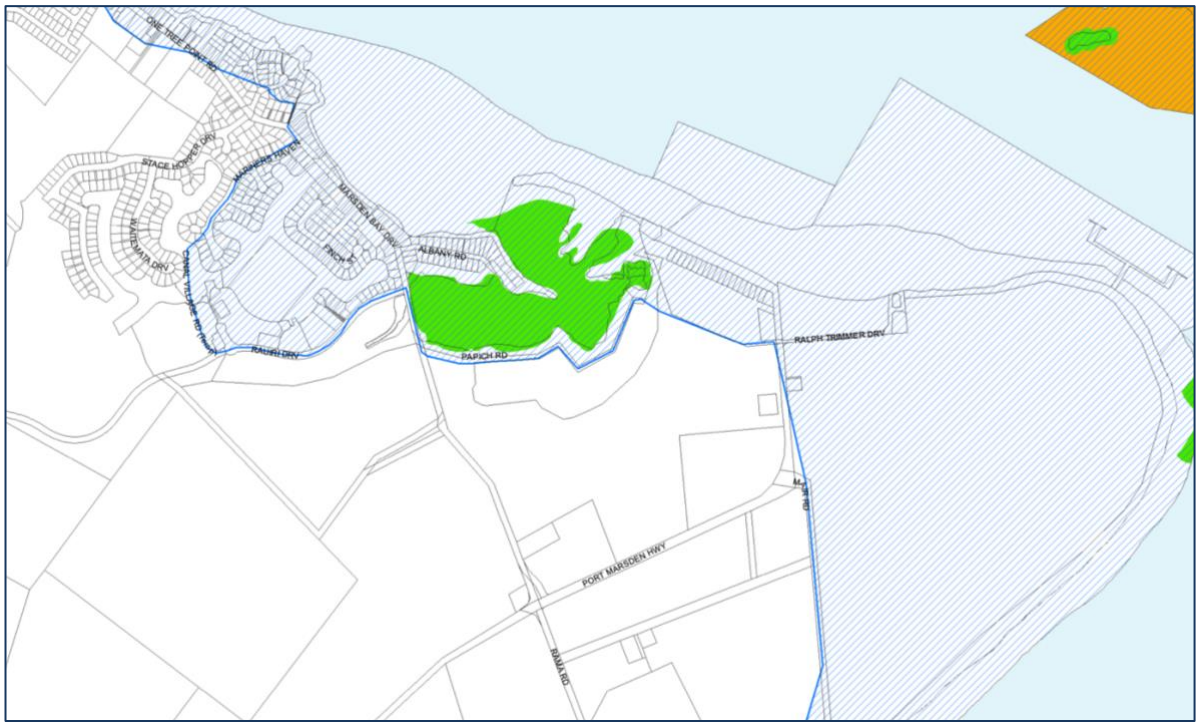
In addition, Coastal Areas Map 43C ("Marsden Bay", below), identifies Blacksmiths Creek and part of Marsden Point's distal spit – north-east of the CINZ facility – as Areas of High Natural Character, while Maps 35C-39C show other Areas of High Natural Character are also identified at:

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

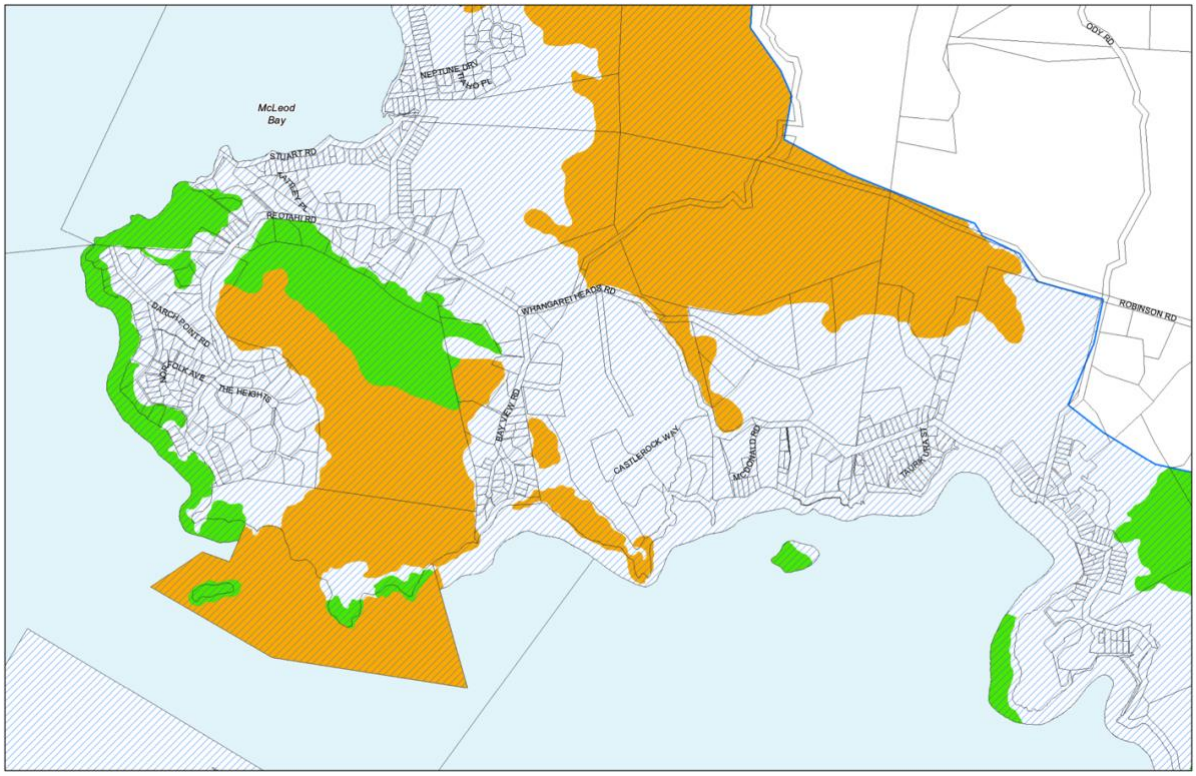
Areas of Outstanding Natural Character are identified on:

- 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.

Most of these HNC and ONC Areas are physically isolated from the area of proposed reclamation and dry dock development. However, the reclamation would be close to the Blacksmiths Creek HNC Area and the ONC Area, extending around Motukaroro Island and down Reotahi's eastern coastline, is located directly across the main harbour channel (Map 38C, below).



Map 43C Marsden Bay



Map 38C Reotahi

4. Potential Effects

In addressing the effects that the proposed reclamation and dry dock development will likely have on Whangārei Harbour, it is important to consider the values associated with different parts of the landscape / environmental setting already described. The following are brief descriptions of some of the factors that need to be addressed as part of this process.

4.1 Landscape Effects

As indicated in Sections 3.1 to 3.4, the landscape and natural character setting framing Whangārei's outer harbour is highly variable. However, key parts of that setting are identified as ONLs. Section 6(b) of the Resource Management Act identifies "*The protection of outstanding natural features and landscapes from inappropriate subdivision, use, and development*" as a matter of national importance. The so called 'modified Pigeon Bay' factors, that emerged in the findings of the Environment Court are now largely accepted as a starting point for the identification of such landscapes:

a) *natural science factors: the geological, topographical, ecological and dynamic components of the landscape;*

(b) *aesthetic values including memorability and naturalness;*

(c) *expressiveness (legibility): how obviously the landscape demonstrates the formative processes leading to it;*

(d) *transient values: occasional presence of wildlife; or its values at certain times of the day or of the year;*

(e) *whether values are shared and recognised;*

(f) *the landscape's value to tangata whenua;*

(g) *its historical associations.*

At the very least they provide a comprehensive check list of landscape 'layers' that may or should be addressed in making determinations about the relative values to be attributed particular landscapes, and the related effects that development proposals would have on them. The Operative Northland Regional Policy Statement builds on this by including the following summary of key characteristics and qualities associated with the ONLs surrounding Marsden Point and down the Bream Bay coastline:

BREAM HEAD / MANAIA SEQUENCE

Landscape characterisation *(including the identification of any specific characteristics)*

A highly distinctive and 'iconic' landscape sequence that defines the outer harbour and links out across the CMA toward Great Barrier Island. A gateway scene to entering mid Northland when passing over the Brynderwyn ridge. An anchoring element in a sequence of "ecological islands" with similar coastal indigenous forest associations that progress up the eastern coastline to the Bay of Islands and bridging into the mainland from local offshore islands. Collectively provide critical part of the Whangārei Heads area's social identity, providing an enframing/backdrop landform to each bay neighbourhood and a repeating theme that structures the experience of travelling through the broader Heads landscape.

Characteristic features are a very steep landform, rocky pinnacles (and headlands in some instances), high consistency of forest/shrubland cover (but with diversity in its composition) and close association with nearby harbour and open coast seascapes

Part of the distinction and definition of the component parts of this OLA results from the fact that each is typically isolated from the next within a fringe of agricultural grassland in more gentle foothills, further highlighting the rugged terrain and forest cover of the outstanding areas.

Whilst the majority of the identified unit encompasses contiguous areas of forest, scrub or shrubland vegetation, where linking or adjoining landform under pasture is clearly a part of the dominant elevated landscape element, these areas have also been included. Thus, the majority of the Bream Head sequence is within the unit, including:

- *pastured areas at the western and eastern ends;*
- *the forested ridge face of the Mt Lion Range, including the narrow areas of pasture between the forest and ridge crest;*
- *pastured areas linking Mt Aubrey with the harbour, and;*
- *areas of pasture on elevated land contained within the wider forest on the eastern face of the Manaia range.*
- *The unit is closely related to Hen and Chickens Island group (which is identified as a discrete OLA) in terms of landform, ecology, and sequence*.

EVALUATION		
Criteria	**Rank**	***Comment***
Natural Science Factors		
Representativeness	**5**	Heads sequence a signature of the Whangārei district and Northland region. Relates to view from Brynderwyn. Commonly found in photographs and other images that seek to convey an impression of Whangārei and Northland.
Rarity	**5**	High level of rarity at New Zealand level – very distinctive to this local area in terms of visual identity, geology and ecology.
Aesthetic Values		
Coherence	**4**	Strongly unified by rugged landform and contiguity of vegetation cover. Repetition of those key themes, and relationship with adjacent maritime area serves to bring an overarching coherence to the respective discrete areas, despite these being physically separated by lower land and pastoral cover.
Diversity & Complexity	**5**	Detailed and distinctive skyline. Convoluted site slopes with multitude of minor catchments. Diverse ecology.
Vividness	**5**	A bold signature and strong part of Northland's identity. Extremely distinctive and memorable. Commonly referred to as many levels by those living in the Heads area.
Naturalness	**4**	Very high levels of naturalness within unit, but influenced by proximity of settlements, farming and port complex. Proximity in turn allows for weed invasion and abutting uses that diminish naturalness. Indigenous forest cover is largely consistent over the unit, but there are some localized exceptions where elements of pasture are found in elevated locations such as the northern end of the Manaia range, where paddocks have been created near the ridgeline on localized areas that are less severe in their terrain. Closely related to marine waterbody. Small and complex drainage patterns on hill faces, largely ephemeral. Evidence of dramatic drainage and scouring

		during intense rainfall indicates ongoing formative processes, even in areas where landcover is predominantly natural.
Intactness	**4**	Good level of intactness within unit, although much of the vegetation cover is relatively young. Influence of natural cover along ridges on visual identity.
Experiential Values		
Expressiveness	**5**	Volcanic origins clearly conveyed by both landform and eroded skyline detail.
Sensory Qualities	**5**	Powerful views of unit entering Whangārei District and along harbour and Heads.
Transient Values	**4**	Strongly influenced by light conditions. Ridges create extremely distinctive silhouettes during dawn and dusk. Seasonal influences of rata and pohutukawa bloom.
Remoteness / Wildness	**3**	Proximity of settlements diminished, but strongly experienced to south of Bream Head and within forest.
Shared & Recognised Values	**5**	Landforms definitive in Heads community and physically shape and define where settlement has occurred.
Spiritual, Cultural & Historical Associations	**5**	Consultation was initiated during the mapping process, but has not led to any feedback within the required period. Well recorded and widely known Maori mythology applying to Manaia particularly. This is summarized on a public sign at Manaia's foot. Broad body of historical knowledge relating to early European and Nova Scotian settlement and use of Heads area.

4.2 Natural Character

Policy 13 of the amended (2025) NZ Coastal Policy Statement requires that the following matters be evaluated when exploring the natural character effects of development proposals within the coastal environment:

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

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

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

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

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

(2) Recognise that natural character is not the same as natural features and landscapes or amenity values and may include matters such as:

(a) natural elements, processes and patterns;

(b) biophysical, ecological, geological and geomorphological aspects;

(c) natural landforms such as headlands, peninsulas, cliffs, dunes, wetlands, reefs, freshwater springs and surf breaks;

(d) the natural movement of water and sediment;

(e) the natural darkness of the night sky;

(f) places or areas that are wild or scenic;

(g) a range of natural character from pristine to modified; and

(h) experiential attributes, including the sounds and smell of the sea; and their context or setting.

Again, the NRPS has evaluated areas of High and Outstanding Natural Character around Marsden Point with reference to such factors. However, the worksheet descriptions of those areas close to the current port and proposed dredging areas are largely devoid of detail apart from rather generic descriptions of the different Natural Character areas identified within the Coastal Environment and a summary of the referenced ecosystems applicable to each area:

NRC Map No: ***15***

Coastal Area Covered: *Whangārei Harbour – Darch Point to Home Point*

Open Coast – Home Point to Ocean Beach including Bream Head

Dominant Coastal Criteria Used:

Ridgeline/land contour: Yes Presence and extent of dunefields:

Ocean Beach

Presence and extent of coastal lakes, lagoons, tidal estuaries, saltmarshes, or coastal wetlands: N/A

Other Relevant Factors:

Defined areas of coastal hazard risk: Ocean Beach

Presence and extent of coastal vegetation:

See Q07/069 Manaia Ridge Scenic Reserve and Surrounds
Q07/070 Mount Aubrey Coastal Forest and Shrubland
Q07/073 Taurikura Ridge Bush
Q07/074 Bream Head Scenic Reserve and Surrounds; and
Q07/075 Ocean Beach Recreation Reserve and Surrounds in Natural Areas of Manaia Ecological District 2010

Presence and extent of habitats of indigenous coastal species including migratory birds: N/A …….

In fact, these somewhat rudimentary descriptions provide very little appreciation of the environmental conditions associated with the multiple areas identified as having ONC and HNC values around Whangārei Harbour. As a result, the RPS's landscape assessment and its descriptions of individual ONLs offer more insight into the nature of the environmental setting for the proposal than the worksheets directly addressing Natural Character values.

4.3 Amenity Effects

Section 7(c) of the Resource Management Act states that those exercising functions and powers under the Act shall have regard to (among other matters) "*The maintenance and enhancement of*

amenity values". Such values are defined as being "*those natural or physical qualities and characteristics of an area that contribute to people's appreciation of its pleasantness, aesthetic coherence, and cultural and recreational attributes*". Thus, whereas landscape is often associated with the sort of parameters already described, the concept of "*amenity*" focuses more directly on a certain cohesion of expression and unity of elements that give rise to a locality or landscape being considered 'pleasant', 'aesthetically cohesive' and having cultural or recreational appeal. Thus, for example, rural amenity has more to do with an area's continuity of character and aesthetic appeal than with how natural, endemic or structured and patterned it is. This may be reinforced by legible, repeated patterns – such as those associated with shelterbelts or stands of trees and repeated landforms – which become part of a locality's signature. Moreover, such patterns and elements can reflect the actions and imprint of humankind on a landscape although, more commonly, it reflects a certain repetition of residual natural features e.g., stands of bush, stream corridors or karst (limestone) outcrops.

Consequently, just as Whangārei Head's volcanic terrain, bush and harbour waters comprise the landscape's basic building blocks, local amenity values are derived from a wide range of experiences that contribute to the aesthetic value, identity and sense of place associated with those elements and local area as a whole – including:

- the myriad views to, and from, the harbour and its varied coastal margins;
- the recreational resources provided by local beaches and beachfronts;
- the spectacle and resource offered by DoC's Bream Head Reserve covering the northern side of the harbour mouth from Home Point to Bream Head, with its trails, beaches, bush and scenic promontories; and
- the waters of the harbour and its merger with Bream Bay – catering to fishermen, boaties and visitors alike.

