Attachment 30

Assessment of Landscape Effects
prepared by Boffa Miskell

Boffa Miskell

Bledisloe North Wharf & Fergusson North Wharf Extensions

Landscape Effects Assessment
Prepared for Port of Auckland Limited

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Executive Summary

Introduction and Project Background

Port of Auckland Limited ('POAL', 'the applicant') is proposing additions to Bledisloe Wharf and Fergusson North Wharf (the 'Project') to provide for berthing facilities at the end of Bledisloe Wharf ('new Bledisloe North Wharf') and to increase capacity of berthing operations at Fergusson Wharf (Fergusson North Wharf). The Project will enable the potential future transfer of Captain Cook and Marsden Wharves and associated land from POAL to Auckland Council in due course. This report assesses the potential landscape, visual and natural character effects of the Project.

Existing Environment

The existing environment against which effects are assessed is focused around the existing port infrastructure and the central and eastern Auckland Waterfront of the Waitematā Harbour. The downtown waterfront has been shaped through reclamation and development of transport and marine infrastructure over the past 170 years. The waterfront area is therefore heavily modified however remains influenced by the Waitematā Harbour both physically and visually. The bulk of the working port is defined by Bledisloe and Fergusson Wharves which contribute to the distinctive waterfront port environment that service large-scale container and other ships.

Effects on Natural Character

In relation to natural character, the Project, given its design and the characteristics of the surrounding area, will have minimal negative effects on the harbour's natural features, both physical and perceived. It is considered that the Project will have a **very low** adverse impact on the actual (abiotic and biotic) naturalness of the harbour. While the inclusion of vessels, particularly at Bledisloe North Wharf, may slightly increase the level of perceived modification within the harbour, the effects will be minimal and any adverse effects associated with the wharf expansion will be **very low**, with up to **low** adverse effects on perceived attributes with the periodic presence of vessels on Bledisloe North Wharf.

Effects on Landscape Characteristics, Attributes and Values

In terms of landscape effects, the Project generally aligns with the existing character of the surrounding port area, making the associated activity capable of being integrated without diminishing the landscape quality of the local setting. Additionally, the Waitematā Harbour's expansive scale, coupled with the limited size of the proposed extensions, will ensure that the Project represents only a slight intrusion into the harbour environment. Overall, the assessment concludes that the adverse landscape effects resulting from the Project will be **low**.

Visual Effects

Visual impacts of the Project have been considered from a range of locations, both onshore and across the Waitematā Harbour. The most

notable impacts will be on visitors to Queens Wharf, where the extension of Bledisloe Wharf may partially obscure views of the harbour, especially toward the Gulf Islands. Effects on these viewing audiences are considered to be **low-moderate**. These visual disruptions of the harbour will be more noticeable when vessels are docked, and are anticipated to bring **moderate** adverse effects, though such occurrences will be periodic rather than permanent.

From other viewpoints across the isthmus, the proposed extensions will have minimal visual consequences and subsequently adverse visual effects will be **very low**. The proposed extensions are relatively modest in scale, low in height will blend into the existing wharf layout and geometry. Further, the proposed expansion of crane activity along Fergusson North Wharf will be minimal and seen in the immediate context of the existing crane movements. Additionally, from many perspectives, the extensions will either be out of sight or difficult to discern. When vessels are docked at Bledisloe Wharf, there will be a noticeable change to some views, especially from the north and some locations to the west. However, these ships will be present intermittently and are likely to either partially merge with the city skyline in the background or align to the typical view of marine activity within the Port area. With the above considered, these periodic effects will be up to **low** adverse.

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Appendices

Figures

1.0 Introduction

Boffa Miskell Ltd (‘BML’) has been engaged by Port of Auckland Limited (‘POAL’, ‘the applicant’) to assess the potential natural character, landscape and visual amenity effects of a proposed extensions to Bledisloe Wharf and Fergusson Wharf ('Project'). This is to provide for berthing facilities at the end of Bledisloe North Wharf) and increase efficiency of operations at Fergusson North Wharf.

This report provides a written assessment of the potential natural character, landscape and visual effects associated with this Project in relation to the waterfront, harbour and Auckland city centre context.

As part of reviewing the Project and undertaking this assessment, the author and peer reviewer have visited the wharf and waterfront surrounds on a number of occasions, including from on the water.

2.0 Project Overview

POAL is proposing to construct a new 330m long and 27.5m wide wharf to the northern end of the Bledisloe Terminal for roll on roll off ("RoRo") and large cruise ships and a 45m long x 34 wide extension to the length of the existing Fergusson North Berth to accommodate larger container ships.

The Project will enable POAL to reconfigure its operational footprint to create efficiencies in operations at the Bledisloe and Fergusson Terminal areas, and enable the potential future transfer of Captain Cook and Marsden Wharves to Auckland Council for public use in due course.

Bledisloe North Wharf will accommodate multi-cargo vessels, including the relocation of RoRo vessels from Captain Cook Wharf. The new wharf will accommodate cruise ships that are over 300m in length thereby enabling a reduction in the size of cruise ships berthing at Princes Wharf (<300m). It will also free up the Fergusson Terminal for container cargo.

The extension to the existing Fergusson Terminal will enable quay cranes to access the full length of the berth (an additional 45m), removing current inefficiencies and constraints on the loading and unloading of vessels. While the existing Fergusson Terminal can accommodate up to 10,000 (twenty foot equivalent) unit (‘teu’) ships, the quay cranes cannot access the full length of the ship, meaning that the ships are either required to be repositioned mid-call (losing 2-3 hours for the loading / unloading) or be subject to loading restrictions (which are often unworkable in the context of international shipping).

A new cruise passenger terminal is proposed to be established within the ground floor of the existing vehicle handling facility that is located on the Bledisloe Terminal. This is a permitted activity as both maritime passenger facilities and alterations to buildings on land outside of ‘Area A’ shown on Precinct plan 2 are provided for within the Port Precinct. The vehicle entrance to Tinley Street will be upgraded to service the cruise passenger terminal.

The below figures illustrate the proposed new Bledisloe North Wharf and Fergusson North Wharf extension respectively.

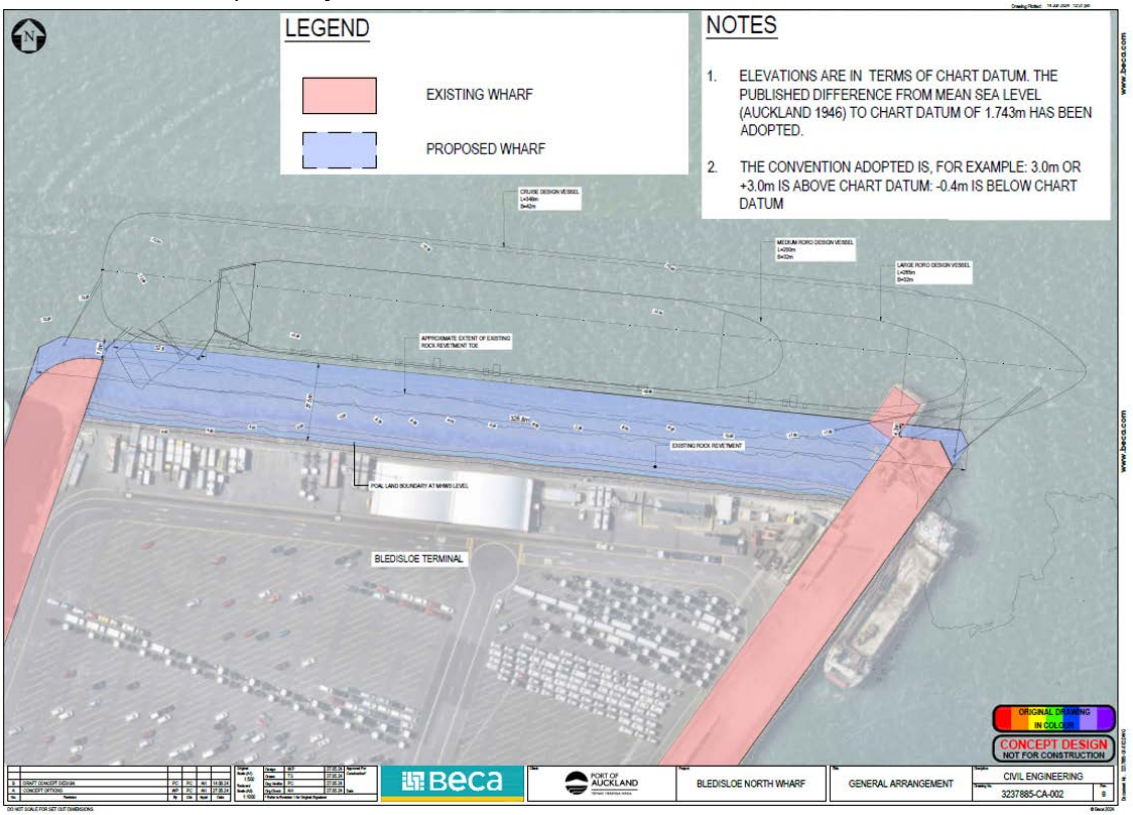

Figure 1: The new Bledisloe North Wharf (indicated in blue)

Figure 2: New Bledisloe North Wharf location, looking west

Figure 3: New Bledisloe North Wharf location, looking east

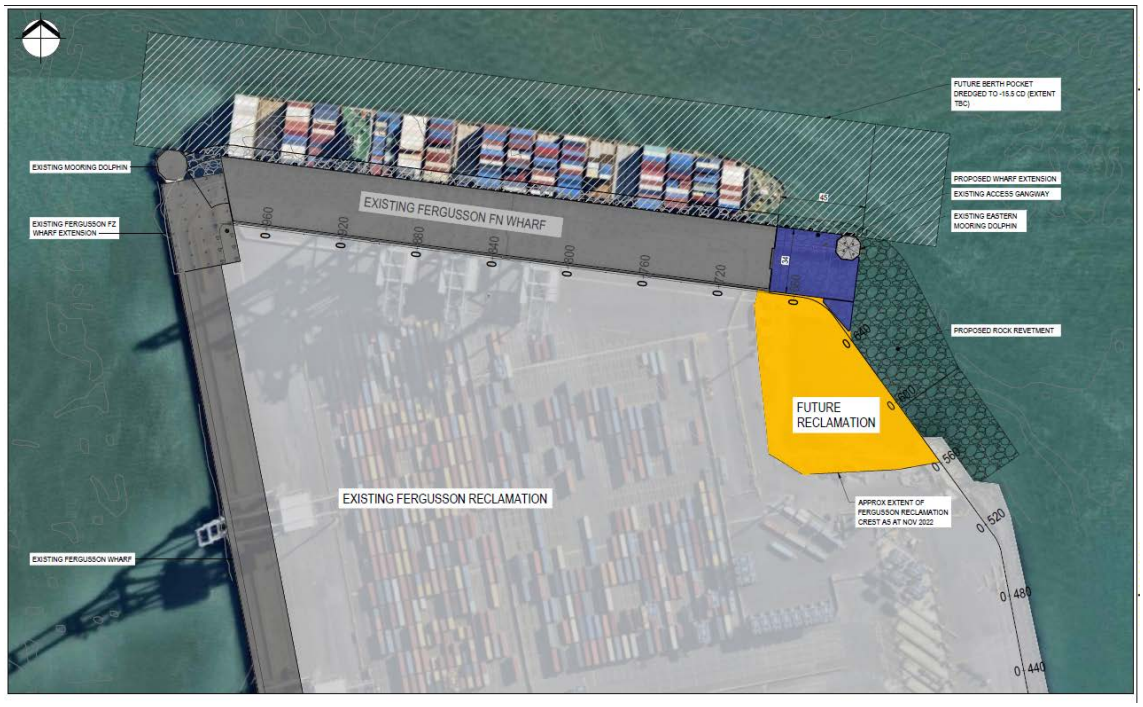

Figure 4: Proposed Fergusson North Wharf Eastern Extension (blue) and already approved future reclamation (in yellow), and proposed Revetment (circular hatch) which is part of the already consented reclamation)

Figure 5: Fergusson North Wharf with existing mooring dolphin structure and consented reclamation works to the left (to be completed)

Fendering (and other ancillary structures, as required) will be provided around both wharf structures, in a similar manner to that which exists for the balance of the wharfs within the Port of Auckland. To facilitate the construction of the piled wharf structure to the northern edge of the Bledisloe Terminal, it will be necessary to reconstruct the seawall along the northern end of the wharf. The existing revetment rock will be partially removed, graded and incorporated into the new revetment.

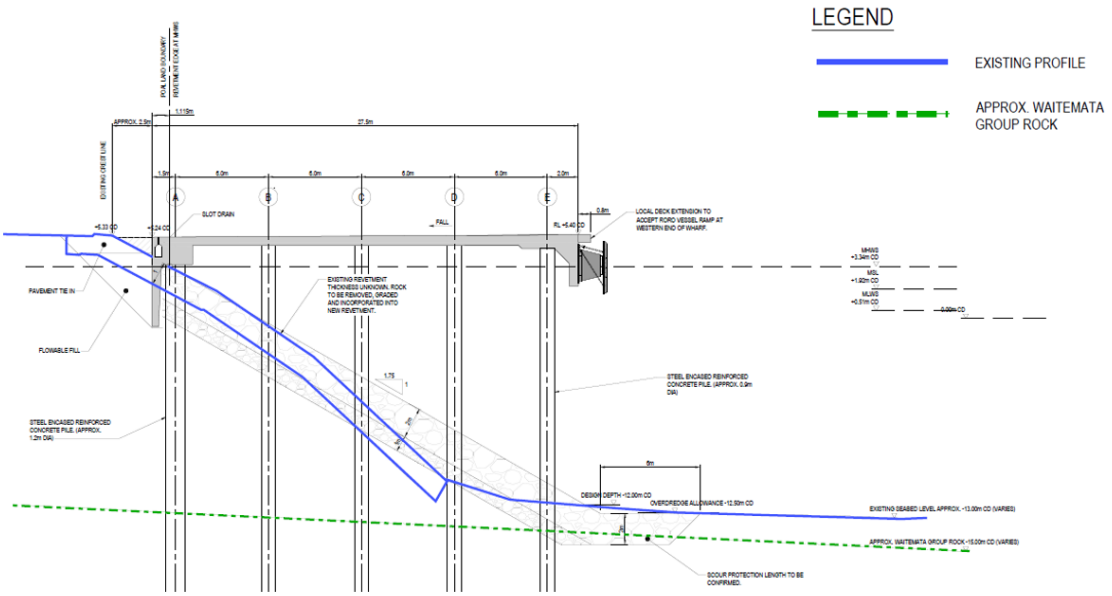

Figure 6: Bledisloe North Wharf Extension Section illustrating location of piles and existing revetment to be removed, graded and incorporated into new revetment (indicated in blue)

2.1 Auckland Council Strategic Direction Relevant to the Project

The Waterfront Plan 2012

The Waterfront Plan sets out a vision and goals for the long-term development of the Auckland city centre waterfront and a strategy for the delivery of projects and initiatives over thirty years. It was developed in an integrated way with a suite of supportive plans sitting under the Auckland Plan, which sets the long-term strategic direction for Auckland.

A key objective of the Waterfront Plan is to improve public access to the waterfront and increase benefits to Aucklanders through the Council's ownership of this key regional asset. The Project will enable the freeing-up of Captain Cook and Marsden wharves by consolidating the physical area of the port's operations and therefore is consistent with and will support this strategic objective. This Project will facilitate the potential future transfer of Marsden and Captain Cook wharves to Auckland Council.

Long-term Plan 2024-2034

On 27 June 2024, the Council's Governing Body adopted the Long-term Plan 2024-2034 ('LTP'). The LTP sets out how Auckland Council will work to improve the daily lives of Aucklanders over the next 10 years and how we will fund our activities. It states:

"This plan provides for the transfer of Captain Cook and Marsden Wharves and the associated land from Port of Auckland Limited (POAL) to Auckland Council within two to five years, with any final decisions on the transfer subject to the relevant consents for work on Bledisloe North being granted and agreement on sale valuation of the wharves."[1]

3.0 Assessment Approach

This assessment has been undertaken and peer reviewed by NZILA registered landscape architects with reference to the Te Tangi A Te Manu, Aotearoa New Zealand Landscape Assessment Guidelines (2022) and Quality Planning Landscape Guidance Note[2] and its signposts to examples of best practice. This assessment has been undertaken from a Te Ao Pakeha world view using the terminology of Te Tangi a te Manu and therefore does not purport to fully understand the connection and values held by Iwi who are associated with the whenua or awa of the site and its relationship to the wider area.

The full methodology and outline of the effects ratings used in this assessment is provided in **Appendix 1**. In summary, this assessment provides ratings based upon a combination of

[1] LTP, Volume 1, Page 44

[2] https://www.qualityplanning.org.nz/node/802

quantitative information where available, and qualitative professional judgements by the author. The ratings are based upon a seven-point scale which includes: very low; low; low-moderate; moderate; moderate-high; high and very high ratings. These are used within this assessment to describe the level (and significance) of the potential landscape and visual amenity effects that would result from the Project.

In combination with assessing the level of effects, this assessment also explains the likely nature of the effects, being a positive (beneficial) or negative (adverse) effect in the context within which it occurs. Benign (neutral) effects are also identified where it is considered that there is no identifiable landscape or visual change in the context of where it occurs.

3.1 Familiarisation of the Project and Receiving Environment

3.1.1 Desktop Analysis of the Project and Receiving Environment

Prior to conducting the assessment, a desktop study was completed which included a review of the relevant information relating to the landscape and visual aspects of the Project. This information included:

- The statutory setting of the Project and surrounding context;
- Base map data (such as contours and aerial photography);
- Project design and drawings (BECA);
- Ecological Effects Assessment (Kennedy Environmental).

3.1.2 Review of Statutory Context

A review of the statutory context of the Project and its environs was undertaken in preparation for this assessment. This included a review of the relevant provisions in the Resource Management Act 1991 ('RMA'), the Hauraki Gulf Marine Park Act 2000 ('HGMPA'), The New Zealand Coastal Policy Statement 2010 ('NZCPS') and the Auckland Unitary Plan ('AUP').

3.1.3 Review of material in consideration of Cultural Landscape Values

Mana whenua have associations to the area and we understand those that have a particular interest in the Project[3] include Ngati Whauta Orakei[4], Ngaati Te Ata Waiohua and Te Ākitai Waiohua. A review of the following documents has been undertaken in relation to cultural landscape values and key themes have been identified in **Section 5.1**. The reviewed documents include:

- Te Pou O Kāhu Pōkere Iwi Management Plan for Ngāti Whātua Ōrākei (2018).
- Cultural Impact Assessment prepared by Ngaati Te Ata Waiohua (November 2024);
- Cultural Values Assessment prepared by Te Ākitai Waiohua (2024); and

[3] Through providing CIA, CVA or letter to applicant following engagement

[4] We understand that a letter from Ngati Whatua Orakei has also been provided to the applicant however this has not been shared or reviewed by the author of this assessment.

In undertaking this review, a number of observations and recommendations relating to (cultural) landscape and visual matters are contained in these documents which specifically relate to the Project. These are summarised below.

Ngāti Whātua Ōrākei

- *Reclamation, dredging and marine structures: Any proposal which involves reclamation, dredging or structures in the coastal marine area is one of a number of listed priorities for Ngāti Whātua Ōrākei*
- *The coastlines of Tāmaki Makaurau have been significantly modified through reclamations, infrastructure and urban development*
- *Today, access to the coast and waterways is often restricted by private land or infrastructure to the detriment of our wellbeing*
- *Public access to waterways and the coast should be protected and enhanced.*
- *Since colonisation, the coastlines of Tāmaki Makaurau have been significantly modified through reclamations, infrastructure and urban development. Ngāti Whātua Ōrākei is generally opposed to further reclamation and dredging activity, except where it is demonstrably in the overall interest of the mauri of the moana*
- *Cultural landscapes, including, maunga, streams and coastal areas are managed in partnership with Ngāti Whātua Ōrākei.*

Ngaati Te Ata Waiohua

- *Uphold and enhance Te Mauri o Te Waitemataa and surrounding taiao (environment).*
- *Prevent further reclamation, seabed structures, and disturbances to Te Waitemataa, waahi tapu and sites of significance to Ngaati Te Ata Waiohua (whether formally recorded or not).*
- *Protect taonga and customary rights, prioritising the preservation and restoration of wāhi tapu*
- *Establish a genuine Te Tiriti o Waitangi-based partnership, ensuring Ngaati Te Ata Waiohua are full partners throughout all project stages*
- *While the new piled wharf structure to the northern edge of the Bledisloe Terminal extends 34m further into Te Waitemataa, it is considered the landscape visual effects resulting from the proposed development will be minor, but the proposed new piles may impact on the natural character of the seabed and Te Waitemataa and mitigations/controls are required*
- *Effects on Topography and Landscape – Seek to retain natural topography and seabed where feasible to support groundwater recharge and natural watercourse formation*
- *Effects on visual – Seek to Develop and implement a mitigation plan for the piled wharf structure that uses materials and designs to minimise visual impact on Te Waitemataa*

Te Ākitai Waiohua

- *Recommends Te Ākitai Waiohua Kaitiaki Team (Kaitiaki Team) will be directly involved in the project*

- *Te Ākitai Waiohua supports the application of the seven Te Aranga principles to this project in the design and development of an iwi based cultural landscape and notes these principles are being applied directly in the project*
- *The history and status of Te Ākitai Waiohua as mana whenua and kaitiaki of the coastal marine area should be acknowledged. This can be achieved with accurate 'historical' signage of landmarks and correct naming in the area as well as express references through published material related to the project. There may also be opportunities to use Te Reo Māori dual language signs and wayfinders*
- *Ideally the natural and cultural landscape should be preserved in the design and long-term maintenance of the project to fit with the natural environs*
- *Māori cultural values and concepts should be recognised in the design aspects of the project and incorporate Māori colours, symbols and materials where appropriate*

We acknowledge that these matters are important to mana whenua and understand that meaningful engagement will continue with these parties and the applicant.

3.1.4 Review of Project drawings

Project drawings have been reviewed as part of the assessment process. Notable drawing sets that are most relevant to the landscape and visual aspects of the Project are located in the AEE and should be referred to and reviewed alongside this assessment, in particular these include:

- New Bledisloe North Wharf, Drawings 3237885-CA-002 to 3237885-CA-004, Rev B, BECA, 14/06/2024
- Fergusson North Wharf Extension, Drawing Numbers 3123898-GE-000 to 3123898-CE-719, Rev A, BECA, 14/11/2022

3.1.5 On-Site Analysis of the Receiving Environment

A visit to Bledisloe Wharf and Fergusson Wharf was undertaken on 10 July 2024 in fine weather conditions. The site visit involved travelling around the port's land via vehicle with pauses to observe port activities, existing port elements and view the proposed Project locations.

Further site visits to the surrounding environment occurred between March and November 2024. These visits were undertaken in order to understand the site, the Project and the surrounding context including the likely extent of visibility of the Project. These visits also took place to attain an appreciation of existing port activities as well as the nature and types of vessels which currently visit the port and neighbouring Princes and Queens Wharfs. A photographic library of these visits are located in **Appendix 2**.

3.1.6 Viewpoint Photos and Visual Simulations

A series of viewpoint photographs have been captured from the visual catchment of the Project. These are provided in **Appendix 3**. Visual simulations have then been prepared from a range of these viewpoint locations to provide a greater understanding of the Project and its extent of visibility within the visual catchment (**Appendix 4**). A collection of viewpoint photographs was selected in good weather conditions as they provide representative views from a variety of

viewing audiences which are located at a range of viewing distances and locations. The visual simulations have been prepared in accordance with the NZILA Best Practice Guideline for Visual Simulations[5]. To provide an accurate understanding of the Project, the visual simulations depict the Project under the following scenarios:

- Existing View – as the Port is currently observed.
- Proposed View (without simulated vessels on Fergusson North Wharf or new Bledisloe North Wharf)
- Proposed View (with cruise on new Bledisloe North Wharf and Multi Cargo (10,000 teu vessel) on Fergusson North Wharf.
- Proposed View with Roll-on roll-off ('RoRo') on new Bledisloe North Wharf and Multi Cargo (10,000 teu vessel) on Fergusson North Wharf.

4.0 Statutory Context

A full description of the statutory planning context and relevant statutory provisions for this Project is set out in the AEE. A summary of the statutory provisions which are relevant to the assessment of landscape, natural character and visual effects, and this Project specifically, are set out below.

4.1 Fast-track Approvals Act 2024

The purpose of the Fast-track Approvals Act 2024 (FTAA) is to facilitate the delivery of infrastructure and development projects with significant regional or national benefits.

Clause 17 of Schedule 5 of the FTAA requires, when considering a consent application and setting conditions, the following to be taken into account, giving the greatest weight to paragraph (a):

(a) the purpose of the FTAA; and

(b) the provisions of Parts 2, 3, 6, and 8 to 10 of the Resource Management Act 1991 (RMA) that direct decision making on an application for a resource consent (but excluding section 104D); and

(c) the relevant provisions of any other legislation that directs decision making under the Resource Management Act.

4.2 Resource Management Act 1991

In relation to the Landscape Effects Assessment, the Resource Management Act 1991 (RMA), specifically includes matters pertaining to the preservation of natural character[6], the protection

[5] http://www.nzila.co.nz/media/53263/vissim_bpg102_lowfinal.pdf

[6] Section 6(a)

of outstanding natural features and landscapes[7] maintenance and enhancement of amenity values[8] and the quality of the environment[9]. These sections of the RMA are directly imported into the FTAA in Schedule 4, clause 12.

4.3 New Zealand Coastal Policy Statement 2010

The purpose of the New Zealand Coastal Policy Statement 2010 ('NZCPS') is to state objectives and policies in order to achieve the purpose of the Act in relation to the coastal environment of New Zealand. The NZCPS therefore includes a number of policies which are relevant to this Project, given the Project's location within the coastal environment. The policies which are considered particularly relevant to this assessment are policies 13 and 15, as detailed below:

Policy 13 Preservation of natural character

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…

Policy 15 Natural features and natural landscapes

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

(a) avoid adverse effects of activities on outstanding natural features and outstanding natural landscapes in the coastal environment; and
(b) avoid significant adverse effects and avoid, remedy, or mitigate other adverse effects of activities on other natural features and natural landscapes in the coastal environment.

4.4 Hauraki Gulf Marine Park Act 2000

The Hauraki Gulf Marine Park Act 2000 provides special statutory recognition for the Hauraki Gulf (which includes the Waitematā Harbour). Section 7 (which, in part, deals with the national significance of the Hauraki Gulf, including its role in supporting the social, economic, recreational, and cultural well-being of people and communities), and Section 8 (which, in part, deals with the protection and, where appropriate, the enhancement of the natural, historic, and physical resources of the Hauraki Gulf, its islands, and catchments), is to be treated as a national policy statement and a New Zealand coastal policy statement.

[7] Section 6(b)

[8] Section 7(c)

[9] Section 7(f)

4.5 Auckland Unitary Plan Operative in Part

4.5.1 Regional Policy Statement: Chapter B8: Toitū te taiwhenua - Coastal environment

The Auckland regional policy statement ('RPS') provides an overview of the resource management issues of the Auckland region and provides policies and methods to achieve integrated management of the whole region. These include objectives and policies relating to natural character, amenity values, public access and open space in the coastal environment namely:

B4.2. Outstanding natural features and landscapes

B4.2.1. Objectives

(1) Outstanding natural features and landscapes are identified and protected from inappropriate subdivision, use and development.

(2) The ancestral relationships of Mana Whenua and their culture and traditions with the landscapes and natural features of Auckland are recognised and provided for.

(3) The visual and physical integrity and the historic, archaeological and cultural values of Auckland's volcanic features that are of local, regional, national and/or international significance are protected and, where practicable, enhanced.

B4.2.2. Policies

(3) Protect the physical and visual integrity of Auckland's outstanding natural landscapes from inappropriate subdivision, use and development.

(8) Manage outstanding natural landscapes and outstanding natural features in an integrated manner to protect and, where practicable and appropriate, enhance their values.

B8.2. Natural character

B8.2.1. Objectives

(1) Areas of the coastal environment with outstanding and high natural character are preserved and protected from inappropriate subdivision, use and development.

(2) Subdivision, use and development in the coastal environment are designed, located and managed to preserve the characteristics and qualities that contribute to the natural character of the coastal environment.

(3)Where practicable, in the coastal environment areas with degraded natural character are restored or rehabilitated and areas of high and outstanding natural character are enhanced.

8.2.2. Policies

(4) Avoid significant adverse effects and avoid, remedy or mitigate other adverse effects on natural character of the coastal environment not identified as outstanding natural character and high natural character from inappropriate subdivision, use and development.

B8.3. Subdivision, use and development

B8.3.1. Objectives

(1) Subdivision, use and development in the coastal environment are located in appropriate places and are of an appropriate form and within appropriate limits, taking into account the range of uses and values of the coastal environment.

(2) The adverse effects of subdivision, use and development on the values of the coastal environment are avoided, remedied or mitigated.

8.3.2 Policies

(2) Avoid or mitigate sprawling or sporadic patterns of subdivision, use and development in the coastal environment by all of the following:

(a) concentrating subdivision, use and development within areas already characterised by development and where natural character values are already compromised.

(7) Set back development from the coastal marine area, where practicable, to protect the natural character and amenity values of the coastal environment.

Ports

Recognise the national and regional significance of the Auckland ports and the need for them to be located within the coastal environment by all of the following:

(a) enabling the efficient and safe operation of the ports and their connection with other transport modes;

(b) enabling the safe navigation and berthing of vessels, including by dredging; and

(c) avoiding or mitigating the adverse effects of activities that may compromise efficient and safe port operations.

B8.4. Public access and open space

B8.4.1. Objectives

(1) Public access to and along the coastal marine area is maintained and enhanced, except where it is appropriate to restrict that access, in a manner that is sensitive to the use and values of an area.

(2) Public access is restricted only where necessary to ensure health or safety, for security reasons, for the efficient and safe operation of activities, or to protect the value of areas that are sensitive to disturbance.

(3) The open space, recreation and amenity values of the coastal environment are maintained or enhanced, including through the provision of public facilities in appropriate locations.

B8.4.2 Policies

(2) Provide for a range of open space and recreational use of the coastal environment by doing all of the following:

(a) identifying areas for recreational use, including land-based facilities for those uses, where this ensures the efficient use of the coastal environment;

(b) enabling the provision of facilities in appropriate locations that enhance public access and amenity values.

An explanation of the RPS objectives and policies (B8.6. Explanation and principal reasons for adoption) includes the following, which is of relevance to the assessment of natural character within highly modified areas of the coastal environment:

> *Highly modified areas of the coastal environment still contain elements or features that contribute to their natural character. This may be vegetation, a significant landform, or in areas such as the waterfront, tidal movement and sights and sounds of the sea. Use and development in such areas should avoid significant adverse effects and avoid, remedy or mitigate other effects on the elements or features that contribute to the natural character value of that area.*

4.5.2 Chapter D Overlays

Historic Heritage and Special Character D19 - Auckland War Memorial Museum Viewshaft Overlay

As the Project will facilitate the cranes on Fergusson Wharf to travel further east along the wharf deck, the Auckland War Memorial Museum Viewshaft Overlay is considered relevant.

Sited on relatively low grounds in relation to the surrounding ridges, the view to and from the museum could be easily compromised or lost through the erection of tall buildings. The combination of landform, dominant building presence and setting contribute to the museum's unique visual quality. Special visual protection measures are applied to secure the highly appreciated views and aspect qualities associated with this historic heritage place. The overlay rules limit building height and include provision for parapets, chimneys communications antennae, support structures, housing, building services components and advertising signs.

D19.2. Objective

(1) Significant views to and from the Auckland War Memorial Museum are protected

D19.3. Policy

(1) Prevent the visual intrusion of buildings and structures into current identified views to and from the museum.