As already implied, the outlook to Whangārei Harbour and Bream Bay clearly underpins much of the locality's residential appeal, and the interaction between land and sea is unquestionably a key part of the northern coastline's identity and sense of place. Local residents on both sides of the harbour are exposed to the highly appealing interplay between the landscape's sea areas with both an array of enclosing volcanic peaks and the dune plain around Ruakaka marching southwards towards the Brynderwyns.

Yet, these experiences don't exist in a vacuum, as if divorced from the very human activities and structures that surround most of the vantage points which afford this engagement and interaction. Just as the sharp faced hills, native forest and harbour waters are key components of the outer harbour's coastal landscape, it also contains a multiplicity of long-established cultural elements – from the many local settlements already described to the deep-water port and adjoining CINZ facility – that also contribute to the aesthetic appeal and 'coherence' of outer Whangārei Harbour, as well as its appeal as a recreational resource.

5. Effects Assessment

Adverse effects typically arise where there is evident discontinuity between the character and values of an existing environment and what is proposed, and where the resultant 'challenge' to the existing landscape 'order' is perceived in a negative light. Consequently, this section addresses the degree of landscape / environmental change associated with the proposed development relative to the existing environment and the magnitude of landscape / natural character / amenity effects arising from that change.

5.1 Receiving Environments & Audiences

Attachment 7 provides an indication of the land areas that would be theoretically exposed to the proposed expansion proposals, comprising:

The northern harbour coastline (from west to east):

- Tamaterau and Manganese Point
- Reserve Point and Munro Bay
- The southern end of McLeod Bay
- Reotahi
- Taurikura Bay
- McKenzie bay
- The sequence of hills and peaks around Mt Aubrey, Manaia and Taurikura

The southern harbour coastline:

- The elevated hill country west of Takahiwai Marae.

The audiences exposed to the proposed dry dock, shipyard and associated dredging would therefore include:

- Residents in the various settlements, farm parks and rural-residential blocks from just east of Tamaterau and Manganese Point to Munro Bay, then from the southern entry point to McKenzie Bay (though excluding the majority of McLeod Bay)
- Road users on Whangārei Heads Road and the subsidiary roads off it – including those using Whangārei Heads Road
- Those visiting the series of reserves between Tamaterau and Urquharts Bay, including those visiting Motukaroro Marine Reserve off Reotahi
- Those visiting the Marsden Bay Reserve and beachfront and coastal reserve strip next to One Tree Point Road
- Trampers climbing Mounts Aubrey, Manaia, Taurikura, Lion, home Point and Bream Head

- Takahiwai Marae members and visitors.

However, **Attachment 3** does not show the sizeable harbour sea area that would be exposed to the proposed development. Consequently, a range of maritime audiences would also see it, including:

- Recreational divers, snorkellers and others visiting Motukaroro Marine Reserve
- Recreational boaties and fishermen using the harbour entry channel and / or moorings off Taurikura, Parua Bay, McLeod Bay, Marsden Bay and other parts of the harbour
- Visiting yachties from other parts of the South Pacific
- Seamen and fishermen on trawlers, cargo ships and tankers
- Swimmers, picnickers and other using local beaches – notably at Marsden Cove, McLeod Bay, Reotahi and Taurikura.

5.2 Assessment Method

To provide a representative 'view' of the wharf extensions and dredging, the following viewpoints have been selected that capture a range of views towards the existing port and its harbour edge. These viewpoints correlate with the photos contained in **Attachments 9-22**, while **Attachment 8** shows the location of each viewpoint.

In addition, Virtual View Ltd have prepared photos and visual simulations (July 1st 2026) for the following viewpoints (**Attachments 3-11**):

Viewpoint 1. Taurikura Bay

Viewpoint 2. Reotahi

Viewpoint 3. McLeod Bay

Viewpoint 4. Manganese Point Road

Viewpoint 5. Takahiwai Road

Viewpoint 6. One Tree Point Road

Viewpoint 7. Marsden Bay Reserve

Viewpoint 8. Albany Road Beachfront

In addition, analysis has been undertaken from the following viewpoints, for which photos have been taken, but photo simulations have not been prepared (**Attachments 12-16**):

Viewpoint 9. McKenzie Bay

Viewpoint 10. Tamaterau Point

Viewpoint 11. Takahiwai Marae

Viewpoint 12. Blacksmiths Creek Reserve

Viewpoint 13. The Port Marsden Highway

These viewpoints have been chosen as they represent the range of locations that are exposed in any appreciable way to the development site and its harbour margins at present. They also represent a

range of different viewing quadrants and audiences that could be exposed to the proposed development.

In relation to the 'before and after' images referred to above, the methodology employed by Virtual View Ltd in taking their photos and preparing their photo simulations complies with the NZILA Best Practice Guide For Photo Simulations (BPG 10.2) which, among other matters, states as follows:

> ***Viewpoint Photography***
>
> - *Photography for use and presentation in visual simulations requires the use of appropriate photographic equipment, knowledge of the limitations of the technology and technical skills ……*
> - *All relevant photographic parameters used to create a visual simulation should be presented in order to illustrate transparency, and allow the rationale to be open to scrutiny.*
>
> ***Preparation of Visual Simulations***
>
> - *The steps involved in the preparation of a visual simulation, the software used, and other relevant date, limitations or assumptions made must be clearly identified and documented.*

Importantly, Virtual View's simulations show new reclamation, dry dock or ship lift, jetty, ships, cranes and buildings associated with the 'worst case' scenario for the proposal. Comparison of the 'before and after' images, together with site visits, has provided the basis for evaluation of the landscape, natural character and amenity effects of the proposed development, and these have been assessed in relation to the various receiving environments and audiences listed above, taking into account the following factors:

Existing Values:

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

- Its biophysical components: including landforms, vegetation cover, sea area and key cultural elements and features: buildings, other structures and activities (including consented developments & activities)
- Its perceptual components: aesthetic value, expressiveness, legibility (focusing on the degree to which landscape elements combine to create an attractive composition, 2D patterns, 3D sense of structure) and ephemeral or transient values

Visual Prominence:

- The visibility and legibility of the proposed development and related activities: indicating the extent to which the development and activities proposed would be visible and visually prominent in views towards and of Whangārei Harbour.

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 and structures, and the interaction between land and harbour.
- Impacts on visual coherence and unity: the extent to which the proposal would adversely affect the perceived integrity of Whangārei Harbour by altering the mix of land uses and the balance between natural and man-made elements within the landscape.
- Impacts on key features and landscapes (where applicable): the extent to which the presence of the proposed development and activities would disrupt or disturb views to, and of, Whangārei Harbour.

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 types (native and endemic to exotic)
- Vegetation cover and patterns
- Land uses / activities: buildings & structures (their presence or absence)
- Water areas
- Natural processes

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 or landmarks within that outlook.
- Impacts on public amenity: the extent to which the development and related activity would adversely affect public perceptions of Whangārei Harbour and its related sense of place and identity.
- Impacts on residential amenity: the degree to which the proposal would adversely affect residential views of Whangārei Harbour and their related sense of place and identity.

The effects ratings in relation to each viewpoint are 'scored' in accordance with the following rating scale, which is found in section 6.39 of *Te Tangi a te Manu*:



In relation to this scale, it is important to note that the 'guidelines' comment as follows about the magnitude and meaning of some key RMA terms that address effects:

6.39 - *'More than minor' can be characterised as 'moderate' or above.*
- *'Minor' adverse effects means some real effect, but of less than moderate magnitude and significance. ..... 'Minor' can be characterised as 'low' and 'low-moderate' on the 7-point scale.*
- *'Less than minor' means insignificant. It can be characterised as 'very low' and overlapping with 'low' on the 7-point scale.*

6.42 *Significant adverse effect means of major magnitude and importance. A significant effect can be characterised as 'high' or 'very high' on the 7-point scale.*

5.3 Viewpoint Evaluations

Viewpoint 1. **Taurikura Bay**

Existing Values:

Looking down the harbour from the eastern end of Taurikura next to Whangārei 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 Oil Refinery. The bush stretching across Lort Point and the crest of Mt Aubrey connects with that climbing the imposing volcanic promontory directly behind Taurikura, while housing and the coastal road is concentrated close to the harbour edge. As with most other views already described, Whangārei Harbour's water area is the central point of focus, 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 Whangārei Heads, both spectacular and full of contradictions. As with Viewpoints 8 and 9 (Munroe Bay & McLeod Bay), it involves the interplay of cultural and natural halves, and reveals a clear dichotomy between the northern and southern sides of the harbour. Indeed, the CINZ facility and port extend from the nearest part of Marsden Point westwards, to disappear behind a pohutukawa-clad Lort Point. Both the CINZ facility and port are more recessive than in views from Reotahi, but the distinctive array of 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 Whangārei 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 Munroe and McLeod Bay, further west, it remains a truly distinctive landscape that has considerable appeal.

Rating: **Moderate-High**

Visibility / Prominence:

The reclamation and shipyard at the far end of the existing port would be screened by the bush-covered form of Motukaroro Island. Even so, some vessels within the facility might be partly visible amid the log stacks behind the existing berths.

Rating: **Very Low**

Landscape, Natural Character & Amenity Effects:

Landscape Effects:

There would be no appreciable change to the current harbour landscape.

Rating: **Very Low**

Natural Character Effects:

There would be no appreciable change to the current harbour's natural character values.

Rating: **Very Low**

Amenity Effects:

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

Rating: **Very Low**

Viewpoint 2. Reotahi (Beach Road)

Existing Values:

Whereas The Heights Subdivision at the 'top' of Reotahi offers a broad overview of the harbour and Marsden Point extending through to One Tree Point, views from this area are now largely restricted to a small group of residents. By contrast, views from the Reotahi Motukaroro Marine Reserve and Mt Aubrey Walkway, down near Lort Point and Motukaroro Island, are hampered by a ring of native vegetation along the coastline, and – except near Beach Road – are more focused on the CINZ facility and Marsden Point's distal spit landform than the existing port and Marsden Bay. Consequently, Beach Road offers the clearest of public views towards the proposed Dry Dock site and Northport as it presently is, the outer margins of Blacksmiths Creek, and Marsden Cove.

While the steep, volcanic dome and bush of Mt Aubrey afford a peripheral frame and 'backcloth' to views from this vantage point, the harbour entry channel and industrial complex of both the CINZ facility and existing port are the main points of interest in views from Beach Road, backed by the distant mass of the Brynderwyns and (to the south-west) the hill country beyond Takahiwai Marae. More immediately, several volcanic plinths 'pop up' up out of the bay immediately in front of Beach Road, breaking those same views up into 'segments', which are further enclosed by volcanic boulders, tuff and a tongue of lava at the eastern end of the beachfront. These elements transition into the rising terrain and vegetation of the adjoining reserve, creating an environment that has considerable aesthetic and recreational appeal, but that contrasts very markedly with the 'hard', industrial environs found directly across the entry channel. Indeed, few other vantage points offer such a direct and complete appreciation of the complex interplay between man-made and natural components within the Marsden Point - Whangārei Heads landscape. While the harbour channel acts as the 'glue' that binds these quite disparate elements together, both the current port and CINZ facility effectively match the harbour waters as key focal points within most of the views exposed to Beach Road.

As such, they convey the very real sense of the local landscape's natural/man-made dichotomy and its different 'faces': capturing the feeling of a landscape that is still underpinned by its volcanic origins and which contains a sequence of more natural coastal margins at the foot of Mt Aubrey, but which also conveys the full panoply of industrial development at Marsden Point, including the CINZ facility's fuel storage tanks and old stacks, Northport's berths and ship lining them, log and wood chip stacks, light columns, and even nearby housing on the edge of Marsden Bay and One Tree Point.

As a result, the landscape exposed to Reotahi is highly expressive, dramatic, dynamic and, for many, aesthetically appealing, but it is also far from wholly or predominantly natural, and it suffers from the discontinuities and tensions that this interplay also 'brings to the table'. It is a landscape in which contrast and counterpoint are perhaps more important than cohesion and unity, and as such, it is not a landscape that is important in RMA Section 6(b) terms, although it remains appealing and significant in its own distinctive way.

Rating: **Moderate**

Visibility / Prominence:

Reotahi sits approximately 1.0km from the existing wharf edge, with The Heights subdivision approximately another 200m uphill and inland from that mark. Although the entry channel narrows to some 730m between the beach next to the CINZ jetty and Motukaroro Island, this still represents the closest that a sizeable residential community and public beaches get to Northport. Those living on Reotahi's more elevated slopes (such as within The Heights) would be able to clearly see the proposed reclamation and shipyard, together with vessels/ships – both within the dry dock and berthed at the extended wharf frontage and jetty. Key structures associated with the Proposal – light towers, cranes, buildings and associated activities – would also be readily apparent. Finally, dredging activities to form and maintain the associated berth pockets would also be visible on a regular basis, although most of that activity would be either absorbed by, or directly linked to, the new shipyard area and wider port.

Rating: **High**

Landscape, Natural Character & Amenity Effects:

Landscape Effects:

While the beach area is less elevated than some other parts of Reotahi (notably within The Heights subdivision), it is still close to the existing port and would offer close-up views of the proposed development. On the other hand, Northport's berths and operational area would remain closer to Reotahi, as too would the log piles, chip stacks, fuel storage tanks and elevated infrastructure of the old oil refinery. These would still dominate views directly across the harbour, with the shipyard appearing slightly more peripheral. Consequently, much as the proposal would undoubtedly contribute to the further industrialisation of the Marden Point coastline, at the expense of some of its residual naturalness and aesthetic appeal, the magnitude of this change would be limited by its apparent integration with the current port and CINZ facility.

In effect, the proposed shipyard would remain largely ensconced within that part of Whangārei Harbour and its entry channel that is already 'hallmarked' by a mixture of berths, shipping, and heavy industrial development. Although some of the variability and perceived width of the harbour edge would be reduced off Blacksmiths Creek, the general character of the southern harbour edge would remain similar to at present; ie, dominated by a mixture of port-like and fuel storage structures. In a similar vein, dredging of the berth pockets near the dry dock would be difficult to distinguish from the movement of other vessels in that same area and would not have an appreciable effect in its own right.

Inevitably, the proposed shipyard and dry dock would still have an impact on the harbour landscape viewed from Reotahi: shipping within and next to the shipyard, as well as the shipyard itself, would strongly reinforce Marsden Point's maritime character, at the expense of some of the wider harbour's natural form and intrinsic naturalness, its cohesion and aesthetic appeal. Yet, the proposed shipyard and vessels associated with it would be aligned with the current port and would largely integrate with it. As a result, they would exacerbate the working-maritime character of the Marsden Point coastline – which is already dominated by Northport and the CINZ fuel storage facility – but would not fundamentally change it: the dry dock's facility's effects would be incremental, not new and different.

Rating: **Low-Moderate**

Natural Character Effects:

The proposed reclamation, berths, dry dock, moored ships and other elements would serve to emphasise the contrasting qualities of Whangārei Harbour's northern and southern coastlines, without greatly altering the balance between its more natural and more cultural/modified 'halves' – north and south. Although the new shipyard would project westwards, it would occupy a sliver of the visible harbour and part of Marsden Bay and Cove area that is already appreciably modified by residential development. Consequently, the proposal would primarily affect part of Whangārei Harbour and its coastal environment that is already very appreciably modified and compromised in terms of its natural character values.

Rating: **Low**

Amenity Effects:

The range of changes described in relation to Landscape and Natural Character Effects (above) would result in views towards the port appearing even more utilitarian and more 'industrial' than at present. In this regard, ships berthed near the dry dock would be particularly prominent, while lighting and noise generated from the shipyard would compound the effects associated with Northport at present.

Conversely, the dry dock and shipyard (including its light columns and associated activities) would not have quite the same degree of visual presence and primacy as the existing port and CINZ facility structures. Furthermore, they appear likely to 'read' as a logical extension of the existing port, with even their lighting and noise remaining largely secondary to that emanating from the existing port and CINZ facility, more directly opposite Reotahi. As a result, the shipyard would not be sufficiently close and 'present' to become overly intrusive or dominant in its own right, although the

combined industrial nodes of the Port, the CINZ facility and shipyard would have this effect.

The reality is, however, that the two most visually influential of these industrial complexes already exist. Consequently, even though views from this quarter would be likely to lose some of their variability, interest and aesthetic appeal, the combined effects of the dry dock and shipping linked to it would still be quite modest in terms of Reotahi's overall character, pleasantness, aesthetic coherence and identity.

Rating: **Low-Moderate**

Viewpoint 3. McLeod Bay (Whangārei Heads Road)

Existing Values:

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 Whangārei Harbour lap close to Whangārei Heads Road. Houses line the lower reaches of Mt Aubrey and the Reotahi peninsula, together with the inland margins of Whangārei Heads Road, whereas the actual road corridor meanders around the edge of the bay, and a scattering of yachts and other boats are spread across its water area. As a result, McLeod Bay is typical of many of the local settlements, with its enclave of housing and development generally clustered close to the harbour's edge, while the skyline and landscape around the bay is again dominated by the volcanic profile of Mounts Aubrey and Manaia, together with bush clambering up their steep slopes.

The far (southern) side of the harbour largely comprises a narrow strip of coastal terrace that, in views from the north-western end of the bay, is already dominated by Northport's current berths, related development and shipping tailing off into the housing near Albany Road, Marsden Cove and One Tree Point. The hills around Takahiwai and, more remotely, the Brynderwyns, offer a slightly more elevated 'frame' for both the harbour and, more immediately, McLeod Bay's pebble-strewn beachfront. 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 margins of Marsden Point, Marsden Bay and One Tree Point. The port is a clearly visible component of that 'far side', but it lacks sufficient proximity and visual presence to greatly affect the qualities more apparent within and immediately around McLeod Bay.

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, especially the highly distinctive profile of Mt Aubrey, and the interplay between natural and cultural elements closer to the Bay and Whangārei Heads Road. 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.

Rating: **Moderate - High**

Visibility / Prominence:

At present, roughly half of the current port is visible from the northern end of McLeod Bay. The shipyard reclamation would appreciably extend the length of the existing port reclamation and berths. In particular, ships berthed in the dry dock and/or on its hard stand, or at its berths and jetty, would be much more prominent. They could well become the shipyard's signature features, appreciably extending the 'port area' past the mouth of Blacksmiths Creek. Ships in the dry dock area would also be elevated well above both its hard stand and the shoreline terrace around the Creek, accentuating the dry dock's intrusion into the far (southern) coastline. The shipyard's other key structures – from a crane and light columns to buildings – would also register within this modified environment 'in front of' Blacksmiths Creek.

On the other hand, most of the dry dock reclamation and vessels berthed at it (ie. not elevated above the dry dock) would largely merge with the current line of port development and shipping west of Blacksmiths Creek, as well as the line of housing and canal development that extends westwards from Albany Road to One Tree Point. Moreover, the sequence of hills extending southwards from the Ruakaka Forest towards the Brynderwyn Hills, would still afford a backdrop to the proposed development, with just its light columns rising well above the existing coastal edge. Viewing distances of 3.5km or more to the dry dock facility would also play their part in merging most of the proposed dry dock with the neighbouring Northport berths and operations.

Again, dredging of the new berth pockets would be visually 'absorbed' by the expanded reclamation and shipyard.

Rating: **Low-Moderate**

Landscape, Natural Character & Amenity Effects:

Landscape Effects:

As described in relation to Viewpoint 2, 'expansion' of the existing port reclamation would increase its visual legibility and presence, and diminish some of the wider harbour's intrinsic naturalness. In this regard, the ships located within and near the dry dock – including on its hard stand – may well be more important than the actual shipyard, including its berths and jetty. These would more clearly identify the fuller extent of the shipyard and its intrusion into both the outer reaches of Blacksmiths Creek and the wider harbour. The dry dock's light columns and other structures would more subtly amplify this incursion.

On the other hand, the shipyard and its reclamation would not significantly alter the essential composition of the coastal environment that is visible from McLeod Bay – in particular, the very obvious contrast between Whangārei Harbour's northern and southern coastlines. Although berthed vessels, together with other shipyard structures, would elevate the proposal's visual presence to an appreciable degree, most of the dry dock development would still largely merge with the maritime-port environment already found at Marsden Point, and would be absorbed, visually, by both vegetation south of Blacksmiths Creek and the line of foothills further south. Furthermore, dredging of the berth pockets near the dry dock would be largely 'lost' against the extended line of shipping and berths fronting the shipyard, and would therefore have very little or no impact in its own right.

As a result, the dry dock and shipyard would remain largely compatible with Northport's existing maritime facilities and operations on the 'far' side of the Harbour and would have a relatively modest impact on both the landscape character and values of McLeod Bay.

Rating: **Low-Moderate**

Natural Character Effects:

As indicated above, the shipyard and dry dock development, together with associated shipping, would serve to reinforce the contrasting natural character values of Whangārei Harbour's northern and southern coastlines, without greatly altering their balance and interplay with one another. In particular, the extension would avoid obviously encroaching into the main harbour channel, instead largely consolidating the existing port's apparent 'expansion' (comprising both Northport and the dry dock facility) within part of the Harbour that is already modified and 'compromised' in terms of its natural character values.

The only exception to this is the proposed reclamation's visual displacement of Blacksmiths Creek, although it remains a quite distant component of the Harbour's coastal environment relative to McLeod Bay.

Rating: **Low**

Amenity Effects:

The 'port area extension', as described above, would alter the composition of the landscape on the far side of Whangārei Harbour, and in so doing would increase public awareness of the 'Port' as a component of that landscape. However, the proposed reclamation, dry dock, and activity around it would be too distant to generate any real feelings of intrusion or 'nuisance' for local residents and visitors to McLeod Bay.

Although the shipyard structures and activities, together with shipping movements, lighting and noise, would extend west of the current port, these changes to the coastal / harbour landscape would remain relatively remote and modest in scale. They would have a limited impact on the aesthetic appeal and coherence of McLeod Bay, together with its sense of place and identity.

Rating: **Low**

Viewpoint 4. Manganese Point (Manganese Point Road)

Existing Values:

Looking eastwards from more elevated sections of Takahiwai Road, most of the central body of Whangārei Harbour is revealed, enclosed by the serrated, volcanic peaks and ridges of Whangārei Heads, with Mt Lion as their visual centrepiece. These contrast with the coastal lowland south of the Harbour that extends from near the foothills, which enclose Takahiwai, to the house-lined margins of One Tree Point and Marsden Bay – with the industrialised 'precinct' of Marsden Point beyond. A series of ridges and tracts of bush are also visible stepping down to the harbour's edge northwest of Takahiwai, while, much closer at hand, steep, bush-clothed promontories mark the edge of Manganese Point, either side of Viewpoint 4. These mirror the jagged profile of Mounts Manaia, Aubrey, Taurikura and Lion near the mouth of the Harbour, so that the various landforms just described combine to enclose the large sea area at the centre of views from this quarter.

This expansive water area dominates the outlook from Managanese Point, while many of the landforms and most of the activities found around its edge are, generally speaking, more peripheral and visually recessive. In particular, most of the houses scattered across Manganese Point's bush-covered slopes and the settlements down both sides of Whangārei Harbour appear quite small-scale and remote. On the other hand, the more concentrated hub of industrial structures and activity at Marsden Point is quite apparent, in part because of the elevated nature of views from around this viewpoint. Its array of existing berths, fuel storage tanks, and old refinery paraphernalia dominates the shelf of lowland beyond Blacksmiths Creek, highlighting the landscape dichotomy between one side of Whangārei Harbour and the other. On the other hand, this node of industrial development is sufficiently distant that it remains visually subordinate to the Harbour and the key landform 'building blocks' that frame it – most notably the peaks of Whangārei Heads.

As a result, views from this vantage point are still highly appealing and distinctive, but don't quite capture the grandeur and spectacle of the outer Harbour and Heads to the same degree as some other locations near both the Harbour and Heads.

Rating: **High**

Visibility / Prominence:

The proposed reclamation and shipyard would merge, visually, with the existing port and be all but impossible to distinguish from it. Even vessels sitting in the dry dock and on its hard stand would largely merge with the log stacks, chip conveyor, storage tanks, and other elevated structures already associated with Northport and the CINZ facility, although they would establish a 'harder' and more defined edge ot the port area (Northport and dry dock facility). Dredging operations would be impossible to distinguish from the port and refinery margins.

Rating: **Low**

Landscape, Natural Character & Amenity Effects:

Landscape Effects:

The proposed shipyard would not give rise to any appreciable changes to the content, character and values of Whangārei Harbour and its Marsden Point shoreline, although ships in the dry dock and on its hard stand would tend to exacerbate the maritime-industrial content and character of Marsden Point – as distinct from the rest of the Harbour.

Rating: **Low**

Natural Character Effects:

There would be no appreciable change to the natural character values of the harbour environment around Marsden Point, notwithstanding the points made above in relation to the visibility and effects of ships in and near the dry dock.

Rating: **Very Low**

Amenity Effects:

The proposed wharf extensions would not generate any feelings of encroachment on the Harbour, and would have little or no impact on the aesthetic coherence and identity of the landscape visible from Manganese Point.

Rating: **Very Low**

Viewpoint 5. Takahiwai Road

Existing Values:

Looking eastwards from more elevated sections of Takahiwai Road, most of the central body of Whangārei 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 Whangārei Heads encloses the northern side of the Harbour, anchored by Mounts Manaia, Aubrey, Taurikura and Lion, 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.

Consequently, much of the outlook from this quarter is dominated by rural activities (essentially pastoral farming), while the harbour's waters, its mangrove-covered margins, and a complex layering of landforms and bush – both sides of the Harbour – lend the outlook from this viewpoint a degree of naturalness and appeal that is less apparent on the flats below. Most visible development – from farmhouses near Takahiwai Road to the settlements down the Whangārei Heads coastline and the industrial structures at Marsden Point – appears, by contrast, quite small-scale and /or distant.

As a result, views from this quarter retain much of the spectacle and drama associated with other views to both Whangārei Harbour and Heads. However, their appeal and values are ultimately limited by the distance to both, together with the unmistakable presence of the industrial node at Marsden Point and the rural modification that is clearly visible closer at hand. As a result, views from near this vantage point have appeal, but are less than exceptional.

Rating: **Moderate-High**

Visibility / Prominence:

The proposed reclamation and shipyard would scarcely register from this remote vantage point and would effectively merge with the existing port and CINZ facility. Even so, ships in the dry dock or on its hard stand, and at the western jetty, would be more visible, encroaching very slightly into the base of a distant Taurikura. Their colouring and slab-sided profiles might also serve to draw slightly more attention to the maritime-industrial area at Marsden Point, albeit to a very limited degree.

Rating: **Low**

Landscape, Natural Character & Amenity Effects:

Landscape Effects:

In general, there would be little appreciable change to the current harbour landscape. However, when ships are in the dry dock, on its hard stand, and at the western jetty, their slab-sided forms and colours would draw some attention and 'harden' the edge of Marsden Point's combined port-industrial area. However, this would not change the essential character of the Harbour and Marsden Point.

Rating: **Low**

Natural Character Effects:

There would be no appreciable change to the current harbour's natural character values.

Rating: **Very Low**

Amenity Effects:

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

Rating: **Very Low**

Viewpoint 6. One Tree Point (One Tree Point Road)

Existing Values:

Views down the Harbour from near One Tree Point Road look through a partial 'curtain' of pohutukawas that cling to the adjoining coastal bank, but still reveal its broad expanse of sea area and flats dramatically framed by the serrated peaks of Mounts Aubrey, Manaia, Tuarikura and Lion. They capture the full majesty of the interplay between Whangārei Harbour and its Heads, and notwithstanding the presence of the current port and CONZ facility, as well as settlements down the far side of the Harbour – with Reotahi especially prominent – and yachts moored within the near-shore area, this outlook remains spectacular. At times, it is also highly dynamic, subject to the vagaries of Northland's sub-tropical climate and weather. Views from this quarter also embrace the wider expanse of hill country west of Mt Manaia, stretching towards Tamaterau and Onerahi, and the more open expanse of the central Harbour.

The existing port and CINZ facility are readily apparent near the harbour entrance, yet ultimately, they remain secondary to the jagged sequence of forested hills that enclose the Harbour's expansive sea area and flats. These natural 'building blocks' remain both dominant and visually spectacular, with the sequence of volcanic peaks that culminates in the pyramidal form of Mt Lion juxtaposed against the flat plane of the harbour in a highly appealing and dramatic fashion. The pohutukawas and strip of grass bordering One Tree Point Road frame these views, but also establish a line of demarcation, or buffer, between the harbour and the residential development that also lines the road corridor.

Rating: **High**

Visibility / Prominence:

The new and 'old' Northport reclamations and berths wharves would effectively merge. However, shipping berthed at the western end of the proposed jetty, as well as within the dry dock and on its hard stand, would project the existing 'port area' westwards, towards this vantage point. Shipping in the dry dock and on its hard stand would, for the first time, swing around so that they are aligned from north to south, perpendicular with the existing port's berths and 'face-on' to One Tree Point. As a result, they would be highly visible, as already described, and would appear to encoach more obviously on Marsden Bay and the wider harbour.

By contrast, the rest of the shipyard – including its berths, light towers, crane and buildings – would appear to merge more readily with the maritime-industrial complexes of both Northport and the CINZ facility, creating a marginally expanded port area. As a result, most of the perceived 'port expansion' and its visual presence would be 'driven' by the ships and other vessels – primarily those elevated above the dry dock.

Rating: **Moderate-High**

Landscape, Natural Character & Amenity Effects:

Landscape Effects:

The current interplay between natural and cultural elements within the wider harbour would remain much as at present. However, the starkly defined profile and colouring of ships within the dry dock, on its hard stand, and – to a lesser degree – at its western jetty, would make this juxtaposition much more marked and, at times, stark, than is presently the case. The composite 'port area' would be much more clearly etched on the near margins of Marsden Point and the outer harbour. As indicated above, this would also have the effect of making the dry dock development appear more intrusive and imposing than just an extension to the current Northport complex. Its working, maritime character would be projected out across Marsden Bay, especially, but also into the wider harbour, to a significant degree – notwithstanding the quite limited sea area that it would actually affect. In addition, some of the 'statement' made by the Heads framing the outer harbour, and their grandeur, would also be eroded.

Paradoxically, the proposed reclamation, berths and actual dry dock – even their lighting and buildings – would be much more visually recessive, having much less impact on public perception of both the Harbour and Whagnārei Heads. Even a ship lifting crane would largely merge with the log stacks, chip piles, fuel storage tanks, and redundant refinery beyond the dry dock reclamation. Moreover, despite sitting 'in

front of' both Mt Lion and a lower-lying Home Point, all of the proposed structures and activities would remain within the broad envelope of industrial development already found at Marsden Point.

On balance, much of the dry dock's profile, visual signature and effects would be reliant on the scale, appearance and visual presence of shipping elevated above the dry dock and its hard stand, berthed at the western jetty, and down the line of berths next to the shipyard. Assuming a worst-case situation in this regard, it is clear that the dry dock proposal would have an appreciable, though less than significant, impact on the landscape character and values of both Marsden Bay and Whangārei Harbour viewed from this locality.

Rating: **Moderate**

Natural Character Effects:

The dry dock proposal would clearly accentuate the contrast between Marsden Point and the rest of Whangārei Harbour, together with the volcanic coastline of its Heads. As indicated above, the shipping associated with the dry dock would, at times, appear to expand the Project's apparent encroachment into Marden Bay and the Harbour, together with its Heads margins. Yet, the present-day interplay and balance between those parts of the harbour environs that are more developed and more natural would not change very markedly. In addition, even though the proposed reclamation and berths would undoubtedly intrude into the outer margins of Blacksmiths Creek, this would not be readily apparent from One Tree Point.

On balance, it is therefore considered that the Project's natural character effects would be slightly more limited than its landscape effects.

Rating: **Low-Moderate**

Amenity Effects:

Similarly, the line of pohutukawas next to One Tree Point Road has established a sizeable buffer between the greater bulk of housing next to that road and the general port area, including much of the dry dock site. Consequently, much as the shipyard and shipping associated with it would change the coastal landscape of Marsden Bay and the wider harbour, as described above, the shipping lighting and other more intrusive components of the Project would be largely shielded from the residential community next to, and near, One Tree Point Road. Any nuisance effects arising from the dry dock's structures, shipping and activities would have a quite low level of impact on this environment.

On the other hand, it is clear that the dry dock development – viewed while driving through One Tree Point and the adjoining Marsden Cove development, or while walking along its beachfront – would stamp its mark on the harbour landscape and increase its perceived level of development. Views of the Harbour would lose some of their aesthetic appeal, cohesion, and pleasantness overall. Inevitably, this would also have an adverse effect on the character and identity of the One Tree Point and Marsden Bay / Cove area.