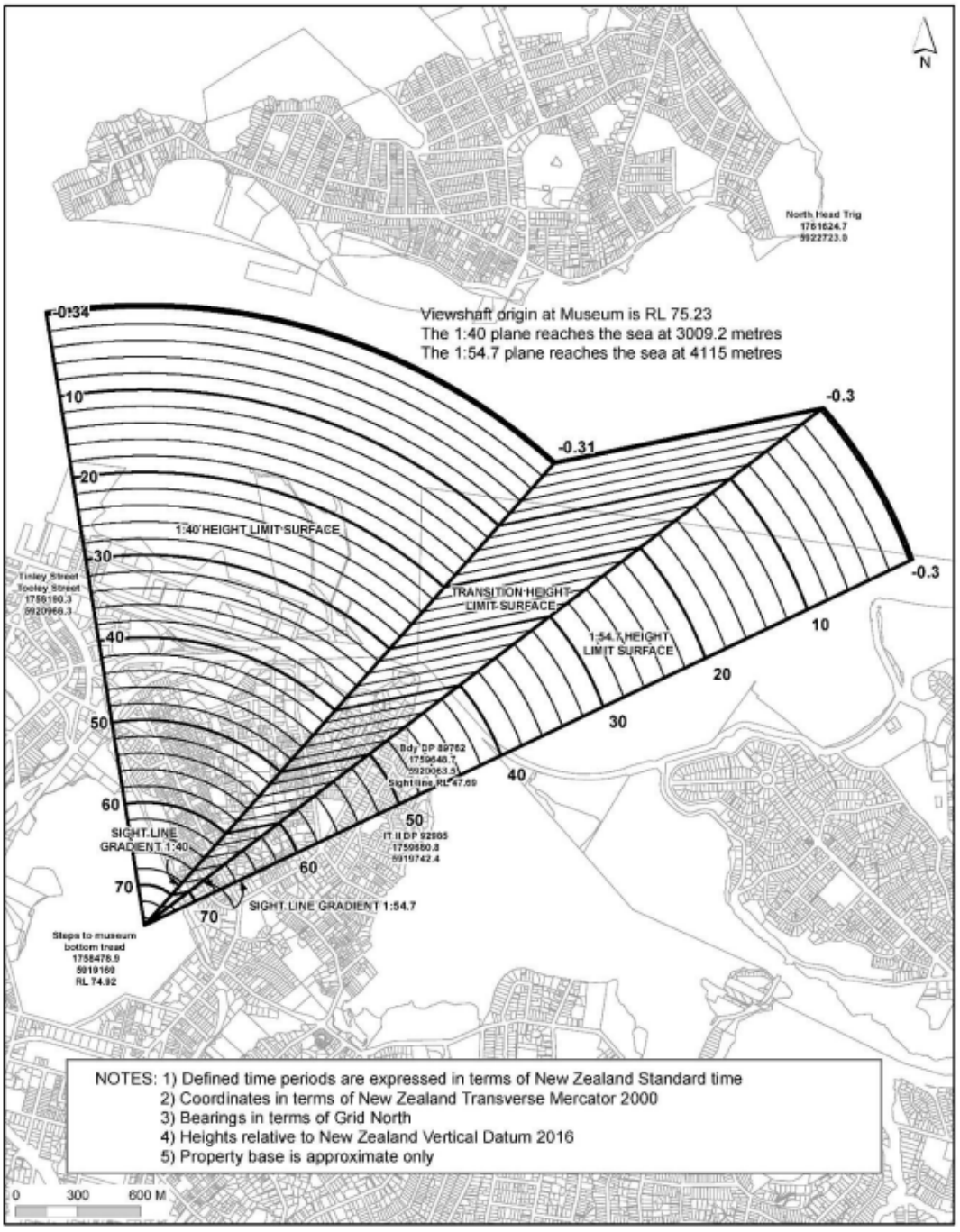

Figure 7: Viewshaft overlay location and extent from AUP Chapter D19

4.5.3 Chapter E18: Natural character of the coastal environment

These objectives and policies give effect to Policy 13(1)(b) of the New Zealand Coastal Policy Statement 2010, and Regional Policy Statement Objective B8.2.1.(2) and Policy B8.2.2.(4).

These provisions apply to activities in the coastal environment that are proposed in areas that are not scheduled in the Outstanding Natural Character and High Natural Character Overlay but that require consent.

E18.2. Objectives

(2) The natural characteristics and qualities that contribute to the natural character of the coastal environment are maintained while providing for subdivision, use and development.

(3) Where practical the natural character values of the coastal environment are restored or rehabilitated.

E18.3. Policies

(3) *Manage the effects of subdivision, use and development in the coastal environment to avoid significant adverse effects, and avoid, remedy or mitigate other adverse effects, on the characteristics and qualities that contribute to natural character values, taking into account:*

(a) the location, scale and design of the proposed subdivision, use or development;

(b) the extent of anthropogenic changes to landform, vegetation, coastal processes and water movement;

(c) the presence or absence of structures, buildings or infrastructure;

(d) the temporary or permanent nature of any adverse effects;

(e) the physical and visual integrity of the area, and the natural processes of the location;

(g) the physical, visual and experiential values that contribute significantly to the wilderness and scenic values of the area;

(h) the integrity of landforms, geological features and associated natural processes, including sensitive landforms such as ridgelines, headlands, peninsulas, cliffs, dunes, wetlands, reefs, freshwater springs, streams, rivers and surf breaks;

(i) the natural characteristics and qualities that exist or operate across mean high water spring and land in the coastal environment, including processes of sediment transport, patterns of erosion and deposition, substrate composition and movement of biota, including between marine and freshwater environments; and;

(j) the functional or operational need for infrastructure to be located in a particular area;

(4) *Promote land use practices and restoration activities that will restore or rehabilitate natural character values.*

4.5.4 Chapter E19: Natural features and natural landscapes in the coastal environment

These objectives and policies give effect to Policy 15(b) of the New Zealand Coastal Policy Statement 2010 and Regional Policy Statement Objectives B4.2.1 and the policies in B4.2.2.

These provisions apply to activities in the coastal environment that are proposed in areas that are not scheduled in the Outstanding Natural Features Overlay or the Outstanding Natural Landscapes Overlay but that require resource consent.

E19.2. Objective

(1) *The characteristics and qualities of natural landscapes and natural features which have particular values, provide a sense of place or identity, or have high amenity value, are maintained while providing for subdivision, use and development in the coastal environment.*

E19.3. Policies

(1) *Manage the effects of subdivision, use and development in the coastal environment to avoid significant adverse effects, and avoid, remedy or mitigate other adverse effects on the characteristics and qualities of natural landscapes and natural features which have particular values, provide a sense of place or identity, or have high amenity values, taking into account:*

(a) the location, scale and design of the proposed subdivision, use or development;

(b) the extent of anthropogenic changes to the natural characteristics and qualities;

(c) the presence or absence of structures, buildings or infrastructure;

(d) the temporary or permanent nature of any adverse effects

(e) the physical and visual integrity and the natural processes of the location;

(f) the intactness of any areas of significant vegetation, and vegetative patterns;

(g) the physical, visual and aesthetic values that contribute significantly to the natural landscape's values;

(h) the integrity of landforms, geological features and associated natural processes, including sensitive landforms such as ridgelines, headlands, peninsulas, cliffs, dunes, wetlands, reefs, freshwater springs, streams, rivers and surf breaks; and

(i) *the functional or operational need for infrastructure to be located in a particular area.*

4.5.5 Chapter F: Coastal

The Auckland Regional Coastal Plan applies to the foreshore, seabed, water and air from mean high water springs to 12 nautical miles. The Project in the coastal marine area ('CMA') is located in the Coastal – General Coastal Marine Zone which covers the majority of Auckland's MCA. The relevant objectives and policies to the Project for structures in the Coastal Marine Zone are set out below:

F2.16.2. Objective

(3) Structures are appropriately located and designed to minimise adverse effects on the ecological, natural character, landscape, natural features, historic heritage and Mana Whenua values of the coastal marine area, and avoid to the extent practicable the risk of being adversely affected by coastal hazards.

F2.16.3. Policies

(2) Avoid adverse cumulative impacts from structures in the Coastal – General Coastal Marine Zone taking into account the number of structures in the immediate and surrounding area.

(5) Enable the extension or alteration of existing structures in locations where they will:

(a) *not have significant adverse effects on other users and values;*

…

(6) Require structures to be located to avoid significant adverse effects and avoid, remedy or mitigate other adverse effects on the values of areas identified as:

…

(c) *D11 Outstanding Natural Character and High Natural Character overlays;*
(d) *D10 Outstanding Natural Features Overlay; and Outstanding Natural Landscapes Overlay; and*

…

(7) Require structures in the Coastal – General Coastal Marine Zone to be located to minimise:

…

(d) *visual impacts, particularly in areas sensitive to effects such as headlands or the outer edges of enclosed bays, as seen from both land and water.*
(e) *the size of the structure, including its size in relation to wharfs and jetties…*

(8) Require structures to be designed to:

(c) *minimise impacts on natural character and amenity values and generally fit with the character of any existing built elements,*

including in the use of material and colours having regard to safety requirements

(9) Have regard to the value of retaining the natural character of areas where structures are absent, taking into account the area's uniqueness and value because of the absence of structures.

(11) Require buildings in the coastal marine area to be of a scale, location and design that is appropriate to its context.

4.5.1 Chapter H8: Business – City Centre Zone

The Project is located in the CMA adjacent to the Business – City Centre Zone. For parts of the Project located on land, within the Business – City Centre Zone, and to some extent the activities occurring adjacent to the zone, the following objectives and policies are relevant:

H8.2. Objective

(9) The distinctive built form, identified special character and functions of particular areas within and adjoining the city centre are maintained and enhanced.

H8.3. Policies

(1) Reinforce the function of the city centre, metropolitan centres and town centres as the primary location for commercial activity, according to their role in the hierarchy of centres

(11) Require development to avoid, remedy or mitigate adverse wind and glare effects on public open spaces, including streets, and shading effects on open space zoned land.

(19) Provide for a wide range of activities along the waterfront, while continuing to provide for those activities requiring a harbour location.

(21)Enable the efficient use and development of the Port of Auckland and identified marine and port activity areas.

(22) Support the development of public transport, pedestrian and cycle networks and the ability to efficiently change transport modes.

(23) Identify and encourage specific outcomes in areas of the city centre that relate to: a distinctive built character; and/or a concentration of particular activities; and/or activities that have specific functional requirements; and/or significant transformational development opportunities.

(25) Limit activities that would have reverse sensitivity effects on established and future marine and port activities.

(30) Manage adverse effects associated with building height and form by:

- *(a) transitioning building height and development densities down to neighbourhoods adjoining the city centre and to the harbour edge;*
- *(b) protecting sunlight to identified public open spaces and view shafts;*
- *(c) requiring the height and form of new buildings to respect the valley and ridgeline form of the city centre and building design to be complementary to existing or planned character of precincts; and*

(d) managing the scale, form and design of buildings to:

i. avoid adverse dominance and/or amenity effects on streets and public open space; and

ii. encourage well-designed, slender towers on sites identified within the special height area on Map H8.11.3.

(35) Require the demolition of buildings and structures to avoid, remedy or mitigate significant adverse effects on the pedestrian amenity of the city centre and the safety and efficiency of the road network.

(37) Enable high-quality public open spaces along the waterfront that are accessible and provide spaces for recreational opportunities, facilities and events

4.5.2 Chapter I: 1208 Port Precinct

The Port Precinct includes the land and the CMA north of Quay Street between the western side of Marsden Wharf and the eastern side of the Fergusson Reclamation.

Within the Precinct it is recognised that the coastal environment has already been modified by structures and port activities and that the land adjoining the CMA provides for the infrastructure to service the marine and port activities. It is therefore appropriate to suitably recognise this, and make provision for the continued use and development of the Precinct, while avoiding, remedying, or mitigating adverse effects.

I208.2. Objective

(3) Adverse effects arising from activities and development are avoided, remedied or mitigated.

I208.3. Policies

(4) Require activities within the precinct to avoid, remedy or mitigate adverse effects on the land and coastal environment, particularly noise, lighting and amenity effects and effects on the surrounding road network.

(7) Provide for intensification, development and maintenance of marine and port facilities and associated works which contribute to the efficient use, operation, and management of marine and port activities while avoiding, remedying or mitigating potential adverse effects on the environment.

4.5.3 AUP - Sightlines

Appendix 9 of the AUP indicates 23 sightlines which are located in the Business – City Centre Zone. The AUP states that these identified sightlines along streets and public open spaces are to protect views from the city centre to the harbour, Rangitoto Island, the North Shore and identified sightlines along roads and public open spaces within the city centre to natural features and landmarks.[10] Buildings or structures must not locate within the sightlines identified in the AUP accept as otherwise provided for in the associated activity table.[11]

[10] Paraphrased from H8.3.(36) Policies

[11] Paraphrased from H8.6.31(2) Street Sightlines

Sightlines 17, 18, and 20 have been identified and are oriented towards the Project. However, the Standards of the Business- City Centre Zone chapter applies only to the land and not the CMA. Further the Standards of the City Centre Zone do not apply to the Port Precinct.

Setting aside the applicability of the Standard and Policy, compliance with the sightline requirements necessitates that buildings or structures must not be located within the sightlines, represented by the black line within the specified horizontal and vertical constraints.

- Sightline 17 affects a small portion of the Bledisloe Terminal, with its horizontal constraint at approximately RL45, which is around 42 meters above the terminal's elevation of roughly RL3.
- Sightline 18 does not impact the Fergusson Terminal, as the sightlines terminate within the inner port basin. However, the horizontal line is positioned at approximately RL31, about 28 meters above the elevation of Freyberg Wharf.
- Sightline 20 does not apply to the Bledisloe Terminal, as the sightlines conclude at the western edge of Captain Cook Wharf. This appears to be intended to preserve sightlines within the inner basin area.

Summary

In summary. The key statutory matters are as follows:

- A key statutory measure relates to the preservation of natural character by avoiding significant adverse effects. It is noted that the Project does not take place in any outstanding natural character areas.
- The protection of outstanding natural landscapes and features is also important however in this case the Project does not impact these identified landscapes.
- Subdivision, use and development in the coastal environment is also to be considered, in that such development is located in appropriate places and are of an appropriate form taking into the account of the range of uses and values of the coastal environment.
- The Project will also occur within the Port Precinct. In this Precinct it is recognised that the coastal environment is already modified by structures and port activities and that the land which adjoins the CMA provides for infrastructure that supports these activities.
- Lastly, the listed sightlines outlined in the Business City Centre Zone do not apply to the Port Precinct.

5.0 The Existing Environment

5.1 Consideration of Cultural Landscape Values

It is acknowledged that tāngata whenua perspectives in relation to landscape are important. A review of available documentation has been undertaken. This has included a review of the Te Pou O Kāhu Pōkere Iwi Management Plan for Ngāti Whātua Ōrākei (2018), the Cultural Impact Assessment prepared by Ngaati Te Ata Waiohua (November 2024) and Cultural Values Assessment prepared by Te Ākitai Waiohua (2024).

Within these documents, there is recognition of the association between Ngāti Whātua Ōrākei, Ngaati Te Ata Waiohua and Te Ākitai Waiohua to particular areas including some which are included within and in the immediate context of the site.

It is acknowledged that there are multiple mana whenua customary interests in the site and wider context and each iwi have their own unique tikanga. In this respect, while some commonalities have been observed in the reviewed material, the tikanga of one iwi on a particular matter are not the same for all. It is acknowledged that places of importance are not considered in isolation and whilst they may be important in their own right, they are part of an interconnected and interrelated landscape.