Rating: **Moderate**

Viewpoint 7. Marsden Bay Reserve

Existing Values:

Views from the Marsden Bay Reserve – within the area extending east of Marsden Cove's canal entrance – reveal many of the landscape elements and patterns described in relation to views from One Tree Point Road (Viewpoint 6). Again, the contrast between the flat plane of the Harbour's flats, then its main channel, with the jagged peaks of Whangārei Heads is fundamental to the character of this coastal landscape. The tension between these contrasting elements generates the same feelings of drama and dynamism already described, and this imbues the harbour with a strong feeling of still being largely natural. Indeed, views towards, and across, the Harbour are dominated by Mounts Aubrey and Manaia etched on the northern horizon directly across the main harbour channel; and even though Mt Lion and Bream Head are slightly more distant – climbing above the intervening port and CINZ facility – they retain significant visual presence and a highly distinctive profile. These combined landforms, with their starkly volcanic character, are still signature components of the harbour landscape.

Less appealing and natural is the array of existing wharves, cranes, log stacks, and lights that jut out into the harbour beyond Blacksmiths Creek, together with the old refinery stacks and tanks that denote the location of the adjoining CINZ Facility. In addition, houses dot both the far (northern) shoreline – more obviously around Reotahi – and the much closer reserve margins near Marsden Bay Drive. In a similar vein, the highly structured nature of the canal entry and its curtilage leaves a clear mark on the local beachfront, while pipes, signs and other paraphernalia are scattered along the reserve shoreline. This appreciably reduces the overall naturalness of Marsden Bay near the canal entrance, together with the aesthetic appeal and sense of coherence of the wider reserve beachfront.

Consequently, much as the interplay of volcanic features and contained, harbour waters are perhaps the most captivating and iconic elements revealed in views from this quarter, it is also an environment that is subject to significant modification, both within the immediate coastal margins of Marsden Bay and Cove, and, more distantly, stretching from the existing Northport to Reotahi and parts of McLeod Bay.

Rating: **Moderate-High**

Visibility / Prominence:

The proposed shipyard and dry dock, but more particularly, the shipping associated with both would very appreciably encroach on both the waters of Whangārei Harbour and the outer reaches of both Marden Bay and Blacksmiths Creek. They would also, at times, intrude into the lower reaches of Mt Aubrey and Reotahi. In so doing, the proposed reclamation and berthed vessels would extend out from the current 'port area' to both enclose a larger part of Marsden Bay and separate it from the oyter harbour – in an artificial manner.

Consequently, even though most of the new shipyard would be quite low-lying, at the interface of land and sea – in effect, extending the flat line of the current port – the shipping associated with it would draw significant attention, that wouuld be more subtly amplified by the presence of the shipyard's light towers, buildings, crane and other structures. As such, the Project's encroachment into both Marsden Bay and Whangārei Harbour would be clearly apparent.

Rating: **High**

Landscape, Natural Character & Amenity Effects:

Landscape Effects:

The new shipyard and dry dock would extend out further into Whangārei Harbour, towards the western end of Reotahi. Both the prrosed reclamation and shipyard, but more particularly the shipping next to both, would magnify the feeling of Marsden Bay being a coastal 'bowl' that is already largely delineated and defined by the neighbouring 'port area' and CINZ facility. The arc of the present Bay would be appreciably reinforced, as too would the feeling of separation from much of the adjoining harbour. At the same time, the shipyard's shipping, berths, jetty, dry dock, crane, and buildings would exacerbate Marsden Point's industrial character and more utilitarian qualities at the expense of Marsden Bay, the adjacent Harbour, and Whangārei Head's layered sequence of volcanic peaks. The shipyard development

would both obscure and project out across these key components of the Marsden Bay landscape.

It also needs to be acknowledged, however, that both Northport and many of the old refinery components already intrude into both the Harbour and its 'backcloth' of volcanic peaks. They are readily apparent at the eastern end of the Bay, seemingly linked to the housing near Albany Road on the near side of Blacksmith Creek. Other man-made elements on and near the beachfront include a series of small groynes and signs just off the beachfront, next to Marsden Bay Drive, and the Marsden Cove canal system entrance. These would also contextualise views of the shipyard development and seemingly expanded 'port'; as too would the visual counterpoint between the near and far sides of the harbour that has already been described - with the near side being largely dominated by man-made elements and structures, whereas the far side is much more natural as a whole.

In addition, the actual shipyard would integrate with the existing Port, while most of Marsden Bay near Viewpoint 7 would maintain its sense of connection with the main body of Whangārei Harbour and most of Whangārei Heads' sequence of volcanic peaks beyond. The layered skyline of Mounts Aubrey, Manaia, Taurikura and Mt Lion would remain largely intact on the far side of the Harbour, despite the incursion of the shipping and other structures into their lower slopes. As a result, much of the core character of the coastal landscape that embraces Marsden Bay would remain largely – though not entirely – intact.

Overall, however, the shipping anticipated within the dry dock, on its hard stand, and at the western jetty, would have a significant impact on Marsden Bay. Together with the shipyard, dry dock and related structures – which would be less impactful in their own right – the anticipated shipping would change the nature of the Marsden Bay landscape. It would become much more structured and artificial, more focused on the 'port area', less on the Harbour and Heads. As a result, the Project would significantly reduce much of Marsden Bay's naturalness and coherence, with the dry dock, Northport and CINZ facility appearing to 'take over' more of the local coastline. In turn, this would appreciably reduce Marsden Bay's aesthetic appeal, dynamism, and much of the drama derived from its interplay with both the adjoining harbour and the volcanic landscape of Whangarei Heads.

In addition, there would also be less screening of the greatly expanded 'port area' by the vegetation that presently extends out of Blacksmith Creek Reserve down the western edge of Northport. This would be 'left behind' by the shipyard reclamation. Cumulatively, therefore, the combination of Northport and the CINZ facility with the new shipyard would be much more visible than is presently the case, and the amalgam of all three facilities would have a significantly greater impact on Marsden Bay than the current maritime-industrial area at Marsden Point.

Rating: **High**

Natural Character Effects:

The coastal environment exposed to Marsden Bay is notable for the way in which it is defined by the volcanic terrain around Whangārei Heads and the sea area extending from the immediate foreground to Reotahi and McLeod Bay. However, it is also notable for the presence of the existing port, the more elevated components of the CINZ facility, and housing off both Albany Road and Marsden Bay Drive.

Within this complex environment, it is clear that the shipyard reclamation and development would appear to intergate with the existing port; much less so the shipping associated with both the dry dock and its external berths. Regardless, both the shipyard and associated vessels would compound Northport's structural incursion into both Whangārei Harbour and the natural backdrop of its Heads. As a result, the shipyard development would reinforce the more widespread incursion of man-made elements into key parts of the Harbour and its surrounds that remain notable for their natural values at present. Together with the existing port and CINZ facility, it would cumulatively exacerbate the sense of encroachment into the Harbour and its increasing demarcation from Marsden Bay.

On the other hand, this incursion would also be contextualised by the present-day development at Marsden Point, the Marsden Cove canal entrance, and housing

abutting Marsden Bay Drive, which already has an impact on the inherent naturalness of the local environment. The shipyard's physical integration with Northport would adhere to the old natural character maxim of concentrating new development within parts of the coastal environment that are already modified.

On balance, it is considered that the Project's effects would be appreciable, but would not quite reach the point of being significant due to the mitigating factors just described.

Rating: **Moderate-High**

Amenity Effects:

Public impressions of Marsden Bay, together with those of its residents, would be appreciably altered by the shipyard proposal and its projection – together with that of ships both within and next to it – out into Whangārei Harbour. Marsden Bay would, as is explained above, appear more contained and developed than at present, and thus less natural and less aesthetically coherent and appealing. Inevitably, this would have an adverse effect on the local population's perception of Marsden Bay and its identity. Furthermore, such effects would be exacerbated by the noise and lighting within the shipyard, well outside the envelope of current Northport activities. These would affect the Bay's current levels of (relative) quiet and tranquillity, in addition to its visual character. Overall, Marsden Bay would feel much more hemmed in by the 'Port' than at present, and the shipyard would be 'front and centre' in this regard.

On the other hand, many of the key elements that contribute so fundamentally to the signature of the bay – its expansive water area, the highly expressive sequence of peaks from Manaia to Mt Lion, and the arcing profile of its foreshore – would retain much of their visual prominence and significance. This would help to retain at least some of the Bay's current identity and sense of place. It would be changed, but not completely. It is further acknowledged that many of the activities around the shipyard would appear quite small-scale and remote, like those within the current port.

Yet, the ships within and around the dry dock would, conversely, appear out of scale with their landscape setting and overly dominant, visually. As a whole, therefore, it is anticipated that the increased level of physical and visual encroachment on Marsden Bay, together with the shipyard's lighting and noise, would have an appreciable and detrimental impact on Marsden Bay's character and identity, its aesthetic coherence, and its pleasantness.

Likely Effectiveness: **High**

Viewpoint 8. Albany Road Beachfront

Existing Values:

Views from the beachfront near the enclave of residential development on Albany Road retain many of the features and values described for the Marsden Cove beachfront (Viewpoint 7). This includes a very strong focus on the flats, then the harbour channel, extending out from the actual beachfront, and the sequence of jagged peaks that denote Whangārei Heads. In addition, the shoreline is notable for its small 'patch' of pingao, marram, and rough grasses found on a small promontory near Blacksmiths Creek, and a line of mangroves that help to differentiate the Creek's mouth from the rest of the harbour. These are, in turn, backed by a line of pohutukawas that help to separate both the creek and beachfront from most of the existing port.

Again, both the port and CINZ facility are readily apparent on the far side of BlacksmithsCreek and its reserve – capped by the now redundant stacks and other elevated paraphernalia of the old refinery – while scattered pockets of residential development interrupt the bush-covered slopes and areas of open space visible down the Whangārei Heads coastline, particularly around Reotahi. Focusing on the port area offshore of Blacksmiths Creek, light columns, log stacks and shipping project out into the harbour, rising up 'in front of' the lower part of Mt Aubrey and Reotahi near Lort Point.

As with views from One Tree Point and Marsden Cove nearby, this creates a clear dichotomy between the more natural features and qualities associated with both the Harbour and Whangārei Heads in views from the Albany Road beachfront, and the combination of port and CINZ facility components that become more obvious and intrusive as one gets closer to Blacksmiths Creek. In particular, the projection of the western end of the port out into Whangārei Harbour is now quite marked.

Consequently, much as there remains a strong feeling of connection with the Harbour's waters and the serrated profile of Whangārei Heads still hallmarks the local landscape, the sense of incursion and encroachment associated with the existing port (in particular) is also clear.

Rating: **Moderate-High**

Visibility / Prominence:

The shipyard reclamation, its array of buildings west of the dry dock, and (to an even greater degree) the shipping both within and next to it, would be clearly visible from this quarter – at the centre of views out from the beachfront. These elements would dominate views towards Whangarei Harbour, the lower slopes of Mt Aubrey and Reotahi, and slightly to the left of both. They would also cut across the mouth of Blacksmiths Creek, appearing to enclose the eastern end of Marsden Bay, while also intruding into the Harbour's main channel. This visual incursion would be exacerbated by the crane, light towers, other structures and activity around the dry dock.

Appearing even closer to the Marsden Bay beachfront than in views from near Viewpoint 7, the combination of the shipyard and associated shipping would command attention and have a high level of visual presence.

Rating: **Very High**

Landscape, Natural Character & Amenity Effects:

Landscape Effects:

As for Viewpoint 7, the proposed reclamation would exaggerate the arc-like profile of Marsden Bay, visibly enclosing its eastern end to a greater degree than at present. The combination of the extended 'wharf' and berths, a ship-lift crane, light standards and buildings, together with activities across the shipyard, would significantly amplify the visual presence and sense of proximity to the wider 'port'. As is indicated in the photo simulations prepared by Virtual View, the presence of shipping in the dry dock, on its hard stand, and near the western end of the proposed jetty, would, together with the proposed dry dock buildings, further exacerbate these effects to a significant degree.

Cutting across the main body of the nearby harbour, together with the lower reaches of Mt Aubrey, Reotahi and Taurikura, the Project would significantly expand the existing port's encroachment into the harbour landscape by a range of patently artifical elements and structures. The effects associated with this incursion – both in isolation and cumulatively, in conjunction with the current port and CINZ facility,

would be significant. In most respects, they would be similar to those identified for Viewpoint 7, but the dry dock and associated shipping would have even more immediacy, and most harbour views from near Albany Road would also capture the Project's encroachment into the harbour margins of Blackmiths Creek.

Overall, therefore, the proposed shipyard's impacts on this viewpoint would be slightly higher than for Viewpoint 7, but they would remain within the 'high' effects band due to the mitigating factors just outlined.

Rating: **High**

Natural Character Effects:

As for Viewpoint 7, this vantage point lies at the nexus between the developed area strung out along the southern edge of Whangārei Harbour between Marsden Point and Marsden Cove, and the more natural expanse of harbour, peaks and forest that it is oriented towards, to the north. Again, this raises the prospect of structures, vessels and activities associated with the proposed dry dock further eroding the residual naturalness of both the Harbour and Whangārei Heads, even though such effects would be contextualised by the industrial precinct and port facilities at Marsden Point, together with the residential development that already lines the landward side of the beachfront.

However, the eastern end of Marsden Bay is more directly exposed to Blacksmiths Creek's margins, while it is slightly more screened from the current port and CINZ facility by the pohutukawas and other vegetation flanking the Creek (than the area near Viewpoint 7). Notwithstanding the presence of the aforementioned development, this means that the Albany Road beachfront conveys the feeling of being slightly more natural than the rest of Marsden Bay.

These factors, together with the greater immediacy of the proposed reclamation, its more obvious projection out into the Harbour, and its increased 'severance' of the Albany Road beachfront from both Whangārei Harbour and Heads, indicate that the dry dock proposal would have a slightly greater impact on Albany Road's beachfront and its natural character values than other parts of Marsden Bay. Even so, they would not be sufficient to reach a 'high' level, due to the level of development and modification already experienced in and around the Viewpoint 8 beachfront.

Rating: **Moderate-High**

Amenity Effects:

As for Viewpoint 7, both public and private impressions of the Albany Road beachfront would be very appreciably altered by the shipyard proposal; in particular, its shipping (including in the dry dock and on its hard stand) and the proposed sheds west of the dry dock. These would also be appreciably affected by the restructuring and increased containment of the outer bay by the shipyard, together with lighting and noise emanating from it – which would further erode its current levels of (relative) 'peace and quiet'. The cumulative effect would be a significant increase in the level of exposure to the combined dry dock, port and CINZ facility, with Marsden Bay feeling much more hemmed in by Marsden Point's 'port area' than at present. The shipyard would be 'front and centre' in views from the beachfront and nearby.

While also acknowledging that views to much of the Harbour and Whangārei Heads would remain intact, as well as the significant level of existing development within and near the Albany Road beachfront already, the anticipated changes to Marsden Bay's physical disposition and character – including to Blacksmiths Creek and its margins – would be very pronounced. In conjunction with increased awareness of noise, lighting and general activity in the shipyard, this would erode much of the pleasantness and appeal still associated with the Albany Road beachfront and its adjoining residential environs. In turn, this would have a deleterious impact on both the character and identity of the Albany Road area that is significant.

Rating: **High**

Viewpoint 9. McKenzie Bay (Whangārei Heads Road)

Existing Values:

See Viewpoint 1. However, this vantage point is flanked by a line of pohutukawas, with little more than a few baches and a broad phalanx of bush behind it. Consequently, it offers an even more natural perspective of the outer harbour than the viewpoint located at the eastern end of Taurikura Bay, with the coastal settlements either side of McKenzie Bay screened from view, while both the CINZ facility and existing port recede into the far middle distance of Whangārei Harbour. As in relation to other viewpoints, the profile of Mt Aubrey is prominent – although this time from side-on – while a series of bush-clad promontories and headlands close to McKenzie Bay further frame and attractively enclose the harbour's margins. These factors combine to enhance both the naturalness and seeming cohesion of views from this quarter, and their aesthetic appeal.

Rating: **High**

Visibility / Prominence:

Although the proposed shipyard and related shipping would marginally increase the length of the existing 'port area' at Marsden Point, it would be all but impossible to differentiate the new wharf extensions and related structures – or even associated dredging operations – from the existing CINZ facility and Northport.

Rating: **Very Low**

Landscape, Natural Character & Amenity Effects:

Landscape Effects:

There would be little appreciable change to the current harbour landscape, with the CINZ facility, its jetty and Northport continuing to dominate views across the Harbour.

Rating: **Very Low**

Natural Character Effects:

There would be no appreciable change to the current harbour's natural character values.

Rating: **Very Low**

Amenity Effects:

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

Rating: **Very Low**

Viewpoint 10. Tamaterau Point (Whangārei Heads Road)

Existing Values:

The view from around Whangārei Heads Road down much of the coastline immediately east of Tamaterau is dominated by the open expanse of the main harbour. The near side of such views is framed by hill country and bush that culminates in the large promontory of Manganese Point, while the coastal flats and terraces stretching from Marsden Point to Takahiwai and Mangawhati Point, provide a much lower degree of containment and definition down the southern side of the Harbour. Mt Lion is a distant landmark at its head, but is largely obscured by Manganese Point. Even closer to this viewpoint, the intertidal flats and pebbles found in the immediate foreground appealingly merge with the flat plane of the harbour's waters.

Although all of these features, together with layers of bush, the expansive water area and the harbour's bathymetry, all contribute to a natural coastal setting and landscape, houses are also apparent, dotted across Manganese Point, while the outline of the CINZ facility and its now obsolete stacks are clearly apparent in views towards the harbour entrance. By contrast, the existing port is much more recessive: a narrow strip of development at the interface between land and sea nearly 9.0km from this vantage point.

Overall, the outlook from this quarter has considerable appeal, without approaching the level of being outstanding or in any way unique.

Rating: **Moderate-High**

Visibility / Prominence:

As for Viewpoint 4, the proposed reclamation and shipyard would merge, visually, with the existing port and be all but impossible to distinguish from it. Even vessels elevated above the proposed dry dock would largely merge with the log stacks, chip conveyor, storage tanks, and other skyline structures already associated with Northport and the CINZ facility, although they would establish a 'harder' and more defined edge ot the port area (Northport and dry dock facility). Dredging operations would be impossible to distinguish from the port and refinery margins.

Rating: **Low**

Landscape, Natural Character & Amenity Effects:

Landscape Effects:

As for Viewpoint 4, the proposed shipyard would not give rise to any appreciable changes to the content, character and values of Whangārei Harbour and its Marsden Point shoreline, although ships in the dry dock or on its hard stand would tend to exacerbate the maritime-industrial content and character of Marsden Point – as distinct from the rest of the Harbour.

Rating: **Low**

Natural Character Effects:

There would be no appreciable change to the current harbour's natural character values.

Rating: **Very Low**

Amenity Effects:

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

Rating: **Very Low**

Viewpoint 11. Takahiwai Marae

Existing Values:

Takahiwai Marae's wharenui offers an overview of parts of Whangārei Harbour to the north and north-east of the Marae. This includes part of the mangrove-lined coastline already described for Viewpoint 5 (Takahiwai Road), although that vantage point is much more elevated. The craggy outline of Mounts Aubrey and Manaia is also visible, above an intervening stand of native shrubs and trees that straddle the marae entrance, while Mt Lion is just visible above a patchwork of paddocks and shelterbelts that stretch in the general direction of One Tree Point and – further eastwards – Marsden Cove and Point.

As a result, views in the direction of the port and industrial area at Marsden Point are restricted by both the vegetation just described and the undulating terrain near Pirihi and Takahiwai Roads. This further means that very little of the development found around Northport and the CINZ facility is therefore visible, although some of the former refinery stacks can occasionally be glimpsed from closer to the Marae's wharenui and whare kai.

Consequently, the nearby harbour and the peaks beyond it convey much of the special character of the area around the Marae, devoid of significant degradation associated with the port, CINZ facility and residential development around One Tree Point and Marsden Cove. The old refinery stacks that are sometimes visible on the distant Bream Bay skyline are too small and remote to have an appreciable impact on the more natural and rural qualities of this outlook. Much more apparent are the farming activities and scattered housing around the Marea, as well as the steep slopes and bush that culminate in the Takahiwai Dam and a major ridgeline at its back. These contribute to the attractive setting around Takahiwai Marae, albeit one that is distinctive rather than outstanding.

Rating: **High**

Visibility / Prominence:

The shipyard would not be visible from the Marae, although, conceivably, some vessels in the dry dock or on its hard stand might just be visible between the vegetation and landforms that intercede between the marae and the near edge of One Tree Point. Even if this were to be the case, they would be impossible to differentiate from the more skyline structures already associated with Northport and the CINZ facility.

Rating: **Very Low**

Landscape, Natural Character & Amenity Effects:

Landscape Effects:

There would be no appreciable change to the current harbour landscape.

Rating: **Very Low**

Natural Character Effects:

There would be no appreciable change to the current harbour's natural character values.

Rating: **Very Low**

Amenity Effects:

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

Rating: **Very Low**

Viewpoint 12. Blacksmiths Creek Reserve

Existing Values:

Accessed via Papich Road off Marsden Bay Drive, this reserve encompasses most of Blacksmiths Creek, and – from a public standpoint – comprises a series of grassed open spaces and a walking trail that skirts the southern and eastern sides of the Creek's water area, and its wetland margins. The Reserve, like the adjacent Creek, also sits at the foot of a low escarpment that marks the edge of Marsden Point's distal spit, between Northport's stormwater ponds on that elevated landform and the lower-lying creek. The walkway extends past this point and actually follows the edge of Northport's current western berth out to the main body of Whangārei Harbour. In so doing, it progresses past a line of pohutukawa, karo, flax and other planting – together with wire fencing – that formally demarcates the boundary between the Reserve and stormwater management area, then follows a timber fence at the interface of the port's operational area with the Harbour. Other native planting helps to reinforce this separation, but in addition, it also frames the Reserve's open spaces and merges with the natural wetland and marsh of Blacksmiths Creek's littoral margins.

As a whole, the reserve area is pleasant, although it is difficult to totally shut out the sounds of the adjoining port, and some of its light standards appear to 'loom' over those parts of the Reserve and walkway closer to the port's coal bunkering facilities and log port. On the other hand, much of the planting within and around the Reserve is also in a semi-mature state, so that both its maturation and natural succession will gradually help to further screen out most of Northport's operational area.

Acting, therefore, as a zone of transition between the port and Blacksmiths Creek, the Reserve is moderately attractive at present – seemingly for dog walkers in the main – but is important insofar as it both supports and, to some degree at least, enhances the natural character values of the actual creek and its wetland periphery.

Rating: **Moderate-High**

Visibility / Prominence:

Viewed from within most of the Reserve, including its open spaces and walkway, most of the shipyard would typically be screened from the majority of the Reserve's open spaces and walkway. On the other hand, ships in the dry dock and on its hard stand, together with the shipyard's light columns would be more intermittently to partly visible, and at the northern end of the Reserve – looking down the Creek's main channel – the fuller array of shipyard and dry dock components would become apparent, including ships berthed at the facility, its series of sheds west of the dry dock, a ship-lift crnae, and any encapsulating structures.

These various structures, elements and associated activities would enclose the outer creek and its wetland/marsh, while the walkway down the western side of Northport at present would be realigned to follow the edge of the new reclamation out to a fishing platform.

Consequently, while the shipyard project would have limited exposure to much of the Reserve, it would be far more obvious and would have much greater visual prominence when viewed from near the outer edge of the Reserve, at the point where it is also more exposed to the Creek's main channel and Whangārei Harbour.

Rating: **High**

Landscape, Natural Character & Amenity Effects:

Landscape Effects:

Awareness of the shipyard, dry dock and shipping would significantly affect perceptions of the Reserve: it would be much more hemmed in by maritime activities and structures /elements than at present, while its northern end and walkway would be particularly impacted by the presence of ships in the dry dock, on its hard stand, and at its western jetty, together with the lighting and sheds already described.

Consequently, much as most of the Reserve and its more heavily used open spaces would remain 'slevved' from most of the dry dock facility by intervening vegetation – which is still maturing – those parts of it closer to the Creek's outlet and attendant wetland, would be much more impacted by the Project.

As a whole, therefore, it would appreciably diminish the naturalness, coherence and aesthetic appeal of much of the Reserve's immediate environs. Having said this, for some, the close sense of engagement with the dry dock development and exposure to its activities would be interesting. In particular, the walkway and fishing platform would enhance public engagement with the Harbour's main channel, and in accommodating close-up interaction with the 'port area' (the dry dock and Northport), could well become a positive feature of the Reserve from a recreational standpoint.

Indeed, the varied and complex nature of current activities associated with Blacksmiths Creek Reserve means that the dry dock's landscape effects would also be varied and not entirely negative.

Rating: **Moderate**

Natural Character Effects:

The main effects associated with the shipyard would comprise:

- Increased awareness of its shipping, light standards, sheds, lighting and noise;
- The increased isolation and 'severance' of Blacksmiths Creek from the nearby harbour; and
- Increased physical encroachment by the reclamation, dry dock and shipping on the Creek's outer channel and margins.

As indicated above, many of these effects would only become more apparent when at or near the seaward limit of the Reserve and its walkway, with most of the Reserve's open spaces, its car park and walkway closely flanked by semi-mature planting at present. Even so, it is clear that the reclamation and shipyard facilities would adversely affect the eastern margins of Blacksmiths Creek and its sense of connection with Whangārei Harbour. This would be especially apparent from open spaces at the outer edge of the Reserve's terrestrial area and the realigned walkway out to the Harbour.

Consequently, the dry dock project would have a significant impact on the intrinsic naturalness of the outer reserve and Creek; much less so on the partly man-made margins of Bacakmsiths Creek that the Reserve largely occupies. Moreover, such exposure would not change the fundamental character and naturalness of the Reserve. It would, as now, remain wedged between an operational 'port area' and Blacksmith Creek.

Taking these factors into account, it is considered that the effects on natural character within most of the Reserve would be quite modest. However, they would be more significant in relation to the perceived integrity of the Creek and its associated HNC Area.

Rating: **Moderate-High**

Amenity Effects:

Although the shipyard, together with vessels and structures both within and around it, would be intermittently to more fully visible from different parts of the Reserve, it is perhaps the increased level of lighting and noise generated within the shipyard that would have the greatest impact on the Blacksmith Creek Reserve's pleasantness, aesthetic cohesion and sense of place. However, the Reserve is also already subject to such effects because of its close proximity to Northport. Inevitably, the realigned walkway down the western side of the shipyard would also experience significant exposure to the shipyard activities, but again, this is already the case in relation to the existing port and could be regarded as a positive outcome of the dry dock project.

Overall, therefore, the shipyard proposal appears likely to increase the level of encroachment by lighting, noise and maritime-industrial activities on the Reserve to a degree, without fundamentally altering its character and identity.

Rating: **Low-Moderate**

Viewpoint 13. Port Marsden Highway (Northport Entrance)

Existing Values:

Approaching the end of Port Marsden Highway, the Marsden Point landscape is increasingly focused on the Northport entrance, flanked by storage sheds, tanks, log stacks, together with growing awareness of the neighbouring CINZ facility. Although Mounts Manaia and Aubrey dominate the skyline beyond the port, the paraphernalia associated with both the existing port and fuel storage facility, together with heavy vehicles on the Port Marsden Highway, lend the area around this viewpoint a starkly utilitarian character. As a result, it has almost no residual naturalness and a very low level of aesthetic appeal.

Rating: **Very Low**

Visibility / Prominence:

The proposed reclamation and associated dredging would not be visible. However, vessels elevated above the dry dock and on its hard stand, together with crane(s), buildings, light standards and other structures would start to register near Northport's entrance off the Port Marsden Highway. The shipyard would remain largely buffered by Northport's array of log stacks, timber chip piles, the coal bunkering area, and related structures, but larger vessels elevated above the dry dock area would still be readily apparent from this close-up viewing quarter.

Rating: **Moderate-High**

Landscape, Natural Character & Amenity Effects:

Landscape Effects:

The cranes, light towers and any vessels elevated above the dry dock would subtly increase the visual presence of the Port and exacerbate its industrial character, but would not alter its fundamental nature and character. Furthermore, all of the proposed structures and activities would remain within the broad envelope of industrial development that is already associated with both the existing port and CINZ facility. As a result, the proposed shipyard and its associated structures would affirm the industrial nature of Marsden Point, without appreciably altering the landscape at the end of the Port Marsden Highway.

Rating: **Very Low**

Natural Character Effects:

The proposed shipyard will confirm the existing concentration of industrial development at Marsden Point, without appreciably affecting other parts of the wider harbour and its entrance.

Rating: **Very Low**

Amenity Effects:

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

Rating: **Very Low**

5.4 Night-Time Effects

Lighting associated with the proposed shipyard, its berths, additional shipping, light towers, cranes, buildings, and vehicle movements within the shipyard would all contribute to a more 'lit up' port environment. Potential effects derived from this lighting can be divided into those that directly impact 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 on:

- the relative visual presence and 'intactness' of the night sky and its canvas of stars; and
- the relative blackness, solitude and remoteness associated with some locations at night-time.

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.

To assist with the evaluation of such effects, **Attachments 17-19** capture views towards the port and its surrounds from the following locations[1]:

Viewpoint 3.	**The Marsden Bay / Albany Road Beachfront**
Viewpoint 10.	**The Heights Reotahi**
Viewpoint 11.	**Beach Road Reotahi**

Reotahi currently offers the most expansive views of both the current port and the shipyard site. Activities within the existing Port and its log handling berths (in particular) are already brightly lit and provide a strong focal point, while the adjacent CINZ facility is also well-lit and prominent, regardless of whether views are from near the more elevated, Heights Subdivision at Reotahi (Viewpoint 14) or that settlement's Beach Road, near Viewpoint 2.

By contrast, views from Marsden Bay and its Albany Road beachfront are more restricted in relation to the CINZ facility, so that most Harbour views tend to focus on the current port's lit-up western end. Views to that end of Northport are balanced by 'darker areas' around Blacksmiths Creek and out across the Harbour, although much of the lighting associated with the current port rises above the intervening 'dark space' of Blacksmiths Creek, and a halo of light is clearly apparent above both the port and CINZ facility.

Although much of the outlook from other harbour vantage points – including those at McLeod Bay, Taurikura, Marsden Bay and One Tree Point – are also strongly focused on Whangārei Harbour, none of these viewpoints could be regarded as particularly tranquil and/or strongly directed at the night sky. Instead, they all reveal a significant level of interaction with the existing Port and, in most cases, the CINZ facility as well. In views from more elevated parts of Reotahi, lighting associated with adjoining houses is also apparent, while views from Marsden Bay, One Tree Point, McLeod Bay, Taurikura, and other coastal settlements also capture the dotting of lights associated with other areas of residential occupation around the harbour.

<u>Marsden Bay</u>:

The increased spread of the shipyard reclamation, associated vessels, lighting, and other maritime structures, down the southern side of Whangārei Harbour would appear (to the viewing audience) to expand the 'port area' and lend it greater visual presence and weight than at present. Projecting further

[1] Photos taken in 2022 to assess the effects off Northport's Berth 4 and 5 proposals

out into the Harbour, the shipyard proposal would result in both Marsden Bay and Blacksmiths Creek being more enclosed and dominated by maritime-port structures and activities than at present. This would be exacerbated by noise and lighting emanating from the shipyard, especially for those living near the Albany Road beachfront who are more screened from the port currently by Blacksmiths Creek.

On the other hand, Marsden Bay's beachfront would still be separated from the shipyard and its proposed reclamation by some 550-970m of 'dark space' across much of Marsden Bay itself, extending into the outer margins of Blacksmiths Creek, while the visual changes described have to be considered in the context of a harbour coastline and landscape that is already strongly influenced by the presence of both the port and CINZ facility. These factors would prevent the shipyard and its dry dock from generating effects that reach the 'nuisance' threshold. On balance, it is considered that they would have a moderate level of effect on this quarter.

Reotahi:

Looking across 1km or more of Whangārei Harbour's main entry channel, those living in, or visiting, Reotahi would significantly expand that part of Marsden Point and Marsden Bay that is occupied by lit-up berths, ships and areas of activity around the dry dock. Vessels near the dry dock / shipyard would exacerbate this 'incursion' into the dark areas of Blacksmiths Creek, Marsden Bay and the wider Harbour. Conversely, the fundamental character of most of the outlook from this quarter – both from near Beach Road and more elevated vantage points – would remain much as at present, with views very largely dominated by industrial structures, activities and lighting. Similarly, the proximity of that expanded lighting to Reotahi, and its intensity, would not appreciably change.

On balance, it is therefore considered that such effects would remain at a low-moderate level, although some larger vessels visiting the dry dock could amplify them at times, potentially to a moderate level.