The below provides an overview of the key cultural landscape matters identified in the reviewed documents.[12]

Ngāti Whātua Ōrākei

- *Waitematā is our ancestral waters. It is a harbour. Literally it is 'waters glistening like obsidian' and references the black obsidian matā rock where the ancestors placed the mauri for fish upon arriving from Hawaiiki*
- *Tuperiri is our ancestor from whom the hapū descend. He lived at Hikurangi Pā near the summit of Maungakiekie. Ngāti Whātua went from Maungakiekie and worked across a network of seasonal fi shing villages and gardens dotted around the Waitematā and Manukau Harbours*
- *The Whenua Rangatira (reserve) is a premiere location, forming a prominent gateway to the Waitematā and the city. With its cultural history and prominent location, it has potential to be of international significance*
- *In the mātauranga accorded of Ngāti Whātua, the Waitematā and Manukau Harbours are living entities, to be treated with the according respect. Each has its own mauri, which is vulnerable to degradation through physical alterations, such as reclamations and dredging (this can be seen as analogous to the human body, where surgery is only undertaken as a rule for over-riding medical reasons – i.e. where the mauri of the body is otherwise threatened)*

Ngaati Te Ata Waiohua

- *Te Waitemataa and its surrounds are of immense spiritual, cultural, traditional, and customary significance to Ngaati Te Ata Waiohua. These areas were the places where our tuupuna (ancestors) lived, thrived, and prospered with abundant cultivations, fisheries, resources, and enterprise*
- *The Ngaati Te Ata Waiohua traditional associations, interests, and rights to Te Waitemataa (Waitemataa Harbour), and its tributaries derive from our founding Waiohua ancestors, Huakaiwaka and Te Rauwhakiwhaki. These tuupuna are the grandparents of our founding Ngaati Te Ata Waiohua ancestress, Te Ata-i-Rehia.*
- *Te Waitemataa and its promontory headlands (paa) are associated with the occupation, use, and battles of our Waiohua tuupuna*
- *Ngaati Te Ata Waiohua refers to Te Waitemataa as "Te Whanganui a Toi" ("the big bay of Toi"). Toi is an abbreviation of Toi Te Huatahi, who was an earlier ancestor of ours*

[12] Te Pou O Kāhu Pōkere Iwi Management Plan for Ngāti Whātua Ōrākei (2018), the Cultural Impact Assessment prepared by Ngaati Te Ata Waiohua (November 2024) and Cultural Values Assessment prepared by Te Ākitai Waiohua (2024)

(Te Tini o Toi) that arrived in Taamaki around 1200 AD. Te Waitemataa is also known to have been named after an event where the Te Arawa tohunga Ngaatoroirangi placed a mauri stone on a small island named "Te Toka a Ngao Oho" ("the rock of Ngaa Ohomairangi"), which is situated near where the Auckland Harbour Bridge is today. That mauri stone was called "Te Mataa a Uetapunui", and Te Waitemataa ("the water of the mataa") as a name was shortened and adopted for the harbour. A third account of its name talks to Tamatekapua, the captain of Te Arawa waka, who placed a mauri stone on the northern side of the harbour, near Te Kauri Point. The harbour was named Te Waitemataa, "the obsidian waters", in relation to this mauri stone that was placed at Te Mataa-rae-o-Mana-o-te-rangi (Te Kauri Point)

- *Ngaati Te Ata Waiohua also refers to the naming of Te Waitemataa with the Waiohua princess Taamaki, who was the daughter of the Ngaati Te Ata Waiohua chief Te Rangikaimata, brother of Te Ata-i-Rehia*

Te Akitai Waiohua

- *The Waitemata harbour is a traditional food source with access to fish, shellfish and coastal birdlife and a historical means of transport with coastal and island settlements, boundary markers, navigation points and waka portage routes*
- *To this day Waitemata harbour is known for its deep navigable channels, relatively calm current and tidal range with Rangitoto island and the numerous other motu (islands) of the Hauraki gulf providing some shelter from the South Pacific Ocean*
- *The Waitemata harbour also features notable motu including Pahiki (Herald Island) and Motumanawa (Pollen Island). Matungaegae (Watchmans Island) off the coast of Herne Bay was said to be a former Waiohua pa site based on a motu that was much larger than the sandstone islet that exists today*
- *The name Waitemata or 'water of Te Mata' is said to come from Kahumatamomoe of the Te Arawa waka when he laid his mauri stone Te Mata on Boat Rock in the harbour south west of Te Matarae o Mana (Kauri Point)*
- *The waters of the harbour are also seen as a living entity with its own mauri (life force) and mana (prestige), representative of the iwi associated with these waters. The life sustaining waters are a sacred resource with cleansing, purifying and healing properties that must be nurtured and protected.*
- *As a result, various bodies of water have their own taniwha or spiritual guardians associated with them. As kaitiaki, these taniwha protect the waters and natural resources along with iwi associated with the area. Ureia is a taniwha that takes the form of a whale and is associated with the Waitemata harbour out to the Hauraki Gulf and south to the Firth of Thames. As a result, the Waitemata harbour is seen as a taonga of great cultural and spiritual significance to Te Ākitai Waiohua*

5.2 Site Location and Waterfront Context

The Port of Auckland ('the Port') is positioned on the central and eastern Auckland waterfront, within the Waitematā Harbour, which is north of and adjacent to the Auckland Central Business District ('CBD'). The current downtown Auckland waterfront has been shaped by shoreline reclamation and the development of transport and marine infrastructure over the past 170 years. The approximate 77 hectares of wharfs and storage areas are almost exclusively situated on reclaimed land, mostly in the former Commercial Bay, Official Bay, Mechanics Bay and St Georges Bay areas.

The Waitematā Harbour, which is an arm of the Hauraki Gulf extends approximately 18km to the west. The entrance to the Waitematā Harbour is between Maungauika (North Head), to the north, and Bastion Point, to the south, with the main harbour channel lying approximately halfway between the downtown waterfront and the North Shore.

The reaches of the Harbour extend west past the Te Atatū Peninsula, whereby the Waitematā Harbour meets the entrance to the Whau River, before continuing further past Whenuapai. The northern suburbs which are positioned closet to the shoreline in the context of the Port include Birkenhead, Northcote and Devonport. The southern side of the harbour adjoins the Auckland CBD and associated waterfront as well as local coastal suburbs flanking the CBD including Point Chevalier, Herne Bay, Parnell and Mission Bay. The Auckland Harbour Bridge crosses the harbour at its narrowest point where it connects to Westhaven at its southern end, and Northcote Point to the north.

5.3 The Port Characteristics

The Port is a long-established element of the downtown waterfront, featuring wharfs and hardstands extending along the CBD shoreline. The arrangement of the Port's various wharfs—including the western finger wharfs and the container/international trade wharfs to the east—creates a series of "basins" where the harbour waters flow between them. These basins have a distinctly different character compared to the open waters of the Waitematā Harbour to the north and share a relationship with the built characteristics of the city. Although the many basins share some common traits, the surrounding activities and interactions with the waterfront and city give each one its own unique qualities.

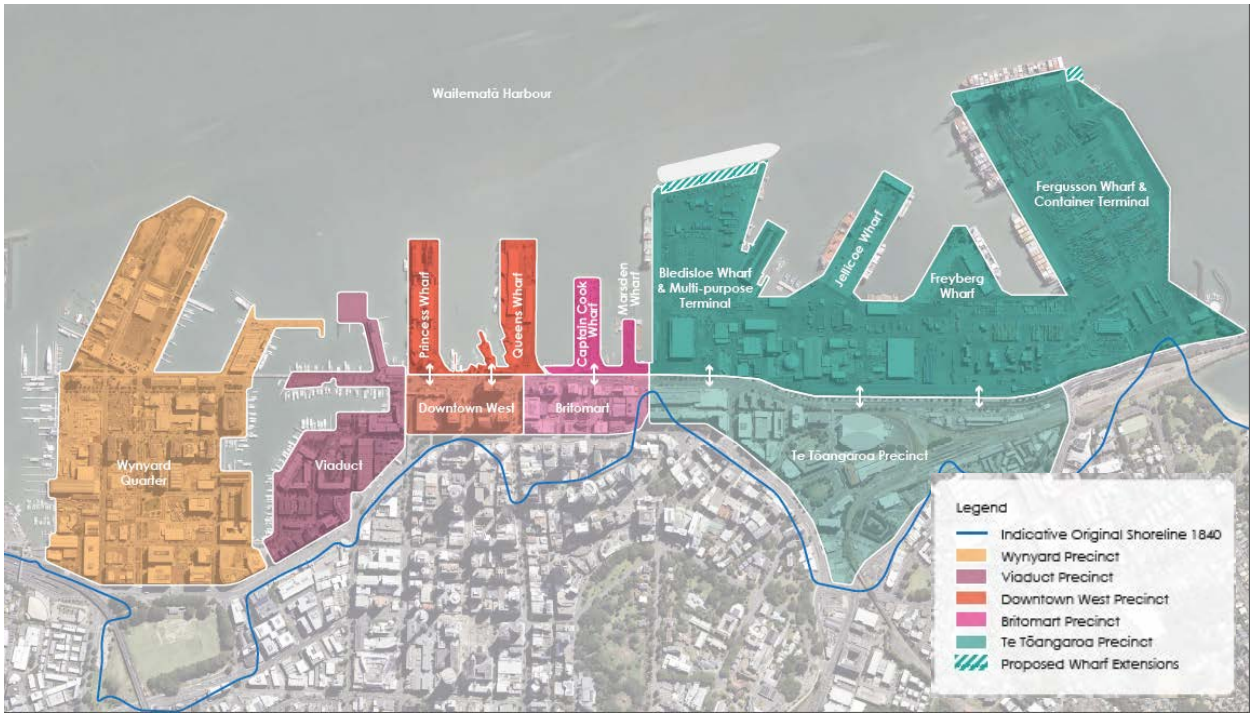

Figure 8: Diagram illustrating indicative original shoreline, and Auckland's modified waterfront with its relationship with the CBD and the ports.

The working port elements and characteristics which feature within the local context are simplistic and functional. Port related activities east of Queens Wharf are characterised by substantial areas of hard stand (including piled wharfs and reclaimed land). These areas are characterised by port related activities and are frequented by both large cargo ships and smaller coastal vessels. Other elements which characterise this area include the presence of cranes, port machinery/vehicles, utility buildings, shipping containers and imported vehicles and equipment.

The bulk of the working port is defined by Bledisloe and Fergusson Wharfs which contribute to the distinctive waterfront port environment that service large-scale container ships.

Figure 9: View of the Port from Devonport with cruise ship (Ovation of the Seas) berthed at Fergusson Terminal

Bledisloe Wharf

Bledisloe Wharf is a key component of Auckland's port infrastructure, located within the larger Port of Auckland. Constructed in stages between the 1950s and 1960s, the wharf has since played a vital role in the city's maritime and trade activities.

Bledisloe Wharf serves as one of the primary cargo terminals in the port. It specialises in RoRo, vehicle imports, and bulk cargo, handling significant volumes of trade for both domestic consumption and international exports.

Figure 10: Bledisloe Wharf, location of proposed new wharf, looking west

Fergusson Wharf

Fergusson North Wharf is one of the largest and most recently built wharves within the Fergusson Container Terminal of the port. The Fergusson Container Terminal was opened in the 1970's and expanded over the years and is Auckland's primary container terminal with 3 wharves including Fergusson North.

Figure 11: Fergusson North Wharf with berthed vessel

The wharf is characterised by its large cranes and extensive storage areas that allow it to handle large container vessels efficiently. The wharf's capacity to accommodate large container ships has been expanded through various developments, including dredging and improvements to onshore facilities to boost operational efficiency. Although, Fergusson North Wharf can accommodate 10,000 teu ships (although not efficiently) under its existing consents, the largest vessels that have been berthed at Fergusson North Wharf are 6,000 teu vessels and Ovation of the Seas (cruise ship) which is the equivalent size of a 10,000 teu vessel.

6.0 Natural Character

6.1 Definition and assessment approach

Natural character is not defined in the RMA nor in the NZCPS. In August 2011[13] the Department of Conservation ('DOC') held a workshop and working definition of natural character was drafted in order to prepare guidance on policies 1, 13 and 14 of the NZCPS.

A working definition was built on a previous definition from the Ministry for the Environment and was largely agreed by the attendees[14]. It is now included in the NZCPS 2010 Guidance Note for Policy 13[15] and states:

> Natural Character is the term used to describe the natural elements of all coastal environments. The degree or level of natural character within an environment depends on:
>
> 1. The extent to which the natural elements, patterns and processes[16] occur;
> 2. The nature and extent of modification to the ecosystems and landscape/seascape;
> 3. The degree of natural character is highest where there is least modification;
> 4. The effect of different types of modification upon natural character varies with context and may be perceived differently by different parts of the community.[17]

The above definition is useful for understanding the concept of natural character, however it does not clearly outline how natural character relates to landscape in practice. To this extent, this assessment is based on natural character being the level of actual (biophysical (abiotic and biotic)) or perceived (perceptual and experiential) "naturalness" within a geographical area and is a part of landscape. Judgments made in relation to the changes to the actual (abiotic and biotic) naturalness, are based upon the knowledge of a landscape architect, without having

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13 Natural Character and The NZCPS 2010, National Workshop - Summary of Discussion and Outcomes, Convened by The Department of Conservation, 2 August 2011.

14 Attendees included landscape architects, DOC and local authority personnel, and other environmental practitioners.

15 NZCPS 2010 Guidance note Policy 13: Preservation of natural character.

16 For the purposes of interpreting the NZCPS 2010 Policy 13.2, 'elements, patterns and processes' means: biophysical, ecological, geological and geomorphological aspects; natural landforms such as headlands, peninsulas, cliffs, dunes, wetlands, reefs, freshwater springs and surf breaks; and the natural movement of water and sediment.

17 NZCPS 2010 Guidance Note Policy 13: Preservation of natural character, Department of Conservation, page 11.

been informed by any natural sciences (for example ecology, hydrology, geomorphology), which may identify other aspects relevant to a change in the area's actual naturalness.

The concept of "naturalness" was discussed within the Mackenzie District Plan Change 13 appeal decision[18] and the Port Gore Mussel Farm decision[19], with the latter stating:

> …a scale of naturalness of habitats is not the same as a scale of naturalness of landscapes or natural character of the coastal environment.

Both decisions acknowledge that naturalness exists on a spectrum from pristine to highly modified, and that the level of naturalness found within an area is defined by the level of indigenous nature (i.e. natural science factors) as well as perceived nature (i.e. perceptual and experiential components) – and that neither should be given undue weight over the other.

In summary, the level of natural character (or naturalness) varies within each landscape (on a naturalness continuum) and is the result of the combined levels of indigenous nature and perceived nature. These are typically defined by the extent to which natural elements, patterns and processes occur and are legible, and the nature and extent of human modifications to the landscape, seascape and ecosystems.

In relation to assessing the effects on the natural character of an area, this assessment is based on judgments which concern the degree to which a proposal alters the level of naturalness of the abiotic, biotic and / or perceptual attributes of both the marine and terrestrial area within the coastal environment. The scale of the and the context within which it will be located is important in relation to this, and ultimately the highest degree of natural character (greatest naturalness) occurs where there is the least modification (i.e. areas unaffected by obvious human influence).

6.2 Natural Character Condition

The Waitematā Harbour is a large, drowned valley with numerous inlets, stretching about 25 kilometers inland from its entrance at Maungauika. The Project is located in the lower part of the harbour, slightly east of Auckland's downtown waterfront. The main harbour channel is positioned roughly halfway between the downtown waterfront and the North Shore. The width of the harbour, including its natural and built interfaces, varies considerably along its length, with the narrowest point in the lower Waitematā Harbour, is at the Auckland Harbour Bridge, measuring approximately 930 meters. Conversely, the distance from Wynyard Point to Bayswater is 1,730 meters. Distances from Takaparawha Point and Maungauika are approximately 1,760 meters and from Fergusson Terminal to the Devonport Naval Base distances are approximately 1,020 meters.

The major natural elements associated with this environment are the coastal waters, the coastal interface, and the natural patterns and processes which are largely a result of the interaction between the sea and the coast, together with the fluctuating tidal levels.

The downtown Auckland waterfront has undergone significant modifications over the past 170 years, shaped by shoreline reclamation and piling. Key areas of change along the Waitematā Harbour (from west to east) include the Auckland Harbour Bridge reclamation, Westhaven Marina, Wynyard Precinct reclamation and wharfs, Viaduct Harbour reclamation and wharfs, the Council-owned finger wharfs, and the Ports of Auckland wharfs including Bledisloe and Fergusson wharfs, Tamaki Drive, Hobson Marina, and Okahu Bay Marina.

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18 *High Country Rosehip Orchards Ltd v MacKenzie District Council Port Gore Marine Farms v Marlborough District Council* [2011] NZEnvC 387.

19 [2012] NZEnvC 72, paragraphs 66 – 67.

Moving to more localised areas specific to this Project, Bledisloe Wharf and Fergusson Wharf are predominantly reclaimed structures. Piled structures with concrete decks over rock revetments (riprap) tend to form the interface of these wharfs with the coastal edge where ship docking can occur (e.g. the western side of Bledisloe Wharf, and the Fergusson North Wharf). Rock revetment tends to remain as the edge treatment where vessels do not dock. As a result, it is one of the most extensively modified parts of the coastal environment in the Auckland region. The area has seen over a century of reclamation, development, and the construction of coastal structures that have supported the extension of both the working port and commercial activities in the central city since European settlement began.

Drawing on from the Ecological assessment prepared for this Project[20], the seabed physical characteristics of Bledisloe North are typically flat with some bare areas and ripples. Patches of soft sediments (banks) and patches of fine gravel in sediment were also evident. In relation to Fergusson North wharf, dredging of the berth pocket has left a seabed covered in residual harder dredged fragments.

In terms of biotic attributes, the landside of the Project does not contain any natural terrestrial habitat or planted areas. Despite this some sea birds which are at risk- declining have been observed in the Harbour near the project area. Marine mammals have also been observed in the Waitematā including dolphins and seals. A range of fish also frequent the shores of the Waitemata harbour however the ecological assessment notes that there is no information that indicates that the areas adjacent to the Bledisloe North or Fergusson North areas provides habitat that supports fish species of conservation significance or provides substantial nursery area for any species of commercial significance or provides high quality recreational fishing.

Due to these extensive modifications, this area of the coastal environment is highly altered, with little to no remaining natural landforms or elements, apart from the coastal waters. The main aspects of natural character are the sea, with its tidal movements and marine life, as well as seasonal and daily weather patterns.

Overall, the coastal environment associated with these wharfs, together with the surrounding working waterfront area are considered to have a low level of natural character.

7.0 Visual Catchment and Viewing Audiences

7.1 Visual Catchment

To assess the visual catchment and potential viewing audience of the Project, a study was conducted using aerial photography, land use and landscape analysis, along with several site visits to the affected area and its surrounding context.

Given the Project's populus CBD context, the visual catchment includes numerous residential, industrial and commercial properties in addition to public areas and open space.

The wharfs and surrounding waters form a visual catchment that extends widely to the north, east, and west, but is more limited to the south due to the city's built environment.

To the north, east, and west, the visual catchment spans across the waters of Waitematā Harbour, reaching the Auckland Harbour Bridge and the harbour-facing residential suburbs of

[20] Ecological Effects Assessment (Kennedy Environmental)

the North Shore, including Devonport, Stanley Point, Bayswater (O'Neills Point) and Northcote. To the east, the catchment extends beyond the harbour entrance, capturing distant Motukorea (Browns Island) and Motuihe Island in addition to city fringe suburbs along Tamaki Drive including Mission Bay and Orakei.

To the west, the visual catchment is mainly bounded by Princes Wharf, Wynyard Quarter, and the elevated slopes of St Marys Bay.

To the south, the visual catchment at street level, is largely confined to the waterfront area of Quay Street due to the high-density buildings of Auckland's cityscape. Views are however attainable from the various offices, hotels, and apartments within the city centre. Views towards the northern points of the wharfs from the street are limited due to existing wharf activities such as containers, vehicles, cranes and ships. Some of the elevated, harbour-facing slopes of Parnell are also visible.

7.2 Viewing Audiences

Based on the above analysis, viewing audiences have been determined and categorised into the following geographical groups.

- **Group 1 – City Centre West**: including Wynyard, Princes and Queens Wharf
- **Group 2– City Centre South:** including Quay Street, CBD and the Auckland War Memorial Museum
- **Group 3 - City Centre East:** including Fred Ambler Lookout, Parnell and portions of Tamaki Drive
- **Group 4 – Orakei / Mission Bay:** Tamaki Drive, Parakai Drive, Orakei Marina, Okahu Bay Wharf and Bastion Point
- **Group 5 – North Shore:** Devonport Peninsula including Takarunga (Mount Victoria), Maungauika, Stanley Bay, Stanley Point, as well as the distant Sulphur Beach part of Northcote Point.
- **Group 6 – Coastal Marine Area:** Waitematā Harbour
- **Group 7 – Harbour Bridge**

The range of viewpoints representing the key audiences listed above are presented in Figure 3, photographs of these viewpoints are provided in Appendix 1: Graphic Supplement. The distribution of the viewing audience groups are shown in **Table 1** below.

Table 1: Visual Assessment Viewpoints

VP No.	Viewing Audience Group No.	Location	Direction of View	Approx. Distance from viewpoint to project element New Bledisloe North Wharf / Fergusson North Wharf Extension	Reason for Selection	Visual Simulation (Y/N)
1	Group 1	Wynyard Point (corner of Hamer &	East	1230m (New Bledisloe North Wharf)	Public viewing location, with good visibility towards the Gulf islands from Wynyard Point.	Y

		Brigham Street)			Earmarked to become significant area of public open space.	
2a	Group 1	Princes Wharf Deck	East	610m (New Bledisloe North Wharf)	Representative of views from, the Hilton Hotel complex and the publicly accessible northern wharf edge.	Y
2b	Group 1	Princes Wharf Level 1 Viewing Deck	East	620m (New Bledisloe North Wharf)	Representative of views from residential apartments and the Hilton Hotel complex including an identified public viewpoint within the hotel.	N
3	Group 1	Queens Wharf	East	410m (New Bledisloe North Wharf)	Public viewing location, and frequented by people fishing at the end of the wharf with good visibility across harbour and out towards the Gulf islands from the northern end.	Y
4	Group 2	Quay Street	North East	585m (New Bledisloe North Wharf)	Iconic 'waterfront' street frequented by visitors and serves as a key arterial from the east into the CBD.	N
5	Group 2	Sky Tower (Observation Deck)	North East	1370m (New Bledisloe North Wharf)	Popular tourist destination with an advertised 360º view across Auckland, the harbour and Gulf.	Y
6	Group 2	Auckland War Memorial Museum	North	2230m (New Bledisloe North Wharf)	Public viewing location, with good visibility across harbour.	N
7	Group 3	Fred Ambler Lookout	North / North West	900m (Fergusson North Wharf Extension)	Public viewing location, with good visibility across harbour and POAL.	Y
8	Group 3	St.Stephens Reserve/ Cemetery	North / North West	1115m (Fergusson North Wharf Extension)	Public viewing location alongside Judges Bay Reserve with good visibility across harbour.	N
9	Group 3	Point Resolution Steps	North West	1110m (Fergusson North Wharf Extension)	Public viewing location within Point Resolution Park, with good visibility across harbour.	N
10	Group 3	Point Resolution Footbridge	North West	1043m (Fergusson North Wharf Extension)	Public viewing location at the northern end of the pedestrian footbridge, with good visibility across harbour.	Y
11	Group 3	Tamaki Drive	North West	1240m (Fergusson	Location frequented by many walkers, cyclists and fisherman. Location is also alongside road corridor which	N

		Pedestrian Bridge		North Wharf Extension)	supports a large vehicle based viewing audience.	
12	Group 4	Tamaki Drive opposite Ngapipi Road	North West	2100m (Fergusson North Wharf Extension)	Location frequented by many walkers, cyclists and people fishing. Location is also alongside road corridor supports a large vehicle based viewing audience.	N
13	Group 4	Paritai Drive (1 of 2)	North West	2200m (Fergusson North Wharf Extension)	Elevated location part of Paritai Reserve which is positioned alongside elevated residential properties.	N
14	Group 4	Paritai Drive (2 of 2)	North West	2430m (Fergusson North Wharf Extension)	Elevated location part of Paritai Reserve which is positioned alongside elevated residential properties.	Y
15	Group 4	Orakei Marina Lighthouse	North West	2040m (Fergusson North Wharf Extension)	Publicly accessible viewing location at termination of footpath.	N
16	Group 4	Okahu Bay Wharf	West	2550m (Fergusson North Wharf Extension)	Publicly accessible viewing location at the end of the wharf. Location frequented by walkers and people fishing.	Y
17	Group 4	Michael Joseph Savage Memorial - Bastion Point	West	3500m (Fergusson North Wharf Extension)	Popular viewing location, with panoramic views across the harbour as well as central Auckland and all its wharfs.	N
18	Group 5	Maungauika) North Head	South West	2600m (Fergusson North Wharf Extension)	Popular viewing location, with panoramic views across the harbour as well as central Auckland and all its wharfs.	N
19	Group 5	Torpedo Bay Wharf	South West	2300m (Fergusson North Wharf Extension)	Popular viewing location with panoramic views across central Auckland and all its wharfs.	N
20	Group 5	Takarunga (Mount Victoria)	South West	1780m (Fergusson North Wharf Extension)	Popular viewing location, with panoramic views across central Auckland and all its wharfs.	Y
21	Group 5	Devonport Wharf/ Esplanade Carpark	South West	1170m (Fergusson North Wharf Extension)	Popular viewing location, with panoramic views across central Auckland and all its wharfs. Frequented by members of the public visiting Devonport and walking to the Ferry.	Y

22	Group 5	Devonport Wharf	South West	990m (Fergusson North Wharf Extension)	Popular viewing location, with panoramic views across the harbour as well as central Auckland and all its wharfs.	N
23	Group 5	Huia Street	South West	1330m (Fergusson North Wharf Extension)	Elevated location within the developed areas of Devonport providing views across the harbour towards the CBD and The Port.	N
24	Group 5	Queens Parade Reserve	South West	1125m (Fergusson North Wharf Extension)	Popular viewing location, with panoramic views across the harbour as well as central Auckland and all its wharfs.	N
25	Group 5	Stanley Bay Steps	South	1500m (New Bledisloe North Wharf)	Public waterfront reserve that provides views of the harbour, city and The Port.	N
26	Group 5	Cyril Bassett VC Lookout	South	1170m (New Bledisloe North Wharf)	Popular viewing location, with panoramic views across the harbour as well as central Auckland and all its wharfs.	Y
27	Group 5	Sulphur Beach Reserve	South East	2700m (New Bledisloe North Wharf)	Visited by walkers, people fishing and those launching boats from the nearby boat ramp.	Y
28	Group 6	Devonport Ferry	East	Viewpoint Photo taken 580m from (New Bledisloe North Wharf). Variable distance between ~250m to 1000m from harbour waters	Frequent ferry service that services commuters and visitors to the CBD and Devonport. The ferry provides changeable views of the harbour as well as central Auckland and its wharfs.	N
29	Group 6	Bayswater Ferry	South East	Viewpoint Photo taken 1380m (New Bledisloe North Wharf). Variable distance between ~450m to 2000m from harbour waters	Frequent ferry service that services commuters and visitors to the CBD and Devonport. The ferry provides changeable views of the harbour as well as central Auckland and its wharfs.	N
30	Group 6	Devonport Ferry	South West	Viewpoint Photo taken 880m (Fergusson North Wharf Extension). Variable distance	Frequent ferry service that services commuters and visitors to the CBD and Devonport. The ferry provides changeable views of the harbour as well as central Auckland and its wharfs.	N

				between ~250m to 1000m from harbour waters		
31	Group 7	Harbour Bridge	East	2650m (New Bledisloe North Wharf)	Popular viewing location, with panoramic views across the harbour as well as central Auckland and all its wharfs.	N

8.0 Assessment of Effects

The effects addressed in this assessment, include those that occur in relation to changes to:

- natural character effects: in relation to the modification of the coastal environment
- landscape effects: landscape attributes and values
- visual effects: character and visual amenity (i.e. viewing audiences and their outlook)

Natural character, landscape and visual effects can result from change in the components, character or quality of landscape values. Usually these are the result of landform or vegetation modification or the introduction of new structures, facilities or activities. This assessment assesses the potential effects based on a combination of the nature of the landscape and visibility, and the nature and scale of the Project in relation to the existing characteristics of the site.

The degree to which effects on the landscape, visual amenity and natural character are generated are dependent on a number of factors; these include the:

- degree to which the Project contrasts, or is consistent, with the qualities of the surrounding landscape
- proportion of the Project that is visible, determined by the observer's position relative to the objects viewed
- distance, backdrop and foreground context within which the Project is viewed
- area or extent of visual catchment from which the Project is visible
- number of viewers, their location and situation (static or moving) in relation to the view
- predictable and likely known future character of the locality
- quality of the resultant landscape, its aesthetic values and contribution to the wider landscape character of the area
- the periodic nature of vessels (RoRo berth between approximately 24 and 36 hours and >300m Cruise berth between approximately 12 and 14 hours)
- recognition that 10,000 teu ships can already be accommodated at Fergusson North Berth with the existing wharf infrastructure (however, there are constraints with the unloading/loading of these ships given the size of the wharf). A ship this size at the Fergusson North Berth therefore forms part of the existing environment. The extension

does not itself enable larger ships to be berthed at Fergusson compared to what could occur now.

- acknowledgement that Fergusson North Wharf occasionally accommodates the largest cruise ship currently visiting New Zealand, which has a length of 348m (Ovation of the Seas). This cruise ship is comparable in scale to the 10,000 teu ships. Thereby, whilst container vessels at present tend to be on average 4,100 teu (with a 6,000 teu having also visited), a vessel of a similar scale to a 10,000 teu vessel has been accommodated at Fergusson North Wharf.

Further, this assessment considers a worst case scenario in relation to ship sizes and colour (appearance), in addition to considering the new Bledisloe North Wharf and Fergusson North Wharf Extension. As illustrated in the visual simulations, assessment considers the presence of a fully loaded 10,000 teu container ship, a 265m long, orange coloured RoRo, and the 348m long Ovation of the seas cruise ship. More often than not however, most cruise ships will be in the 300-330m length range and many RoRo will be 200m long and of a less prominent colour (e.g. blue, white, grey).

A change in a landscape does not necessarily constitute an adverse landscape, visual amenity or natural character effect. Landscape is dynamic and constantly changing over time in both subtle and more dramatic transformational ways, these changes are both natural and human induced. What is important in managing landscape change is that substantial and / or inappropriate adverse effects are avoided or sufficiently mitigated to ameliorate the effects of the change in land use.

Table 2: Summary of approximate vessel sizes

Vessel type	Length (approx.)	Beam (approx.)
4,100 teu (multi cargo ship)	262.06m	32.2m
10,000 teu (multi cargo ship)	360m	49m
Ovation of the seas (cruise ship)	348m	48.9m

8.1 Natural Character Effects

In terms of natural character, the highest degree of naturalness occurs where there is the least amount of human induced modification. Structures, and modifications can adversely change and alter the natural character of an area. The significance of this effect is dictated by the size, location, and sensitivity of the receiving environment.

There are no High Natural Character (HNC) or Outstanding Natural Character (ONC) areas in the immediate vicinity of the Project although it is noted that observed within broader context of Rangitoto, Motukorea and the surrounding waters[21]. The coastal edge, including wharfs, and reclaimed land, is highly modified, with no remaining natural abiotic, biotic, or perceived elements on the land. While the coastal edge itself is significantly altered, its interaction with the

[21] Natural Heritage: Outstanding Natural Character Overlay - Area 106, Rangitoto Island, approximately 5.2km north east

water introduces a degree of naturalness, albeit at a modified level on the naturalness continuum.

The primary physical effects on biophysical natural character values will result from the piling of structures into the seabed along the northern end of Bledisloe Wharf and Fergusson Wharf. However, it is important to note that using a piling method reduces adverse effects on natural character by avoiding further 'reclamation' of the harbour. This is also consistent with the existing piled structures including wharfs and the edges (breastworks) of wharfs in the area.