Other Effects:

In views ranging from Takahiwai Road and Marae to One Tree Point, Parua Bay, Taurikura and even Home Point, the proposed shipyard and dry dock will likely increase the intensity of lighting visible at the edge of Whangārei Harbour and the general halo of light associated with the twin industrial nodes of the Port and the CINZ facility. Yet, in relation to all of these vantage points, the proposed reclamation and dry dock would remain sufficiently remote that it would have little impact on local amenity values, the landscape-nightscape character of both Marsden Point and the wider harbour would be little changed.

The only real exception to this would be at the northern end of McLeod Bay. Whereas most of the Bay (including its settled area) is presently screened from the majority of the existing port by Mt Aubrey, the dry dock proposal would increase both the area of McLeod Bay that is exposed to port-like development, and – viewed from the northern end of the Bay – the Port would appear to expand. However, such interaction would mainly affect a quite small enclave of residential properties, while the more dynamic views experienced from Whangārei Heads Road already embrace the Port and CINZ facility in the course of entering McLeod Bay from the north. Views to the proposed shipyard remain over 3.1km or more, and they would be further contextualised by the lighting within McLeod Bay's existing settlement, together with domestic lighting on the southern flanks of Mt Aubrey and down the far shoreline of Marsden Bay and One Tree Point.

As such, it is considered that the night-time effects generated in relation to the northern end of McLeod Bay would be of a low order.

Summary:

Except in relation to Reotahi and Marsden Bay, there is little likelihood that the combined port and dry dock / shipyard 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 Whangārei Harbour and Heads, Marsden Point's

industrial complexes stamp an indelible mark on the current nightscape. This appreciably diminishes its role as a 'window on the stars'. As a result, the dry dock / shipyard proposal appears unlikely to appreciably alter the current situation and erode the night-time values of Whangārei Harbour and its margins.

Having said this, the proposed dry dock and shipyard would have a greater level of effect on Reotahi and Marsden Bay, and as described above, those effects would typically rise to a moderate level.

5.5 Key Findings

The following tables (below and overleaf) summarise the various ratings derived from the assessment of effects in Sections 5.3 and 5.4 above:

Landscape, Natural Character & Amenity Effects:

Viewpoints:	Landscape Effects:	Natural Character Effects:	Amenity Effects:
1. Taurikura Bay	Very Low	Very Low	Very Low
2. Reotahi	Low-Moderate	Low	Low- Moderate
3. McLeod Bay	Low-Moderate	Low	Low
4. Manganese Point Rd	Low	Very Low	Very Low
5. Takahiwai Road	Low	Very Low	Very Low
6. One Tree Point	Moderate	Low-Moderate	Moderate
7. Marsden Bay Reserve	High	Moderate-High	High
8. Albany Road Beachfront	High	Moderate-High	High
9. McKenzie Bay	Very Low	Very Low	Very Low
10. Tamaterau Point	Low	Very Low	Very Low
11. Takahiwai Marae	Very Low	Very Low	Very Low
12. Blacksmiths Creek Reserve	Moderate	Moderate-High	Low-Moderate
13. The Port Marsden Highway	Very Low	Very Low	Very Low

Night-time Effects:

Viewpoints:	Night-time Effects:
14. The Heights Reotahi	Low-Moderate
2. Beach Rd Reotahi	Low-Moderate
7. Albany Road Beachfront	Moderate

Landscape Effects:

The most significant landscape effects identified would fall on Marsden Bay, its Blacksmiths Creek margins, and its residential/recreational margins, as described above. However, a number of countervailing factors also have to be considered in considering the magnitude of those effects; in particular, the presence of both Northport and the CINZ facility as part of the existing backdrop to the Bay. The proposed reclamation and the dry dock would increase the port area's visual prominence and its degree of intrusion into Whangārei Harbour, but would not alter the more fundamental interplay between man-made and natural elements that is already so apparent on either side of the existing harbour.

Even so, ships and other vessels either in the dry dock or on its hard stand, at the western jetty, and berthed nearby, together with sheds, a crane, and -more intermittently – encapsulated areas, would significantly amplify the intrusion generated by the existing port and CINZ facility on both Marsden Bay and its Albany Road sub-catchment. Lighting, noise and general activities around the dry dock would further exacerbate such

'encroachment'. These findings are reflected in the high effects ratings for both Viewpoints 7 (Marsden Bay Reserve) and 8 (Albany Road Beachfront) and 'significant' in terms of *Tangi a te Manu*, although they tail off quite quickly, with a moderate rating recorded for Viewpoint 6 (One Tree Point).

Across Whangārei Harbour, Reotahi is one of two northern coastal settlements that would be more directly impacted by the dry dock/shipyard proposal. However, its effects would be more muted in relation to this viewing sector, because of its more peripheral location relative to the existing port and CINZ facility. With the possible exception of larger vessels in and near the dry dock (including on its hard stand), most structures and activities associated with the proposed shipyard would be largely consistent with those already found within Northport's operational area, so that 'port' would appear to spread out laterally. Even so, the dry dock would have less presence, overall, than Northport's current berths and dockyard, or the former refinery. This suggests that the nature of effects experienced from Reotahi would be quite different from those anticipated for Marsden Bay and, to a lesser extent, One Tree Point. These findings are reflected in the low-moderate impact rating assigned to Viewpoint 2 (Beach Road Reotahi).

McLeod Bay is the second area that would be appreciably exposed to the shipyard and dry dock down the Heads coastline. Views from its northern end would reveal the fuller extent of the proposed dry dock/shipyard proposal at the western end of the existing port. In particular, vessels within the dry dock and berthed near it would be clearly visible from this viewpoint. Yet, their effects on this settlement would be limited by the intervening mass of Mt Aubrey and Reotahi, viewing distances of 3.5km or more from Whangārei Heads Road to the subject site, and the merger of the flat plane of most of the shipyard with the existing port and housing at the back of both Marsden Bay and One Tree Point. Moreover, where visible, the proposed reclamation and dry dock would be contextualised by those parts of Northport and the CINZ facility that are already visible, together with housing, road infrastructure, boats and other man-made elements that dominate the shorelines on both sides of the Harbour. Even so, the colour and rather slab-sided nature of shipping both within and next to the dry dock would draw attention to some degree and contrast with much of this landscape setting. Reflecting this situation, a low-moderate effects rating is also attributed Viewpoint 3 (McLeod Bay).

For most of the other locations up and down Whangārei Harbour – from Tamaterau and Takahiwai to McKenzie Bay – the dry dock proposals would be visible to varying degrees, but their effects would typically be of a low to very low order. Furthermore, in relation to Whangārei Harbour as a whole, the dry dock development would remain some distance from most of the Whangārei Heads' ONLs, including much of Mt Aubrey and Home Point to Bream Head. Although the proposed reclamation and shipyard would undoubtedly affect perceptions of these key landscapes when viewed from south of the harbour – primarily from Marsden Bay and One Tree Point – they would ultimately have a limited effect on public perception of the ONLs in their own right. As now, these ONLs would continue to frame the harbour in a quite emphatic and dramatic fashion, but they would also remain separate from most of the coastal margins that are already more clearly impacted by the dry dock/shipyard proposal.

Natural Character Effects:

All of the Whangārei 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 and Cove, and One Tree Point, and the various boat mooring areas that are also found on both sides of the harbour. In addition, shipping lanes to and from the CINZ facility, Northport's current berths, the Port of Whangārei, and even Whangārei'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 this modification. Only the volcanic hills and peaks

affording a forested backdrop to the harbour convey a stronger sense of remaining relatively untrammelled by human structures and activities. Moreover, Marsden Point acts as the focal point and fulcrum for much of this development, including the existing Northport.

The proposed dry dock/shipyard facility would reinforce and exacerbate this existing interplay between the more developed and more natural 'halves' of the present harbour, without fundamentally altering the nature of this interaction. Consequently, much as the proposed reclamation and shipyard would be visible from a wide range of locations around the Harbour, their impact on the natural character of most of Whangārei Harbour and its margins would typically remain quite modest. By and large, the apparent expanded 'port area' would simply align with the maxim of concentrating new maritime development within parts of the coast that are already the subject of significant modification and development (Policy 6 of the NZ Coastal Policy Statement 2010).

Even so, Marsden Bay, Reotahi and One Tree Point would be exposed to the proposed dry dock, its shipyard and associated ships to a greater degree than most other harbour-side settlements and public vantage points. Furthermore, Marsden Bay and, in particular, its Albany Road sub-catchment, would very directly with the dry dock project. This would include being exposed to its modification of Marsden Bay's water area and bay form, its degree of interaction with the waters of the main harbour, and its seeming encroachment on the HNC Area of Blacksmiths Creek. As a result, the effects ratings for Viewpoints 7 (Marsden Bay Reserve) and 8 (Albany Road Beachfront), as well as Viewpoint 12 (Blacksmiths Creek Reserve), climb up to a moderate-high level, very close to being significant – again, with reference to *Te Tangi a te Manu*.

Elsewhere, the related level of change to the harbour's natural character values would be much more limited – typically at or near a lowlevel. 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 Whangārei Harbour as a whole.

Also relevant to the issue of the shipyard's close proximity to a number of areas of high and outstanding Natural Character value. In addition to the inter-tidal margins of Blacksmiths Creek, these address the McDonald, Calliope and Mair Banks, together with the inshore area west of One Tree Point, and the coastal margins of Mt Aubrey. Yet, only the Blacksmiths Creek HNC Area lies close to the areas proposed for reclamation, and that part of the Harbour close to Marsden Point is already heavily influenced by its connections with the existing deep-water port and CINZ facility. In this context, the dry dock and shipyard's effects on public perception of the Blacksmiths Creek HNC Area, and its intrinsic naturalness, would not be as great as they might otherwise be.

Amenity Effects:

As with Landscape Effects, views of the proposed dry dock and shipyard would be contextualised by both the current port and CINZ facility, together with the coastal settlements and residential areas that line both sides of the Harbour. Moreover, many of these settlements and other vantage points around the Harbour would remain relatively isolated from both, viewing the proposed development as a logical extension of the current port-industrial node at Marsden Point. These vantage points include most of One Tree Point and Takahiwai, as well as Tamaterau to McLeod Bay, then Tuarikura Bay to Urqharts Bay down the Harbour's northern side. As a result, the proposed dry dock and shipyard would have a much more limited impact on the level of amenity enjoyed by the vast majority of people living around Whangārei Harbour and/or recreating within it. The sense

of place and identity currently associated with the majority of the Harbour and Whangārei Heads would be little altered by the dry dock/shipyard proposal.

Indeed, even for the occupants of Reotahi and McLeod Bay, much closer to Marsden Point, both Northport and the CINZ facility already command a great deal of attention, dominating the southern side of Whangārei Harbour. Night-time lighting, ships in and near both facilities, together with related activities, occupy 'centre stage' within this coastal landscape, shaping much of its character and identity. Consequently, even though the dry dock/shipyard proposal would exacerbate the industrialised, largely utilitarian, nature of the outlook towards Marsden Point and Cove (to the west), the effects associated with the proposed dry dock – including noise, additional lighting and further modification of the southern harbour margins – would be diluted by the maritime environment that already exists. This is reflected in the moderate level of amenity effects identified for Viewpoint 2 (Reotahi).

Marsden Bay is, however, even closer to the current port, but is less directly exposed to both it and the CINZ facility currently, with Blacksmiths Creek providing a sizeable buffer between most of its residential area and Northport. The low angle of viewing from near both Albany Road and Marsden Bay Drive helps to further limit this area's degree of engagement with the existing port and old refinery infrastructure. Conversely, the proposed reclamation, conceivably 'hallmarked' by ships in its dry dock, on its hard stand, and at the western jetty, would extend further out into the Harbour and exacerbate the 'port area's' physical containment of the eastern end of Marsden Bay, offshore of Blacksmiths Creek. A raft of other new structures, including lines of sheds west of the actual dry dock, encapsulating structures, a crane, and light columns, would amplify the shipyard's exposure to Marsden Bay, eroding both its aesthetic coherence and pleasantness to a significant degree. Lighting and noise emanating from the shipyard would further erode the Bay's sense of relative tranquillity – for residents and visitors alike. As a result, the character of Marsden Bay and its Albany Bay beachfront would be quite obviously changed, resulting in the high levels of amenity effect identified for Viewpoints 7 and 8 (Marsden Bay Reserve and Albany Road Beachfront).

6. Cultural Values & Effects

6.1 Introduction

Patuharakeke, Te Parawhau, and Ngatiwai are all directly associated with the coastal domain of Whangārei Harbour and Marsden Point. They are actively involved in coastal management within this environment, much of it focusing on the management and conservation of marine mammals and the exercise of kaitaiki over whale and dolphin strandings in Te Ākau Bream Bay. Te Parawhau's rohe also embraces the Whangārei Heads coastline out to Tāwharau Busby Point, most of the northern side of Whangārei Harbour, and Te Ākau Bream Bay's offshore area, as far south as Bream Tail Paepae-o-tū.

In terms of cultural and associative values, the *Patuharakeke Management Plan* of 2014 is a key document that sets out to describe specific cultural associations that the hāpu has with the landscape of Whangārei Harbour and Marsden Point. These lay the foundation for directive policies that seek to protect the values of that coastal environment. Patuharakeke's interpretation of local landscape values is further expanded on in the *Patuharakeke Trust Board Cultural Values Assessment Report of Northport Limited's 'Vision for Growth' Masterplan for the Expansion of Northport* (2019), which focuses more directly on the Marsden Point coastline, including the 'Western Reclamation' proposal, which is closely aligned with that for the Northland Dry Dock. The Ngatiwai Trust Board has also prepared its much earlier *Te Iwi o Ngatiwai Iwi Environmental Policy Document (2007)*, which largely comprises a series of issues, objectives, policies and methods that are listed under each area of concern to the iwi.

In addition, the Northland Regional Policy Statement's GIS maps now identify Sites and Areas of Significance to Tangata Whenua. As shown in **Attachment 20**, three such areas are located close to the dry dock site: one at the distal spit terminus of Marsden Point, and two west of One Tree Point near Takahiwai.

6.2 The Patuharakeke Management Plan (2014)

Although the *Patuharakeke Management Plan* is a non-statutory document, it nevertheless remains important in relation to the associative and cultural effects that the proposed shipyard and dry dock would have on the landscape of Whangārei Harbour and Marsden. In this regard, the Management Plan contains several strategies and policies relevant to the dry dock proposal, particularly in Sections 3, 8 and 9. These include the following:

> ***3. KAITIAKITANGA***
>
> *Kaitiakitanga is fundamental to the relationship between Patuharakeke and the environment. As Kaitiaki, Patuharakeke are responsible for both the knowledge (matauranga) and the practice (tikanga) of kaitiakitanga in relation to resources. This relationship is an intergenerational responsibility rather than a right – a duty we are bound by culture, tradition and whakapapa to maintain. These duties are based upon the ultimate aim of protecting mauri; and secondly, the obligation to ensure the legacy we leave to our mokopuna is a healthy environment.*
>
> ***8. WAAHI TAPU ME WAAHI TAONGA***
>
> *This section covers issues associated with our cultural heritage: sites, resources, traditions, knowledge, and landscapes of significance to Patuharakeke. This includes waahi tapu, mahinga kai and other sites of significance, and the traditional and contemporary landscapes in which they occur.*

Waahi tapu and sites of significance are considered to be a most precious taonga to Patuharakeke. These sites place Patuharakeke in our rohe over a long period of time. As such, the destruction of any site of significance is of great concern to our hāpu. These historical "footprints" become increasingly important and sacred and confirm the korero that has been passed down over generations. Through colonisation and land alienation, large scale physical destruction of waahi tapu and other sites of significance occurred. Together with the loss of access to them and thereby knowledge of them (in many cases) has had far reaching impacts on Patuharakeke. ……..

8.4 Patuharakeke Sites of Significance Mapping

PTB RMU will complete the mapping of the cultural landscapes and waahi tapu (including marine cultural heritage) within our rohe through the Sites of Significance mapping project (SOSM). Once this exercise is completed, we require councils to adopt this overlay on their own planning maps and to work with PTB RMU to develop adequate policy for the protection and management of these landscape and heritage values. ……

[Note: the draft map of Significant Sites found in Figure 4 of the Management Plan is shown below and in **Attachment 21**]



Figure 4: Patuharakeke Sites of Significance Overlay

8.1 Issues

a) Ongoing damage, destruction and mismanagement of waahi tapu and areas or sites of significance that contribute to, or are a part of, our cultural landscape and seascape.

8.2 Objectives

a) The protection and enhancement of areas or sites of customary value.