Since the Project is not a breakwater and relies on piling rather than land reclamation, it is unlikely to reduce wave action in the vicinity, allowing natural processes to remain largely unchanged. Additionally, the tidal interactions with the modified coastal shoreline would not be affected.

Due to the design of the Project and the characteristics of the surrounding environment, this assessment concludes that the Project will have a **very low** adverse impact on the actual (abiotic and biotic) naturalness of the harbour.

Regarding perceived natural character, it is acknowledged that human modifications in the coastal environment can influence people's perception of natural character values. The Project will occur in a modified coastal environment where there is already a recognised functional and operational need for port infrastructure. The Project will introduce further structures into the coastal environment, increasing the degree of modification extending into the harbour. While it is considered that the level of naturalness appears more pronounced when viewing the harbour from the coastal edge, looking away from the modified city centre and Ports, these aspects form part of the view as they interact with the harbour.

Given its prominent location in a densely populated and frequently visited area, the Project will be noticeable from certain vantage points, particularly due to the extension of the Bledisloe Wharf, out to the north together with the large vessels that would dock on this northern edge. From some vantage points (e.g. Auckland Museum and the Sky Tower), particularly with the vessels docked alongside the wharf there will be a noticeable decrease in the extent of connection to the inner harbour waters between the Port and northern coastal edge. From western locations in particular there would be a greater sense of enclosure between the southern and northern harbour coastlines and a slight reduction in the legibility of the harbour entrance and Hauraki gulf islands. These effects are however generated by the periodic docking of vessels particularly along the northern end of Bledisloe Wharf, rather than from the new wharf itself.

In relation to the nature of the Project, while the Project adds to the extent of man-made structures in the area, it is consistent with the existing built elements along the city's waterfront and maritime activities around the respective wharfs. While the Project will be visible from various public and private viewing points, the local area, including the seascape, is already heavily influenced by human modifications, meaning the perceived reduction in natural character caused by the proposed change will be minimal.

With the above in mind, this assessment concludes that the Project will have a **very low** adverse effect on the perceived naturalness of the Waitematā Harbour when considering the extension of the wharfs and up to **low** adverse effects on the perceived naturalness when periodically visited by vessels.

8.2 Landscape Effects

Landscape effects are a consequence of natural or induced change in the features or overall character of a landscape. These are commonly the result of landform or vegetation modification or the introduction of new structures, facilities or activities necessary to facilitate a Project. It is noted that landscape effects can occur without being seen by a viewing audience.

Landscape character is the distinct and recognisable pattern of elements that occur consistently in a particular landscape. Landscape character encompasses particular combinations of geology, landform, soils, vegetation, land use and human settlement.

Effects on Landscape Characteristics, Attributes and Values

In relation to the effects on the characteristics and attributes and values of the site it is important to consider the values associated with or derived from it, such as biophysical, sensory, and associative values. Additionally, it's necessary to assess how susceptible these values are to change, along with the type and magnitude of the proposed alterations.

Change to the existing waterfront and waterscape character is acknowledged as an inevitable consequence of this Project. With the recognition that the landscape character of the area will change, the extent of the impact on the landscape will depend on two main factors:

- The impact on any valued landscape features in and around the site (e.g., Rangitoto, Maungauika, Takarunga, Motukorea, and the Waitematā Harbour);
- The effect on the broader landscape and seascape character (i.e., how well the Project integrates with the surrounding coastal urban environment).

The Waitematā Harbour will be physically impacted, as the Project will occupy a portion of the water space. However, the affected area is adjacent to the already modified edge of the harbour, and the physical impact is minimised by using piling instead of reclamation, with the physical disturbance limited to a relatively small area.

None of the other surrounding landscape features of value will experience physical effects apart from the further occupation of the harbour. However, it is acknowledged that the proposed vessels docked at Bledisloe North in particular, and facilitated by this Project will narrow / restrict views towards landscape features and disrupt views of these features from certain landward viewpoints, particularly looking east towards Motukorea. While the visual impact on these distant features is limited overall, it will result in some adverse associative landscape effects.

In relation to the broader landscape and seascape character, the area is primarily defined by the working port (including elements such as wharves, cranes, containers, vehicles), and maritime activities, with large vessels frequently arriving and departing from various docking points along the wharfs. The design of the Project is simple and functional, aligning with the maritime character and activities already present in the surrounding port environment. Given the nature of the area, the site's sensitivity to the proposed changes is relatively low, as it is situated within an existing working port. Therefore, the activities associated with the Project can be integrated without detracting from the overall landscape/seascape character.

Moreover, when considering the broader landscape context, the main harbour extent is large in scale and visually expansive compared to the extent of the Project, meaning the Project represents a relatively limited intrusion into this environment.

In summary, the landscape effects of the Project are assessed as having a **very low** level of adverse effect, increasing to **low** when vessels are periodically present.

8.3 Visual Amenity Effects

Visual effects are effects on landscape values as experienced in views. The nature of a view depends on how it is perceived and the extent to which it is valued or not. It includes how the landscape in the view is understood, interpreted and what is associated with it.

The viewing audience groups identified in **Table 1** have been assessed regarding the type of viewing audiences, the composition of their view and the nature and degree of visual effect in relation to the Project. In addition, commentary has been provided around potential public views from Captain Cook and Marsden Wharf following potential future transfer of this wharf to Auckland Council for public use.

The following assessment refers to viewpoint photographs and visual simulations in Appendix 4: Graphic Supplement. These have been provided to assist with understanding the Project and change to the view in relation to the surrounding context.

8.4 Viewing Audience Group 1

Locations and Audiences

This viewing audience group is focused at locations around Wynyard Point, Princes Wharf deck, Princes Wharf Level 1 public viewing deck in addition to the northern end of Queens Wharf.

The viewing audiences predominantly include members of the public who visit these publicly accessible spaces which enable people to interact with the coastal waters of the lower Waitematā. This group also includes visitors to the Hilton Hotel, residential viewing audiences in eastern facing apartments within the Princes Wharf Apartments in addition to commercial businesses operating on the lower levels of the buildings.

Viewpoint / Visual Simulation References

VP1, VP2a, VP2b and VP3. VS1, VS2a and VS3

Current Views (Key Characteristics and Features)

Wynyard Point

Positioned to the west of the city centre, and earmarked to support a large open space, Wynyard Point represents a destination location for visitors to enjoy expansive views of the harbour, coastal landscape and built features such as the Auckland Harbour Bridge, Devonport and the city centre. These views allow for visitors to visually connect with the volcanic landforms of Takarunga, Maungauika as well as the distant islands of the Hauraki Gulf including Motukorea (Browns Island), and Motuihe Island / Te Motu-a-Ihenga as well as the rising heading of Te Pane o Horoiwi (Achilles Point) and St Heliers.

Princes Wharf

The view from Princes Wharf is dominated by the expansive harbour waters stretching from the foreground out to the horison, with Motukorea, and Motuihe Island / Te Motu-a-Ihenga visible in the distance. To the north, landmarks such as Maungauika and Devonport appear, while portions of the active Bledisloe and Fergusson Wharfs can be seen as they intersect with the harbour. To the south, the city centre's skyline forms a distinct, stepped profile as it descends towards the waterfront from the rising topography of the city centre and is punctuated by some tall buildings adjacent to Quay Street and Customs Street along the waterfront.

Princes Wharf Viewing Deck

Like the northern viewpoint on Princes Wharf (described above), this deck offers mid-range views of the northern portion of Bledisloe Wharf (approximately 630m away) and more distantly the northern portion of Fergusson Wharf, across the harbour waters, albeit at a slightly greater elevation. The Waitematā Harbour serves as a central feature, with Maungauika, Devonport, and Rangitoto marking the northern limits of the vista. To the south, the city centre's skyline contributes to this view in a similar way to views from the wharf deck where the stepped profile of buildings is evident as they descend towards the waterfront. The industrial rhythm of the working Port, particularly Bledisloe and Fergusson Wharfs is evident, along with portions of Queens Wharf, featuring more in the foreground.

Queens Wharf

The northern tip of Queens Wharf is a popular lookout, enhanced by upgrades to improve public access and enjoyment. From this position, expansive views of the harbour are easily accessible. Positioned at the northernmost end of the wharf, the waters stretch across the harbour broadly uninterrupted, and the Ports wharf structures are distinctly visible, framing the view. The Devonport Peninsula encloses the northern vista, while the active port and distant islands of the Hauraki Gulf—especially Motukorea and Motuihe Island—add depth and a terminus to the view.

Key Changes Resulting from the Project

From these locations, the principle visible change from the Project will be the proposed new Bledisloe North Wharf together with associated vessels that will dock in this location. It is also acknowledged that there would be some discernible change in the reduced size of the vessels docking at Princes and Queens wharf, due to the movement of larger (>300m) cruise ships to the Bledisloe North Wharf – facilitated by this Project. This reduction in larger vessels may periodically open up greater views towards the harbour and local context when compared to the current berthing arrangement.

Views towards the north eastern corner of Fergusson Wharf where further extension works are proposed, will be obscured from positions along Princes and Queens Wharf. Distant views of over 2400m towards the proposed Fergusson Extension could be attained from the northernmost tip of Wynyard Point, however given the proposed scale of the change in the view and the distance, the Fergusson North extension will not be discernible. Moreover, from these western locations, it is not considered the additional extent that the crane can travel along Fergusson Wharf will be noticeable from these western locations, with the scale and movement of cranes appearing similar to that currently experienced.

Further considering Wynyard Point, it is accepted that the proposed new Bledisloe North Wharf would form a new leading edge to the wharf however from these locations the wharf remains backdropped by the working port including Fergusson Wharf and therefore any change will be limited. The introduction of vessels along these northern wharfs will be clearly discernible features. The existing Fergusson North wharf is 370m long (including the mooring dolphins) and

can accommodate a range of vessel sizes. This includes the largest cruise ship currently visiting New Zealand, which has a length of 348m (Ovation of the Seas) and its scale is similar to a 10,000 teu container vessel. The proposal will enable similar sized container vessels up to 10,000 teu to effectively use the FN berth, and therefore the frequency of visits of similar sized vessels to FN will increase. Vessels up to 10,000 teu in size will sit within the envelope of the wharf length and height (including cranes) and relate to the established large scale of the working port. With the above in mind, it is considered that there will be no additional visual effects from this location resulting from the presence of container vessels up to 10,000 teu in relation to the Fergusson North Project.

In considering Bledisloe North, no vessels are able to dock at this northern point at present. Therefore, following the implementation of the Project, large vessels along this edge will be present in the view as they visit the Port. The purpose of this wharf is to berth large cruise ships (over 300m in length), and RoRo freight ships. The RoRo ships would need to be berthed here following the potential future transfer of Captain Cook and Marsden Wharfs to Auckland Council.

From these western locations, views of the ships will be 'end on' views. Viewing audiences at Wynyard Point will observe the ships partially backdropped by the port activities at Fergusson Wharf, with the cranes being the tallest elements associated with the Port.

From Princes Wharf, the visible new Bledisloe North wharf will lengthen the existing wharf further to the north, but remain backdropped by Fergusson Wharf. The functional design of the extension will mean that the concrete western edge/ breastworks of the wharf will be visible in addition to the piles which support it. These piles will be slightly more visible during low tide, and less visible at higher tides. Notwithstanding this, as the elements weather, any perceived prominence due to the light colours of the concrete will reduce in time. The berthing of RoRo Ships, and in particular the larger cruise ships will reduce the degree of openness towards the Hauraki Gulf islands as well as the entrance of the Waitematā Harbour. However, from this western location a large portion of the cruise ship will remain seen within the envelope of the existing Fergusson Wharf extent. Motukorea will remain as a distant landscape feature within this view together with the coastal waters that surround it.

From the northern end of Queens Wharf the length of the extension will be a noticeable element from this vantage point due to its proximity to the Bledisloe Wharf and the viewing angle. This view will intersect with the open water channel of the harbour leading to the Hauraki Gulf. The proposed extension will also interact with the current uninterrupted view of Motukorea particularly its low elevation southern portion. The introduction of vessels on this northern portion will further reduce the open views towards the Hauraki Gulf. The larger cruise ships in particular will entirely obstruct the visual connection to Motukorea. However, these vessels are periodic in nature and will form part of the wider comings and goings of vessels within the Port area.

Viewing Location	Adverse Visual Effect – without vessels (Permanent)	Adverse Visual Effect – with vessels (Periodically)
Wynyard Point	Very Low	Low
Princes Wharf	Very Low	Low
Princes Wharf – Viewing Deck	Very Low	Low

Queens Wharf	Low-Moderate	Moderate

8.5 Viewing Audience Group 2

Locations and Audiences

This viewing audience group is focused at locations around the Auckland CBD including views from buildings and ground level as well as the more distant Auckland War Memorial Museum.

A wide range of viewing audiences are considered in this group, including workers and visitors to buildings within the city centre (including the Sky Tower) as well as members of the public located on city centre streets. Public viewing audiences also considered from Auckland War Memorial Museum which also captures a southern position in relation to the Project.

Viewpoint / Visual Simulation References

VP4, VP5, VP6 and VS4.

Current Representative Views from Viewing Audiences (including Key Characteristics and Features)

Quay Street

From locations similar to those shown in the viewpoint photograph (VP4), the view is largely dominated by the nearby existing wharf activities. This includes Captain Cook Wharf, adjacent hardstand areas along the road corridor, and the eastern side of Queens Wharf. These activities involve the presence of ships, tugs in the water, and vehicles or containers on land. The view beyond Quay Street is partially obscured by the historic red fence, which defines the boundary between the road and the working Port. When larger vessels are not berthed alongside Bledisloe Wharf, views towards the North Shore, including Devonport and the volcanic features of Takarunga, Maungauika are attained.

Captain Cook and Marsden Wharf

For those views located in future publicly accessible areas along Captain Cook and Marsden Whares, including the breastworks, in contrast to the views from Quay Street, these views will not be filtered by the historic red fence. Viewing audiences would also have a closer visual connection to the harbour waters. Notwithstanding this, these finger wharves are however set within a basin, contained between Queens Wharf and Fergusson Wharf. From low elevations on the wharves, there would be a limited visible connection to the harbour to the north east (and waters of the Haruaki Gulf) as Bledisloe and more distantly, Fergusson Wharves will impact these views. The outlook towards Devonport Peninsula including its volcanic cones are also currently influenced by the periodic cycle of vessels visiting the ports including vessels along Bledisloe West Wharf. This outlook would continue to include broadside views of vessels from many locations along Captain Cook and Marsden wharves.

Auckland CBD

From elevated locations set back from the waterfront within the Auckland CBD, the view looking northeast presents a varied mix of tall office and apartment buildings in the foreground, while

the Waitematā Harbour and Devonport Peninsula occupy the mid-ground, leading to the Hauraki Gulf and its islands in the distance. The array of colours, heights, and architectural styles among the buildings creates a dynamic and visually engaging scene, often set against the backdrop of the Waitematā Harbour.

For those viewing audiences closer to open views of the waterfront, the presence of buildings is reduced, with a greater focus on the Waitematā Harbour, Devonport Peninsula and the Hauraki Gulf.

A contributing feature in these city views is the Port which is particularly prominent due to the sharp geometric forms and linear structures extending into the harbour in addition to the large cranes. This man-made setting contrasts with the natural contours of Rangitoto, Takarunga and Maungauika, all of which are often visible at the same time.

Auckland War Memorial Museum

From the Auckland War Memorial Museum the foreground view includes the plaza and Cenotaph, framed by the mature vegetation of the Auckland Domain. The tallest buildings in the CBD rise above the treetops, along with the buildings and light poles of Bledisloe Terminal and cranes on Fergusson Wharf. The contrasting colours of the Waitematā Harbour are visually pronounced behind the different shades of green in the domain and in front of the distant North Shore landforms and more distant Rangitoto. Overall, the visibility of the Port and Waitematā Harbour is significantly obscured by the surrounding greenery.

Key Changes Resulting from the Project

From low elevation locations such as those along Quay Street, the additions to both Bledisloe and Fergusson Wharfs will not be discernible apart from a glimpse view at the intersection of Gore Street. In this location, the curved north western end of Bledisloe Wharf will be ‘straightened’ to accommodate the proposed extension. This will slightly increase the extent of visible wharf into the harbour. Vessels berthing at the proposed new Bledisloe North Wharf Extension would be broadside/ parallel to the viewing audience and temporarily obscure large portions of the view towards the Devonport Peninsula and associated volcanic features. It is noted however that the foreground and mid-ground of these views is of a working port and large ships, while often seen at an angle or perpendicular/ ‘end on’, to the viewing audience berth alongside the wharfs and interact with the view. In addition, this view varies considerably as it changes throughout the day and on a daily basis. An indirect or consequential effect of the Project is that large vessels such as RoRo’s will be removed from the foreground of views from Quay Street (and indeed its adjoining breastworks with Queens Wharf). This would be due to the removal of vessels along Captain Cook and Marsden Cook Wharfs. Whilst it is acknowledged that such vessels will continue to operate along Bledisloe West and the proposed Bledisloe North Wharf, the benefit would be that the prominence of these larger vessels would be set back to the mid-ground and periphery of the views towards the harbour.

From locations within Captain Cook Wharf and Marden Wharf, the Project would not be readily discernible, although a small portion of the extension from Bledisloe Wharf may be visible from the end point of Captain Cook Wharf. Vessels now berthed along Bledisloe north would further screen the visual connection towards the Devonport Peninsula (together with those already berthing along Bledisloe West Wharf) and continue to contribute to the established port activities which are characteristic of the area.

From more elevated positions within the CBD, views of the proposed extension at Fergusson Wharf will be difficult to discern, particularly given the Project will not extend further east of the existing dolphin structure. Cranes positioned along this northern edge would also broadly remain in the foreground of and in the context of the Project. The 45m increase in crane

movement to the east, would also feature but be seen as a limited change to the current extent of movement along Fergusson North Wharf. Further, vessels will continue to berth along this northern edge much like they are at present. The elevated positions within the CBD will have the opportunity to obtain views of the proposed new Bledisloe North Wharf. For those viewing audiences that do not have their views of the wharf interrupted by other buildings, a small increase in wharf area would be attainable from these positions. The wharf would broadly tie in with the angled form of Bledisloe Wharf and be seen as a logical extension of its overall profile. The elevated location of the viewing audiences will mean that they have a broader perspective of the extension, giving a clear sense of the size and scale of the infrastructure rather than a flat, side on view. The reduction in visible open channel water will be particularly limited from these locations.

Vessels periodically arriving and berthing at this new northern wharf will also have a greater impact in reducing the extent of visible water within the harbour. However, it is considered that the extent of visible harbour in relation to the port is variable. As vessels come and go the extent of visible harbour changes and this is an anticipated activity in the context of a working port. Vessels of a 10,000 teu size visiting Fergusson North Wharf would be similar in the scale and bulk of the Ovation of the Seas which has previously berthed at FN. These vessels, while larger than container ships currently visiting, will periodically sit within the extent of the wharf length and remain within the envelope of the working port height (including cranes) and relate to the established large scale of the working port.

Auckland War Memorial Museum

From the Auckland War Memorial Museum views of the Project at Fergusson North Wharf will be obscured by the foreground vegetation which occupies the Domain and interacts with views towards the harbour. In relation to the proposed new Bledisloe North wharf, existing infrastructure and buildings within the Port does result in a variable and complex view of the northern extent of the Port from this location. The proposed new Bledisloe North Wharf is unlikely to be discernible given the scale of change in the overall view. The proposed additional length of crane movement along the wharf will unlikely be visible behind existing tree planting to the north of the museum. If visible, it is not considered the increased extent of crane movement will markedly contribute to the degradation of views towards the harbour when considered alongside the current port environment and associated existing crane movements.

Vessels periodically visiting the wharf will however interact with the overall view. These will be berthed broadside /parallel with the viewing audience looking out across the Waitematā harbour towards the Devonport Peninsula and North Shore landforms beyond. Large vessels will reduce the legibility of the harbour in this location as the visible water space between the Wharf and Stanley Point may be temporarily obscured, with these elements visually interceding. Notwithstanding this, the legibility of the harbour is currently somewhat reduced by existing wharfs, light poles (including along the northern portion of Bledisloe Wharf), in addition to vegetation within the Domain.

Viewing Location	Adverse Visual Effect – without vessels (Permanent)	Adverse Visual Effect – with vessels (Periodically)
Quay Street	Very Low	Low
Auckland CBD	Very Low	Low

Auckland War Memorial Museum	Very Low	Low

8.6 Viewing Audience Group 3

Locations and Audiences

This group of viewing audiences includes those to the east of the city centre particularly around Parnell, Judges Bay and the western end of Tamaki Drive.

The principal group of viewing audiences in this area include residential viewing audiences within Parnell and recreational viewing audiences in the area's various reserves. These include Fred Ambler Lookout, Judges Bay Reserve, Point Resolution Park, and St Stephens Cemetery. The pedestrian footbridge which crosses Tamaki Drive and a portion of the shared pathway along the waterfront are also considered in this viewing audience group.

Viewpoint / Visual Simulation References

VP7, VP8, VP9, VP10, VP11 and VS7, VS10.

Current Representative Views from Viewing Audiences (including Key Characteristics and Features)

Fred Ambler Lookout

Views from Fred Ambler are heavily characterised by the existing port activities in particular the Fergusson Wharf, associated terminal and cranes. The foreground of the views contains the rail corridor which runs in parallel with Tamaki Drive. Beyond these elements and the port activities, the Waitematā harbour is visible as a narrow band of interrupted water backdropped by the North Shore and Devonport Peninsula.

St Stephens Cemetery

Views from St Stephens Cemetery and the nearby Judges Bay Reserve together with residential viewing audiences of Parnell with views of the Port, form a similar outlook to those experienced from Fred Ambler Lookout. A key difference here is the views include the Judges Bay basin which has been enclosed by historic reclamations as a result of the formation of the rail corridor and Tamaki Drive.

Point Resolution Steps

Views from Point Resolution are representative of both recreational viewing audiences that utilise Point Resolution Park as well as residents within the eastern portion of Parnell. These viewing audiences obtain elevated views across Judges Bay and the causeway supporting the rail corridor and Tamaki Drive. Beyond these elements the port is an obvious feature within the view containing large hard stand areas and uniform edges meeting the Waitematā. In addition to stacked containers and cranes various buildings relating to the Port feature within this outlook. The harbour is visible as it wraps around the Port and its legibility is reduced as it observed between the Port and the northern coastal edges of the harbour. The North Shore landforms and Devonport Peninsula form the backdrop to these views. Whilst this viewpoint is

slightly elevated, the north eastern point of Fergusson Wharf and its existing dolphin structure demarcating the end of the Wharf, is difficult to locate and forms a very small component to the overall view.

Moving to the northern end of the Point Resolution Footbridge, this view is more influenced by the Waitemata. From this location the extent of reclamation associated with the Port forms a key element in the view. The Auckland CBD features to the left of the view as it broadly steps down toward the harbour. Viewing audiences here would primarily be walkers and would have the opportunity to look out towards the Port, the harbour, the North Shore landforms and the Devonport Peninsula.

Tamaki Drive Pedestrian Bridge

Views from the Tamaki Drive pedestrian bridge are representative of viewing audiences either cycling or walking in a western direction toward the Port and city centre. Views from this location are similar to those described in relation to the Point Resolution footbridge with a reduced extent of visibility towards the Port. This more eastern location does however reveal slightly more of the existing eastern dolphin on Fergusson North Wharf albeit at a greater distance than from the Point Resolution footbridge.

Key Changes Resulting from the Project

From locations at Fred Ambler Lookout, it is not expected that either wharf extensions will be visible to the viewing audiences Existing wharf structures and activities currently screen the 'leading edge' of the Bledisloe Wharf and Fergusson Wharf decks where they meet the harbour and as a result it is not anticipated that there will be any discernible change in relation to the extensions for viewing audiences.

The introduction of large vessels will also remain characteristic of the overall port environment and the activities associated with it. The greatest change would be vessels berthing at the new Bledisloe North Wharf. Here vessels will be viewed at an oblique broadside view and the volume of the vessels will intersect with the harbour waters and the North Shore landforms beyond. Notwithstanding this, as outlined, the legibility of the harbour waters from this location have already been compromised and as such, the Project will result in a limited change to the overall view.

From St Stephens Cemetery and nearby residents, the proposed Fergusson North Wharf extension and new Bledisloe North Wharf are unlikely to be perceived. Port infrastructure occupies much of the mid ground view and obscures views of the northern edge of the wharfs where they interact with the water. The principal change as a result of the Project will be the view of large vessels berthing at Bledisloe Wharf. From locations within the cemetery, the western portion of vessels berthed at the Bledisloe Wharf would be visible. Vessels will interact with the already compromised views toward the North Shore landforms and overall, in considering the existing outlook any change will also on balance be limited.

In relation to the Point Resolution Steps and nearby residents of Parnell, it is not envisaged that the proposed extensions will be particularly visible from these elevated locations due to the extent of port infrastructure that sits within the foreground of the northern portions of the wharfs. If the extensions are visible it is considered that the extent of these will be particularly limited.

From the Point Resolution Footbridge, if any aspects of the proposed extensions are visible they will be limited to a very small portion of the eastern most edge of the Fergusson wharf deck. Beyond this it is not anticipated that any additional structures associated with the Project will be visible. Views of docked ships along Fergusson North Wharf would be visible much like they are at present, albeit likely including more 10,000 teu vessels. Views towards Bledisloe Wharf vessels will be distant and visually interrupted by the existing wharf elements including

cranes and containers. Overall, it is considered there would be very limited change to this view as a result of the Project.

From the Tamaki Pedestrian bridge, the change in view as a result of the Project would again be limited. The scale of change associated with the Fergusson North Wharf extension will be of a scale that will not be obvious from these locations. Similar to the Point Resolution Footbridge, any vessels berthed at Bledisloe wharf will be distant and visually interrupted by existing wharf elements.

In relation to crane movements, it is accepted that the Project will facilitate a marginal increase of crane extent along Fergusson North Wharf and the existing cranes are visible elements in these views. Overall, however, the number of cranes will not change and the periodic cycle of cranes moving along the wharf in response to visiting vessels will remain. Further, the extent of crane movement will remain within and be clearly associated with the port environment and activity. Any visual interaction with distant landscape features or elements will be comparable to the existing condition.

Viewing Location	Adverse Visual Effect – without vessels (Permanent)	Adverse Visual Effect – with vessels (Periodically)
Fred Ambler Lookout	Very Low	Low
St Stephens Cemetery (including nearby residential viewing audiences)	Very Low	Low
Point Resolution Steps (including nearby residential viewing audiences)	Very Low	Low
Point Resolution Footbridge	Very Low	Low

8.7 Viewing Audience Group 4

Locations and Audiences

This group of viewing audiences is focused on the Orakei/ Mission Bay area. In particular this includes road users along Tamaki Drive, residents along Paritai Drive and the neighbouring reserve along the cliff top, in addition to visitors to Orakei Marina, Okahu Bay Wharf and Bastion Point.

Viewpoint / Visual Simulation References

VP12, VP13, VP14, VP15, VP16, VP17 and VS14 and VS16.

Current Representative Views from Viewing Audiences (including Key Characteristics and Features)

Tamaki Drive

Views from this location are at a slight elevation and are representative of road users and cyclists travelling west towards the city centre. The view encapsulates the harbour and the

enclosing landforms to the North and South. A vegetated characteristic is evident along the coastline, evident through the number of Pohutukawa which occupy the cliffs of the Parnell suburb and line the road corridor of Tamaki Drive. Residential properties are visible on the cliff which then give way to the taller buildings associated with the city centre. The Port is a key feature in this view and it is seen as a clear extension into the harbour. Its activities are defined by the large cranes the containers and buildings along with the various vessels that berth alongside the wharfs. To the right of the view the enclosing landforms of the North Shore and Devonport peninsula form the backdrop to the Port and much of the northern portion of the view.

Paritai Drive

Views from Paritai Drive are elevated above Tamaki Drive and are expansive. Views towards the west capture the developed nature of Parnell together with the city centre and vegetated cliffs beyond. Similar to Tamaki Drive, the Port reads as a clear extension into the harbour. Further the elevated position of these viewing audiences provides more of an understanding of the scale of the wharves and terminals. The cranes in particular intersect with the skyline and sit above the distant landforms of the North Shore.

Orakei Marina

Views from Orakei Marina represent people who have walked along the breakwater where a public footpath exists as well as those on boats or leaving and coming from the Marina itself. These views of the harbour and broader context are similar in nature to the views obtained along Tamaki Drive, described above.

Okahu Bay Wharf

Views from this northern endpoint of the Wharf capture not only views of the inner Hauraki Gulf Islands to the north and east, but also the Auckland city skyline which backdrops a large portion of the port to the west. The harbour is a key feature of this view and the enclosing northern and southern coasts frame each side of the view. The Port is seen as a clear extension into the harbour and its endpoint is defined by the cranes at the northern end of Fergusson Wharf.

Michael Joseph Savage Memorial

This representative location are approximately 3.4 kilometres away from Fergusson Wharf. Existing views include the steep cliffs and Tamaki Drive that define the coastal edge of Orakei. The city skyline is visible in the distance and the Port is seen directly alongside it. From this elevated position there is some appreciation of the scale and depth of the Port as it extends west towards the city. The harbour features in this view with a variable open water channel as it extends towards the west.

Key Changes Resulting from the Project

From along Tamaki Drive, the Project will have a limited visual change to the view and is likely to be restricted to a very small portion of extension being seen on the northern end of Fergusson Wharf. The extension at Bledisloe Wharf will not be visible from this location and orientation. In relation to the Project, vessels will continue to contribute to the established Port activities and although proposed vessels at Bledisloe North Wharf may further contribute to a reduction in the views and visual connection towards the western North Shore suburbs this will be very limited in extent and correlate with the existing nature of activities within the Port.

From viewing locations along Paritai Drive, the change in view will again be particularly limited and of a scale that is unlikely to be discernible from this distance. If people are particularly focused they may notice a slight change to the north eastern end of Fergusson Wharf where the

edge/ breastworks of the extension deck may be visible. The inclusion of vessels within this view on Fergusson North Wharf and indeed Bledisloe North Wharf will have a limited impact on the view overall.

From Orakei Marina and Okahu Bay Wharf the Project will redefine a discrete portion of the northern edge of Fergusson Wharf and be integrated into the existing dolphin structure. From these distances that dolphin structure is difficult to discern and it is considered that the change associated with the Project will not be particularly appreciable. Vessels on Bledisloe North Wharf will be the key change to this view. However the change overall will be limited, with end on views of these vessels being attained and will mutually relate to the Port activities alongside.

From distant locations relating to Michael Joseph Savage Memorial, the physical elements associated with the Project would not be obvious. The scale of vessels associated with the Fergusson North Wharf extension (including the potential increase in 10,000 teu vessels) will remain in keeping with the present condition. More distantly, vessels associated with the Bledisloe North Wharf will feature in the view and add additional visual scale to the port as a whole. However from these distances, such a change will be limited and periodic views of vessels alongside the Port will appear compatible with the existing activities and uses of this area.

In considering crane movements, the Project will facilitate a 45m lateral increase in the reach of cranes along Fergusson North Wharf. The number of cranes will remain unchanged, and their movements, which are part of the regular operational cycle in response to incoming vessels, will continue as at present. These movements will remain confined to the port environment and its associated activities. Any interaction between the cranes and distant landscape features or elements will be similar to the current receiving environment.

Viewing Location	Adverse Visual Effect – without vessels (Permanent)	Adverse Visual Effect – with vessels (Periodically)
Tamaki Drive	Very Low	Low
Paritai Drive	Very Low	Low
Orakei Marina and Okahu Bay Wharf	Very Low	Low
Michael Joseph Savage Memorial	Very Low	Low

8.8 Viewing Audience Group 5

Locations and Audiences

This group of viewing audiences is focused on the northern viewpoints along the Devonport Peninsula, Stanley Point, and Sulphur Beach. This viewing audience group therefore captures a wide range of viewing audience types including visitors to local landmarks, urban areas and public spaces in addition to residents.