8.3 Policies

c) Our cultural landscapes and seascapes should be afforded at least as high a priority as other landscape values when being considered as part of any process under the RMA, the Conservation Act, the Reserves Act or the LGA.

d) Preparation of landscape assessments for resource consent applications and similar processes should be done in conjunction with PTB RMU to ensure that the cultural aspects of the landscape are given full recognition alongside other values such as natural character and amenity values.

9. TANGAROA

9.1 Coastal Water Quality

Patuharakeke lament the ongoing deterioration of the health of our water systems and in particular, the impact that this is having on our kaimoana and mahinga kai in the Whangārei Harbour and Bream Bay areas. Despite numerous statutory requirements and undertakings, the role of Patuharakeke as kaitiaki, tangata whenua and Treaty Partner in the management of these taonga remains tokenistic and diminished.

The status of our food basket has become critical. Our once pristine waterways are now clogged and suffocated by the silt of uninterrupted urban and rural development with their associated nutrient, pesticide, herbicide and industrial pollutants. Dumping of dredge spoil and cement fines discharged from the Portland cement works during the latter half of last century destroyed extensive seagrass beds in the harbour. These beds provided essential habitat for shellfish and finfish species. Widespread encroachment of mud and mangroves has displaced oyster beds and degraded the formerly white sandy beaches of Takahiwai and Ruakākā and Waipū estuaries. Pipi, kutai, cockle/tuangi, pupu and scallops/tipa were among the taonga species that were casualties of this mismanagement (Chetham, 2013). ……..

9.1.2 Objectives

a) Whangārei Terenga Paraoa, Bream Bay and our estuaries are precious taonga and the home of myriad species and are respected for their taonga value above all else.

b) The mauri and cultural health of the harbour, Bream Bay and our estuaries is protected and enhanced in ways that enable Patuharakeke to provide for our physical, social, economic and cultural wellbeing.

c) Patuharakeke have a leading role in managing, monitoring and enhancing coastal water quality in our rohe.

d) The management of coastal water quality in Te Tai Tokerau occurs on an integrated catchment basis and is led by tangata whenua.

e) Coastal water quality standards relevant to Patuharakeke are developed and implemented by agencies and monitored by kaitiaki.

9.1.3 Policies

a) Coastal water quality is required to be consistent with protecting and enhancing customary fisheries, and with enabling Patuharakeke to exercise their customary rights and safely harvest kaimoana.

b) *Patuharakeke will participate fully in any decision-making over the management of coastal waters in our rohe.*

c) *Decision-makers will ensure that economic costs do not take precedence over the cultural, environmental and intergenerational costs of degrading coastal water quality.*

Section 9.4 of the Management Plan addresses offshore 'mining', and even though this policy focuses mainly on oil and gas exploration and extraction, it cites issues associated with past dredging by Northport, the CINZ facility (and former refinery), and the Portland cement works. These are viewed as having had a major impact on koutu mahinga kai – areas of considerable sensitivity within and near the Harbour. Unsurprisingly, therefore, the Management Plan strategies for Te Poupouwhenua Cultural Area at Marsden Point concentrate on managing the additive or cumulative effects of both existing and any future industrial development within that part of the harbour coastline.

6.3 Te Iwi o Ngatiwai Iwi Environmental Policy Document (2007)

Again at quite a broad scale, the Ngatiwai Trust Board's *Te Iwi o Ngatiwai Iwi Environmental Policy Document* largely comprises a series of 'provisions' that are listed under each area of concern to the iwi – from minerals to landscapes and customary materials. Three matters are particularly relevant to the dry dock/shipyard proposal from a landscape and natural character perspective: water, indigenous fauna and landscapes. The following are objectives and policies drawn from those sections of the policy document:

Water:

Objectives:

- *The mauri of water and soil is protected and enhanced in ways which enable Tāngata Whenua to provide for their social, economic and cultural wellbeing; and that of generations as yet unborn.*
- *The life-supporting capacity of creeks, streams, water bodies, wetlands, swamps, springs, aquifers, thermal waters, estuarine waters and coastal waters enables optimum health and wellness for all Tāngata Whenua; those they host within their rohe; their plants, animals and other whanaunga.*

Objectives:

1. *Tāngata Whenua promote innovative, sustainable management practices concerning water. All natural water has value and sustains some form of natural life in the environment. Water is a sacred resource to Tāngata Whenua, to be given the highest level of protection.*

10. *All activities concerning or potentially affecting creeks, streams, water bodies, wetlands, swamps, springs, aquifers, thermal waters, estuarine waters and coastal waters within a water catchment will be managed in an integrated way on a catchment basis.*

Methods:

34. *All resource consent applications concerning or potentially affecting water quality must be lodged with a Tāngata Whenua Impact Assessment written by the relevant Tāngata Whenua. Suggested consent conditions will be included in the assessment.*

Landscapes:

Objectives:

- *The relationship of Tāngata Whenua and their culture and traditions with their ancestral lands, water, sites, Wāhi tapu and other taonga is recognised and provided for as a matter of national importance by councils.*
- *The protection of areas or sites of customary value.*

Policies:

3. *The areas and sites of customary value which contribute to or are a part of Ngatiwai cultural landscape must be defined by Tāngata Whenua.*
4. *Any decisions made in regard to the definition of areas or sites of customary value to Ngatiwai or within Ngatiwai territory must be made in accordance with Tāngata Whenua.*

Methods:

3. *Only after appropriate effective engagement and adequate remediation or mitigation, or for safety or security reasons, will Tāngata Whenua support any negative or destructive impacts on their cultural heritage.*
4. *which contribute to or a part of Ngatiwai cultural landscape Areas or sites of customary value which contribute to or a part of Ngatiwai cultural landscape, must not be impacted upon negatively without the express written approval of Tāngata Whenua.*
17. *All resource consent applications concerning or potentially affecting areas and sites of customary value will be lodged with a Tāngata Whenua Impact Assessment written by the relevant Tāngata Whenua. Suggested consent conditions will be included in the assessment.*

Many of the objectives, policies and methods contained in the policy document also focus on Ngatiwai's involvement in various planning processes and the use of their traditional knowledge to address issues such as impacts on the quality and mauri of coastal waters and indigenous fauna species. Overall, though, it remains more generic in its approach to strategies and policies for Northland's coastlines and not as specific as the Patuharakeke Management Plan or Patuharakeke's Northport report in relation to the values of Whangārei Harbour and Marsden Point.

6.4 The Patuharakeke Trust Board CVA - Northport (2019)

This report is directly relevant to the dry dock / shipyard proposal, as it was prepared for Northport in response to the port company's proposals in 2018 and 2019, including the (then proposed) westward extension of the port to cover much the same area as is now proposed for the dry dock's reclamation. At p.15 of the CVA, under the heading *5.2.2 Cultural Landscapes, Seascapes and Waahi Tapu*, it is explained that:

> *Several important markers in the area that form the cultural landscape and seascape include maunga such as Manaia, Matariki (Mt Lion), Te Whara (Bream Head) and other islands, reefs and rocks such as Motu Karoro, Taurikura, Motu Tapu (Calliope Island), Motu Panamaia - all have beliefs associated with them that are integral to our histories.*
>
> *Traditional korero related to these sites was described in detail in the Refinery Crude Freight Proposal CVA15. Other important sites in the vicinity of Northport include;*
>
> - *Ngaungara (High Island in McGregors Bay) – traditional korero relates that Ngati Manu fishers were stranded here on the rising tide after Ngāti Kahu o Torongare took their waka and they were rescued by Patuharakeke people;*
> - *Otarakaihae (Mt Aubrey) – there is an assumption that this name which refers to jealousy is likely associated with the korero around Manaia and his wife's lover Paeko;*
> - *Horomanga – the large pa of the Ngai Tahuhu paramount chief Hikurangi – which sits above Urquharts wharf.*
>
> *Besides the strong associations with the tupuna Manaia, these sites bear important linkages through whakapapa and land ownership to the ancestor Torongare and the 19th century chiefs Pohe, Tirarau,*

Whakaariki and Motutara. As such these sites are of high cultural significance to Ngatiwai, Ngati Kahu o Torongare, Te Waiariki and Parawhau along with Patuharakeke and others.

On the southern side of the harbour the Takahiwai and Pukekauri, Kukunui and Piroa (Brynderwyn) ranges circle the landscape and the seascape is dominated by the tahuna or sand banks that are known not only for their significance as markers, but as mahinga mātaitai/kaimoana gathering places. These include Poupouwhenua/Mair and Marsden Bank, Patangarahi/ Snake Bank, Calliope Bank, McDonald Bank, and Tahuna Patupo (a historical Kuaka gathering spot).

Further, Patuharakeke held kohatu mauri (mauri stones) that were imbued with meaning and signify our ancient lineage to tupuna, whenua and moana. …….

According to kaumatua there are also unrecorded waahi tapu such as Waiana koiwi - underwater burial caves and ledges, the locations of which cannot be disclosed. Earlier Northland Port Corporation Hearing evidence speaks of places where:

- *bathing and healing rituals were enacted;*
- *bodies were washed and bones prepared for final internment;*
- *warriors gathered to strategise;*
- *a powerful tohunga recited karakia to avenge his wife;*
- *an aging chief bathed and prophesized the future;*
- *battles occurred;*
- *war canoes gathered; and*
- *an ancestor called to a favoured sea mammal*

Besides providing physical sustenance, Whangārei Terenga Paraoa and its tributaries supported the spiritual and cultural practices of the various hāpu. Specific parts of creeks or rivers were set aside for baptisms (eg. Rauiri/Blacksmiths Creek), while others were used for teaching children to swim and yet more places were renowned for their curative powers. Lakes and wetlands in the dune systems were harvest sites for tuna (eel) and waterfowl. Harakeke and muka and other plants used for weaving, and rongoa were also sourced there. Often sites such as these were used as a repository for taonga as well.

Section 5.2.2.3 of the CVA then proceeds to identify a series of heritage sites of significance to Patuharakeke, notably around Blacksmiths Creek and One Tree Point (p.21):

In addition to the waahi tapu described previously, the map below illustrates the concentrations of recorded heritage sites in the vicinity of Northport. The map supports the korero of our tupuna on the importance of Rauiri and Poupouwhenua as kainga and nohoanga historically. At this point in time it is unclear whether there will be any effects on these heritage sites. Should Northport proceed to seeking consent for the VFG proposal, a precautionary approach would suggest that a Heritage Management Plan should be developed in conjunction with PTB to deal with matters such as:

- *Determining whether any recorded sites will be impacted*
- *Archaeological investigation if required*
- *Establishment of mitigation measures, namely avoidance in the first instance, cultural monitoring and accidental discovery protocols;*
- *Means of incorporating cultural interpretation and storytelling into design*

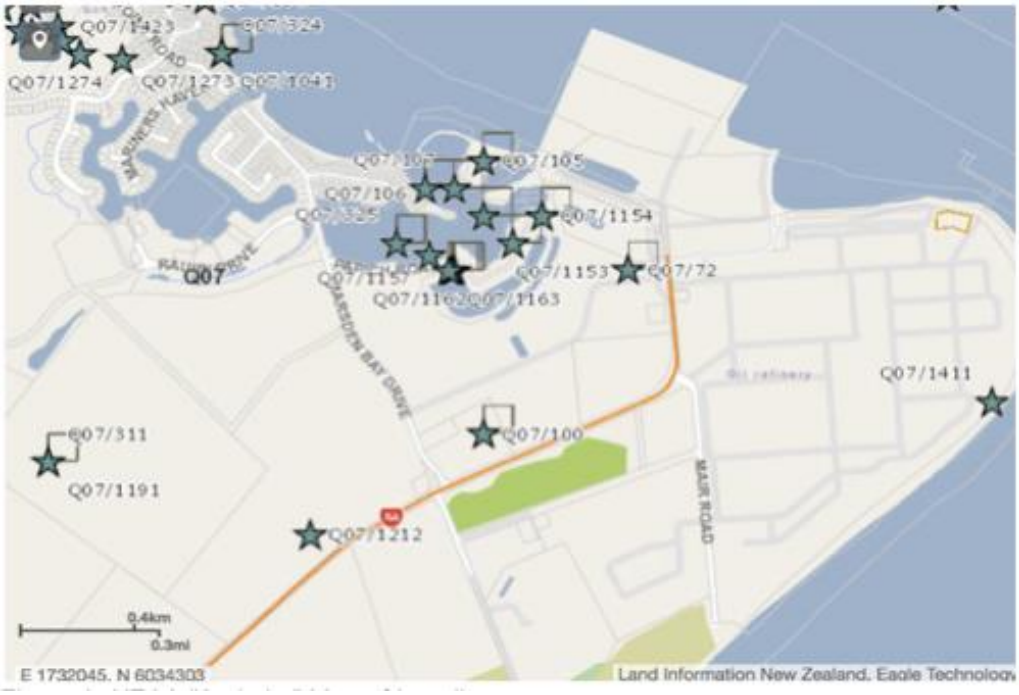


Figure 8: NZAA "Archsite" Map of Locality

In Section 5.2.3, a range of mahinga mataitai sites are also described near Marsden Point and Blacksmiths Creek (p.22):

> *……. Much of the area along the foreshore and dunes between the Marsden Point Wharf and Refinery Jetty was used as a nohoanga regularly by Patuharakeke and other whanaunga from the Whangārei area up until the development of the site began to restrict this practice in the 1960's.*
>
> *Other key traditional mahinga mataitai and fishing grounds include Patangarahi ("Snake Bank") which was, and remains a tahuna (bank) for pipi and particularly hūai (cockles). Patangarahi is discussed in more detail below. Another significant traditional site near Marsden Point was known as Patupo, a tahuna Kuaka (sandbank where Godwits fed and rested on their migratory journey). Kuaka or Godwits are considered to be a kaitiaki and an indicator of cultural health in this area. They also feature prominently in Ngai Tahuhu mythology and tradition and are considered to have guided the path of the ancestral migration to Aotearoa from Hawaiki. The hāpu listed above shared seasonal rights over these resources as well as Parera (Ducks), Manu Oi (Shearwaters/Mutton Birds) and Kopua Mango or Shark Fishing Grounds that were located at the entrance to the harbour.*
>
> *Rauiri or Blacksmiths Creek was the site of the seasonal eel weir and pa harakeke cultivated and farmed by Patuharakeke. This was also a large and important pipi bank – it is where Northport is today. A number of other important Mahinga Mataitai were located at Marsden Bay, McDonald Bank, Mair Bank, Marsden Bank, Calliope Bank and Urquharts Bay, along the coastline from Reotahi to Taurikura as well as Smugglers Bay, Peach Cove and Bream Bay. Species harvested at these various locations and habitats included pipi, kokota, tio, koura, kina, paua, tuatua and kutai. Tauranga ika were also common at these locations, mullet and flounder were generally sought further up the harbour but snapper, tarakihi, gurnard, trevally, kahawai and kingfish were all common in these areas. Some of these locations, such as Mair Bank, also have an important role to play in providing structural stability for the harbour entrance and therefore provide significant ecosystem services. ……..*

Finally, and of particular note in relation to the current proposal, the CVA commented as follows in relation to the Brown NZ Ltd assessment of landscape effects accompanying the Northport 'Vision for Growth' proposals – at Section 5.2.2.2 (pp. 19 & 20):

The Refinery, Northport and Marsden Cove Marina have irrevocably altered our cultural landscape and seascape in this location. After perusing the Assessment by Stephen Brown, and following discussions with him at the hui, hapū members hold a few reservations about his approach.

Firstly, we are concerned about the tone of the assessment that uses descriptors such as "the highly modified, development dominated aesthetic" which whether unintentionally or not, acts to justify the type of effects likely to be generated by the VFG. There is also a gap in understanding of the interconnectedness between the landscape markers he outlines (eg. Manaia, Te Whara), as well as those within the harbour itself (ie Tahuna/banks, Rauiri etc). For Patuharakeke, it is very difficult to compartmentalise the components of our cultural landscape and seascape, and taken as a whole, even with the scars of the Refinery and existing port. For us, it is an outstanding landscape and remains central to our identity.

PTB recently gave evidence at the Whangārei District Council Urban and Services Plan Changes Hearing about limits for crane heights at the Port given that there is no certainty as to how many cranes could be located there or where on the footprint they would be located. Even if viewshafts from certain locations, such as Takahiwai marae and kainga could be mapped and potentially protected, as mentioned, cultural landscape elements are interconnected, and the cultural landscape of Whangārei Terenga Paraoa is looked at holistically. Therefore, while you may still be able to see Manaia, will you be able to see Te Wahāpu o Whangārei Terenga Paraoa from other sites/vantage points?

Some matters that could assist the hapū in better understanding the potential landscape effects from a cultural perspective and aid in constructing a Cultural Effects Assessment at a later stage include:

- *Mr Brown undertaking a further assessment and visual simulations from additional viewpoints in more distant parts of our rohe, ie. Takahiwai Marae, kainga, the end of Takahiwai Road, and Piroa (Brynderwyns); and*
- *Northport supporting PTB to appoint a landscape professional to carry out an independent peer review of the landscape and visual assessment.*
- *Further discussion with Patuharakeke on the proposed mitigation concepts as per attachment 3 of Mr Brown's report, to ensure any landscape effects, mitigation does not occur at the cost of ecological values, and is in fact designed to achieve multiple functions, for example, to provide high tide roosting habitat for shorebirds, to facilitate public access to the coast and so forth.*

In response to the requests from the Patuharakeke Trust Board:

a) Photos and photo simulations were subsequently prepared for Piroa, Takahiwai Marae and the end of Takahiwai Road – as part of the on for Northport's eastern expansion in 2022. While the Northport proposals would have had an impact on Takahiwai Marae and Road, this related almost exclusively to the STS (container) Cranes proposed at that time, not the reclamation and other port development proposals. The landscape effects identified at that time were of a low to very low order, while those in relation to natural character and amenity values were consistently of a very low order.

b) Northport did not commission a review of the 2019 Brown NZ report, but Mike Farrow of Littoralis Landscape Architects undertook a comprehensive peer review for the Northland Regional Council in 2023. No issues specifically pertaining to Patuharakeke were raised in that review.

c) No further discussions over the issue of mitigation of 'landscape' effects were held, but to help offset the effects of the eastern expansion proposed by Northport in 2022, a bird roosting area was established off Blacksmiths Creek, and that remains in place.

6.5 Cultural Landscape Effects Evaluation

Many of the 'landscape' issues raised by the Patuharakeke Trust Board in 2019 are likely to be equally felt today in relation to the dry dock/shipyard proposal. The reclamation's location within the koutu mahinga mataitai site at Marsden Point, its close proximity to Blacksmiths Creek, and the close relationship between Takahiwai Marae and Whangārei Harbour create sensitivities and connections (in terms of the overlapping principles of whenua, Paputūānuku, whakapapa, tūrangawaewae and kaitiakitanga, together with the various strategies and policies identified by the local hāpu and iwi) that appear to be quite contrary to further expansion into the Harbour.

These issues cannot be fully addressed through the types of process and assessment set out in Sections 2 to 5 of this report and ultimately require either direct advice from kaumatua or other spokespersons on behalf of Patuharakeke and Te Parawhau. Such advice would need to traverse Tāngata whenua perspectives on landscape values and effects that,in turn, also reflect hāpu and iwi relationships, values and connections with Whangārei Harbour – both tangible and intangible. In effect, such values and associations should be expressed by those who know the most about them. Alternatively, they might also be expressed and explained by pūkenga, who are tangata whenua experts in matters related to whenua (in particular). This person or persons – acting with the authority of the local hāpu and iwi – would translate those values and associations on behalf of the local hāpu and iwi.

This report has not been prepared by a Pūkenga, nor has there been any dialogue with the hāpu and iwi connected with Whangārei Harbour. It is acknowledged that this assessment would be informed by those discussions. Returning, therefore, to this report and its findings, what can be meaningfully concluded is that:

1) The dry dock/shipyard proposal would have a very limited effect on three points of most concern to the Patuharakeke Trust Board in 2019: Takahiwai Marae, the end of Takahiwai Road, and Piroa;

2) Conversely, it would, as indicated above, have a much more marked effect on Marsden Bay and Blacksmiths Creek; and

3) The dry dock/shipyard proposal would contribute to cumulative adverse effects on Whangārei Harbour, Marsden Point and Blacksmiths Creek – together with the associated koutu mahinga mataitai area within the Harbour and heritage sites around its margins – that are already affected by Northport and the CINZ facility.

In relation to local hāpu and iwi, it seems highly likely that these effects would be significant. The relative brevity of this review of cultural effects does not undermine the importance of them; rather, it reflects the need for continued engagement with the local hāpu and iwi to further inform the full range of 'landscape' effects that the Northland Dry Dock and shipyard proposal would give rise to.

7. Conclusions & Recommendations

7.1 Conclusions

The proposed Northland dry dock and shipyard will involve considerable reclamation and development at the western end of Northport's current operational area. It would physically encroach on part of the Harbour near the High Natural Character Area of Blacksmiths Creek and its reserve.

In relation to the wider community (as well as Patuaharakeke, Te Parawhau and Ngatiwai), the dry dock and shipyard's effects would be most marked within the area of Marsden Bay and its interface with Blacksmith Creek. In particular, they would reach a high (significant) level in relation to landscape and amenity effects assessed for this catchment and a moderate-high level for natural character effects. Although these ratings are prevented from attaining a higher level because of the influence that both the existing Northport and CINZ facilities exert over that same coastline, it is equally apparent that the dry dock and shipyard will exacerbate the effects already generated by those facilities in a cumulative fashion.

The other area more obviously affected by the proposed dry dock and shipyard would be Reotahi, directly opposite the proposed site. Although all of Reotahi and some parts of the Reotahi Motukaroro Marine Reserve and Mt Aubrey Walkway would be exposed to the proposed development, it would sit at the western end of the existing line of both port and CINZ facility development that already dominates cross-harbour views and strongly influences perceptions of both Marsden Point and the wider harbour. Consequently, even though the proposal would compound both the concentration of industrial-maritime development and activities at Marsden Point, it is, on balance, considered that the Project's effects would be largely incremental in relation to Reotahi, as is reflected in its typically moderate landscape, natural character and amenity effects ratings.

For all other parts of Whangārei Harbour and Heads, including Marsden Point's immediate hinterland near the Port Marsden Highway, the identified effects would be considerably lower, and typically of a very low to low order for 7 of the 13 viewpoints employed in this assessment. For most of these receiving environments and their attendant audiences – from Tamaterau to McKenzie Bay, within Whangārei Heads, and from Takahiwai to One Tree Point, down the Harbour's southern coastline – the proposal would largely meld with both the current Port and CINZ facility.

Turning to the issue of night-time effects, it is evident that the shipyard and dry dock proposal would expand the area of port-type lighting associated with Marsden Point and, to a degree, compound the daytime effects just described. However, such effects would be largely confined to Marsden Bay and Reotahi, and given these locations' significant exposure to existing lighting within the Port and adjoining fuel storage facility, it is assessed that such effects would be of a low-moderate level for Reotahi and a moderate level for Marsden Bay. Elsewhere, such effects would be very limited.

From a statutory perspective, it is recognised that both the Operative NRPS and WDP set out to accommodate port expansion within the zones shown on relevant maps (see pages 5 and 18 above), both within the main body of Whangārei Harbour and its immediate coastal hinterland. This is supported by relevant provisions in both plans and reflected in recent developments both at Northport and behind it. Furthermore, no ONLs or ONC Areas would be directly affected by the MBIE proposals, although Blacksmiths Creek is close to the present Port and the eastern edge of its HNC Area would be close to the proposed dry dock reclamation. Yet, this close proximity does not translate into a high level of adverse effect on Blacksmiths Creek itself. As a result, the

natural character effects identified in Sections 5.3 and 5.5 of this report come close to being 'significant', but don't quite reach that threshold, with reference to NZCPS Policy 13(1)(b).

7.2 Recommendations

This assessment has been undertaken without any regard to the potential mitigation of the Project's effects. In terms of these, it is apparent that the combined area of Marsden Bay and Blacksmiths Creek is of most concern from a landscape, natural character and (seemingly) cultural standpoint. In particular, four matters stand out in this regard:

- The proposed reclamation's projection into Whangārei Harbour and its additional containment of both the Bay and Creek;
- The presence of ships in the dry dock and on its hard stand, but also – in conjunction with the proposed jetty – across the interface between both Marsden Bay and Blacksmiths Creek with the adjoining harbour;
- The juxtaposition of the proposed reclamation and its linear profile with the more 'natural' landform and vegetation cover that both frame and extend into Blacksmiths Creek, even though those created near the Port's stormwater ponds and its current berths are quite artificial.
- The absence of screening or buffering beyond the limits of Blacksmiths Creek Reserve; and
- The presence of a sizeable number of heritage sites within the area of, and around Blacksmiths Creek.

In response to these issues, a limited level of mitigation could be provided by locating a line of pohutukawas in planters built into the reclamation's western edge, conceivably next to the realigned public walkway out to the end of the proposed shipyard – at 12m to 15m centres, or similar. Over time, this would help to screen at least some of the dry dock area – including its sheds, crane, the lower part of encapsulated areas, together with ships either in the dry dock or on its hard stand – from Marsden Bay and the Blacksmiths Creek Reserve; although it would not greatly assist with the restoration of some of the Creek's naturalness and the integration of contrasting 'landforms' as is described above.

In addition, the material employed on any encapsulating structures should be neutral to recessive in colour, not white or close to it, as such colouring would only serve to draw further attention to the dry dock, amplifying the visual presence and apparent scale of vessels within it.



Stephen Brown
BTP, Dip LA, Fellow NZILA





NORTHLAND DRY DOCK PROJECT

Proposal Location & Layout: Plan 1 of 2 (Beca 06/08/2026)

Attachment 1.

Prepared for MBIE
Brown NZ Ltd
August 2026





LEGEND:

1. ADMINISTRATION SPACES
2. WAREHOUSE AND STORAGE SPACES
3. WORKSHOPS
4. UTILITIES
5. ROADS
6. CRANE CORRIDORS
7. TRANSFER BOGIE STORAGE
8. DOCK BLOCK AND CRADLE STORAGE
9. END SLIP VESSEL WORKING AND LAYDOWN HARDSTAND
10. SIDE SLIP VESSEL TRANSFER AREA AND LAYDOWN HARDSTAND
11. SMALL VESSEL WORKING AND LAYDOWN HARDSTAND
12. WASTEWATER AND ENVIRONMENTAL CONTROLS
13. WET BERTH WORKING AND LAYDOWN AREAS
14. PUBLIC ACCESS

SPATIAL ALLOCATIONS LIST

REF.	DESCRIPTION	AREA (m^2)
1	ADMINISTRATION SPACES	3,250
2	WAREHOUSE AND STORAGE SPACES	4,650
3	WORKSHOPS	7,500
4	UTILITIES	600
5	ROADS	13,500
6	CRANE CORRIDORS	19,250
7	TRANSFER BOGIE STORAGE	3,150
8	DOCK BLOCK AND CRADLE STORAGE	1,800
9	END SLIP VESSEL WORKING AND LAYOWN HARDSTAND	14,600
10	SIDE SLIP VESSEL TRANSFER AREA AND LAYDOWN HARDSTAND	3,800
11	SMALL VESSEL WORKING AND LAYOWN HARDSTAND	9,450
12	WASTEWATER AND ENVIRONMENTAL CONTROLS	7,950
13	WET BERTH WORKING AND LAYDOWN AREAS	5,600
14	PUBLIC ACCESS	1,700
15	REVETMENT ABOVE MHWS	2,050

NORTHLAND DRY DOCK PROJECT

Proposal Location & Layout: Plan 2 of 2 (Beca 06/08/2026)

Attachment 2.

Prepared for MBIE
Brown NZ Ltd
August 2026

b r o w n



NORTHLAND DRY DOCK PROJECT

Viewpoint Locations For Photos To Dry Dock Site - With & Without Photo Simulations

Attachment 3.

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June 2026



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June 2026

b r o w n



NORTHLAND DRY DOCK PROJECT

Viewpoint Photos Viewpoint 5. Takahiwai Road

Attachment 8.

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June 2026



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June 2026



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Brown NZ Ltd
June 2026

b r o w n



NORTHLAND DRY DOCK PROJECT

Viewpoint Photos Viewpoint 8. Albany Road Beachfront

Attachment 11.

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June 2026

b r o w n



NORTHLAND DRY DOCK PROJECT

Viewpoint Photos Viewpoint 9. McKenzie Bay

Attachment 12.

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NORTHLAND DRY DOCK PROJECT

Viewpoint Photos Viewpoint 12. Blacksmiths Creek Reserve & Walkway Next To Northport

Attachment 15.

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NORTHLAND DRY DOCK PROJECT

Night-time Photos (2022) Viewpoint 14. Reotahi - The Heights Subdivision

Attachment 17.

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June 2026

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NORTHLAND DRY DOCK PROJECT

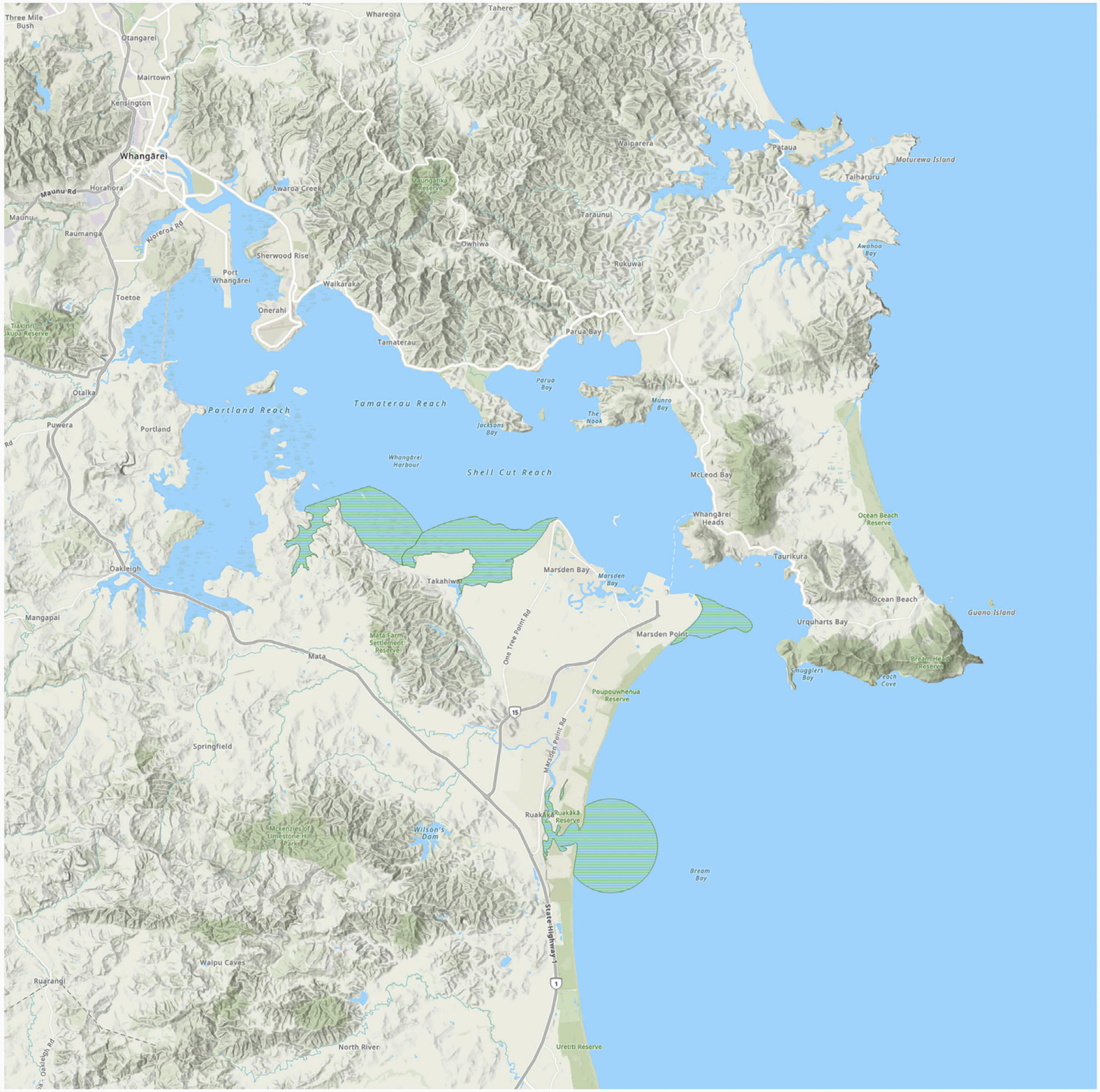
Night-time Photos (2022) Viewpoint 2. Reotahi - Beach Road

Attachment 18.

Prepared for MBIE
Brown NZ Ltd
June 2026



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June 2026



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