Viewpoint / Visual Simulation References

VP18 to 27, and VS20, VS21, VS26 and VS27.

Current Representative Views from Viewing Audiences (including Key Characteristics and Features)

Maungauika

Views from Maungauika are approximately 2.5 kilometres north east of the Port and are a representation views from members of the public at the maunga in addition to neighbouring elevated residential viewing audiences with views towards the city and the Port. The current outlook for these viewing audiences is expansive and includes the southern coastline of the lower harbour which then meets the modified coastal edge of the Port and city environment. This modified coastal edge features through much of the view toward the distant harbour bridge. The view also captures the developed area of Devonport and the prominent volcanic cone of Takarunga. In the far distance, the recognisable ridges of the Waitākere Ranges is visible intercepted by the city skyline and Port cranes.

Torpedo Bay Wharf

Torpedo Bay Wharf is frequented by people fishing and people walking in the area. It also appears to be a popular destination for people associated with visiting the neighbouring Navy Museum. Torpedo Bay Wharf extends out into the harbour broadly south of Maungauika (North Head). The view towards the Project is from a low elevation near to the water level and the view captures the harbour as the predominant feature in the fore-ground and mid-ground. The southern coastline and developed suburbs of Parnell and Orakei beyond form the backdrop to the view together with the volcanic landforms including Ōhinerau (Mount Hobson), Te Kōpuke / Tītīkōpuke (Mt St John) and Maungawhau (Mount Eden). To the West of the view is the port that is back dropped by the city centre.

Takarunga

Views from Takarunga are generally accepted to be some of the best elevated views within the urban Auckland context. The elevated location provides uninterrupted panoramic views of the Waitematā Harbour, the inner Hauraki Gulf, Rangitoto, Auckland's Isthmus and CBD, and the Waitākere Ranges, which appear on the southeastern horison.

Due to the elevated position, the Port is easily visible, however, in the context of the expansive and complex landscape, the wharfs remain relatively moderate in scale. The wider view includes many other prominent landmarks, such as the Sky Tower and Maungawhau which compete for the viewers attention and complete a wide complex urban scene.

Developed areas of the Devonport Peninsula

The Devonport Peninsula includes views from Devonport Wharf, the Esplanade car park, Queens parade reserve and Stanley Bay including the various residential properties on the southern slopes which face towards the Auckland CBD.

The foreground of many of these views is dominated by the coastal waters of the Waitematā Harbour. Beyond this, the most prominent sightline is directed towards Auckland's CBD, where the tall buildings create a recognisable skyline. The Ports are clearly visible to the left of the view alongside and in part, in front of the city centre. Notable landmarks such as the Auckland War Memorial Museum, in addition to the various volcanic features such as Maungawhau and

Maungakiekie also stand out. The harbour bridge, also a notable landmark bisects the form of the landscape toward the Waitākere Ranges and Birkenhead before landing at Northcote.

From elevated positions such as Stanley Point, the extent and scale human modification along the waterfront can be observed in its entirety.

Sulphur Beach

The primary viewing audience from this location is members of the public at the Sulphur Beach boat ramp who may be launching and retrieving boats, fishing and walking. From this low level location, approximately 2.7 km away, the Port is viewed in the context of the Waitematā Harbour and marine features such as yachts and the cityscape beyond.

Key Changes Resulting from the Project

From Maungauika, whilst the Project takes place on the northern portions of Fergusson Wharf and Bledisloe Wharf, the distance that they will be viewed from in combination with the modest scale of the extension in relation to this viewpoint will mean that the changes will be difficult to discern. The Fergusson North Wharf extension will be finished with a similar specification to that existing at present. Further west the proposed extension of the Bledisloe Wharf be similar and broadly in line with the overall profile of the existing wharf footprint.

The change in view as a result of the vessels would be focused on Bledisloe Wharf where vessels on the northern end of the wharf would be visible as the major change. These vessels would be viewed end on / oblique to this viewing audience, would be back dropped by the city centre and correlate to the existing Port environment. Vessels associated with Fergusson North Wharf will periodically sit within the envelope of the wharf length and height (including cranes) and relate to the established large scale of the working container port.

From Torpedo Bay Wharf, the proposed Fergusson North Wharf extension will be of a scale that is clear appreciable from this distance. Furthermore, views of the Bledisloe North Wharf will also be difficult to discern. Additional vessels berthed alongside the new Bledisloe North Wharf and the Fergusson North Wharf extension will be seen alongside the existing established port activities.

From Takarunga, the scale of the Project will be more easily perceived when looking from this elevated viewpoint. Notwithstanding this the view will be observed in the context of a heavily urbanised backdrop and alongside an established working port. With the above considered any visible change in relation to the Fergusson Wharf and Bledisloe Wharf profiles are unlikely to be presented as a significant change especially when evaluating the scale and context of the wider port environment. It is considered that overall, the Project is in keeping with the scale and intensity of the existing wharfs and will only remove a small portion of the harbour waters from the view. In relation to the vessels, although there will be a change to where they can berth along Bledisloe Wharf, in addition to the scale of the 10,000 teu vessels at Fergusson North Wharf, it is considered the complexity in backdrop derived from the city's buildings together with the compatible port activities which relate to the Project, will ensure that any adverse effects will be limited.

From the developed areas of the Devonport Peninsula, due to the low elevation of the Project, the extensions will not be readily discernible apart from the lighter colours of the concrete which would darken as these elements become weathered. Overtime, from these 'front on' locations along the Devonport Peninsula, the extensions will appear visually absorbed into the structural wharf elements that already form the edge of the modified coastline. Overall, while the visual

change may be able to be observed by a keen observer, it will generally be at a distance and it is considered that it will not detract from the wider view.

The introduction of large vessels within the views from the Devonport Peninsula will remain as a known element in the overall composition of existing coastal and harbour views. The nature of vessels along Fergusson North wharf will remain unchanged albeit there is likely to be increased frequency in 10,000 teu vessels berthing at FN (noting these vessels are comparable to the Ovation of the Seas cruise ship which has previously berthed at FN, and that 10,000 teu vessels could be accommodated now under POAL's existing consents). Views of vessels at the Bledisloe North Wharf will remain backdropped by the city centre context beyond.

From Sulphur Beach location, the Project will be visible across the Waitematā in the far distance from this location and from a low elevation. When ships are absent the full scale and extent of the Project will be difficult to discern within the broader view due to the complexity and size of the urbanised isthmus backdrop. When ships are berthed, it is that any whilst discernible, the composition of the view including existing port environment and city centre backdrop will mean that any adverse effects will be limited.

From the above locations, the existing port cranes along Fergusson Wharf are prominent and identifiable features in views towards the city and port environment. The increase in crane extent along Ferguson Wharf will align with the existing activities already observed and will not introduce additional cranes to the view. The most discernible change would be how far the cranes are able to extend towards the east, along the wharf. However, overall these movements will remain closely related to the port environment and their movements will continue to respond to incoming vessels as they are unloaded or loaded at the port. Any interaction between the cranes and distant landscape features or elements will be similar to the current situation.

Viewing Location	Adverse Visual Effect – without vessels (Permanent)	Adverse Visual Effect – with vessels (Periodically)
Maungauika (North Head)	Very Low	Low
Torpedo Bay Wharf	Very Low	Low
Takarunga (Mount Victoria)	Very Low	Low
Developed areas of the Devonport Peninsula	Very Low	Low
Sulphur Beach	Very Low	Low

8.9 Viewing Audience Group 6

Locations and Audiences

This group of viewing audiences includes those located on the harbour and is representative of members of the public in public or private watercraft and on ferries. These viewers are by nature transient, and their perspective of the Project would shift as they move through the area and sample an expansive and often panoramic view.

Viewpoint / Visual Simulation References

VP28 to VP30.

Current Representative Views from Viewing Audiences (including Key Characteristics and Features)

From locations within the harbour, the foreground of views to the south is largely defined by the coastal waters meeting the modified harbour edge, while the city's built environment gradually slopes down towards the coast. The prominent urban landscape and wharfs create a setting heavily shaped by human activity. The view is changeable with many comings and goings of marine vessels in and out of the ferry basins and wider port area. The tides somewhat influence these views where the developed coastal edges reveal more of the underside of the structures such as piles or rock revetments at low tide. At high tide there is a subtle change where these reclaimed or pile structures appear to sit lower to the water.

The viewing audiences on the water are inherently transitory in nature as they move past the site from either western locations such as from the upper Waitematā harbour, Bayswater, Westhaven Marina and the downtown ferry basin. From northern locations within the harbour they may be approaching from Devonport and from eastern locations they would be approaching the Ports from the wider Waitematā Harbour and Hauraki Gulf Islands.

For those approaching from the south around the ferry basin, views attained will be similar as described from Queens Wharf where the layering of wharfs and hardstands reach out into the harbour and are broadly back dropped by one another. Views of the Waitematā entrance appear more restricted from these locations and then gradually open out as one moves out from the developed coastal edge.

From western locations within the harbour channel more open water views towards the harbour entrance and Gulf islands are attained, however the working port and neighbouring wharfs remain as a key feature that contributes to the overall composition of the view.

From the north (i.e. Bayswater and Devonport) as vessels travel south views are characterised by the cityscape and the Port environment. The extent of wharfs and reclamation is perceived from a low elevation, although this does not reduce the prominence of the whole Port and its influence on the harbour waters from these northern coastal marine area viewpoints.

From the east as vessels approach the Port, the view is broadly framed by the Devonport Peninsula to the north and the modified coastal edge of the Port and various wharfs to the south. Again, the Port forms a key feature within these views and elements such as vessels, stacked containers and the large cranes on Fergusson Wharf stand out in the view. Many of these features however are back dropped by the rising city centre and various skyscrapers which defined the skyline of the city.

Key Changes Resulting from the Project

From western locations the Project will principally be observed against the structural elements of the existing wharfs and port environment, with its variable visibility of pile structures being influenced by the tides. Views of the proposed Fergusson North Wharf extension are unlikely to be discernible for most until they are in a proximate location passing along the wharf. This however will be seen as a minor addition to the wharf structure which will be seen to be bookended by the eastern most mooring dolphin. Viewing audiences and vessels travelling past the Bledisloe North Wharf are also anticipated to experience limited change in their view. The

broad design of this extension slots into the notched profile of the wharf edge, and the extent of the piled extension into the water space beyond the current extent of the wharf is limited to 7.5m (with the overall wharf extension, recessed into Bledisloe wharf being 27.5m).

As described in views from Queens Wharf the proposed extension from Bledisloe may however visually intercede with the water space around Motukorea (Browns Island) this will be observed as ferries enter the ferry basin. In a similar vein large vessels berthed at the newly formed northern wharf on Bledisloe will reduce the perception of the open water channel of the harbour and the visual connection to the Hauraki Gulf Islands from these western locations. Within the channel of the harbour there will be limited change and the proposed extension of Bledisloe North Wharf will appear 'stacked' and backdropped by vessels and Fergusson Wharf behind.

From northern locations such as those on marine craft approaching from Devonport, views of the Project will be seen as an elevational profile and the degree of the proposed extensions will be seen along the leading edge of the Bledisloe and Fergusson Wharfs. The treatment of these extensions will be similar to what is observed in the current Port environment. Overall, from these moving locations the Project will not detract from the overall view with the working Port.

From eastern locations, similar to other locations on the water, due to the low elevation of the view towards the Project, the change that is proposed will be limited in the view overall. The Fergusson North Wharf extension at most will be seen as a discrete addition to the Wharf structure. As viewing audiences' approach from the east the proposed extension to Bledisloe Wharf will again broadly match the overall profile of the existing wharf structure which reaches out into the harbour, and overall the Project will correlate with the working port environment and will constitute a limited change to the overall view.

When vessels are in port the greatest change would be those relating to the Bledisloe North Wharf viewing audiences. The nature of vessels along Fergusson North Wharf will remain unchanged albeit at a scale comparable to the Ovation of the Seas cruise ship which already berths in this location. From on the water, people in watercraft will observe broadside and end on views of the proposed vessels. Broadside views of vessels will increase the presence and overall prominence of port activities alongside the harbour. These broadside views of vessels from the north will however be seen in this established context broadly back dropped by the city centre and will be periodic features for a short duration as one passes these vessels when they are in Port. When approaching from the west the greatest change in relation to vessels and port will be where end on views of vessels interact with the visible coastal water space leading out to the Hauraki Gulf and obscure views towards Motukorea. From eastern locations, views of vessels at Bledisloe wharf will be seen alongside the Wharf structures as an activity that occurs periodically associated with normal Port operations.

In considering the extent of crane operations along Fergusson Wharf, viewing audiences would be moving, and observing these periodic activities for short durations. As expressed, the existing presence of cranes forms part of the recognisable collection of port elements which from these views. The 45m additional extent of crane movement along Fergusson Wharf would remain in keeping with that already established.

Viewing Location	Adverse Visual Effect – without vessels (Permanent)	Adverse Visual Effect – with vessels (Periodically)
Waitematā Harbour - West	Very Low	Low

Waitematā Harbour - North	Very Low	Low
Waitematā Harbour - East	Very Low	Low

8.10 Viewing Audience Group 7

Locations and Audiences

This group of viewing audiences relates to those who are travelling in northern or southern directions along the Auckland harbour bridge. These views a transient where viewing audiences are constantly moving in vehicles. Notwithstanding this, the view towards the city centre and wider context as an iconic view for many Aucklanders and people visiting the region.

Viewpoint / Visual Simulation References

VP31

Current Representative Views from Viewing Audiences (including Key Characteristics and Features)

Eastern views obtained from Auckland harbour bridge provide a striking panorama of the city and its surrounding areas. These moving viewing audiences observe the city centre with its modern skyline including the iconic sky tower standing tall among high rise buildings. A visual connection to the surrounding volcanic features including Maungawhau, Maungareu, Maungakiekie, Maungauika and Takarunga are observed from this location. On a clear day, audiences would be able to observe the Haruaki Gulf including Waiheke Island and Rangitoto Island. The Waitematā is seen as an expansive harbour enclosed by the various landforms to the north and south. An element of vibrancy contributes to the view through the movement of boats within the harbour waters. Overall, the outlook is a mix of urban and natural features with a high amenity value creating a dynamic and picturesque outlook.

Key Changes Resulting from the Project

From these elevated positions the change in view from these distances will be limited. The proposed Fergusson North Wharf extension will be at a distance in the view that will mean it is unlikely to be discernible for these moving viewing audiences. The new Bledisloe Wharf will be more discernible particularly as these elevated views provide more of an appreciation of the proposed Wharf deck, including its overall length along the Wharf. This extension however will remain and the broad profile of the Wharf itself back dropped by the existing Bledisloe Wharf and Fergusson Wharf together with its established port elements will remain.

The introduction of vessels facilitated by this Project will be largely focused on those visiting the Bledisloe North Wharf. Vessels will sit either broadside or ‘end on’ to these viewing audiences as they travel across the Auckland Harbour Bridge. The volume of the vessels will largely be seen in the context of the working port however it is accepted that from some locations the scale of the vessels may slightly reduce the legibility of the vegetated cliffs along Paritai Drive. Overall, however the location of the Project and these vessels is set within an established working port environment and as such the inclusion of these activities whilst perceivable will have a limited overall effect on the composition of the view.

Viewing Location	Adverse Visual Effect – without vessels (Permanent)	Adverse Visual Effect – with vessels (Periodically)
Harbour Bridge	Very Low	Low

8.11 Summary of Effects

Natural Character Effects

Natural Character	Adverse Effect without vessels (Permanent)	Adverse Effect – with vessels (Periodically)
Effects on abiotic and biotic attributes	Very Low	Very Low
Effects on perceived attributes	Very Low	Low

Landscape Effects

Landscape Effects	Adverse Effect without vessels (Permanent)	Adverse Effect – with vessels (Periodically)
Landscape Effects	Very Low	Low

Visual Effects

Viewing Location	Adverse Effect – without vessels (Permanent)	Adverse Effect – with vessels (Periodically)
Wynyard Point	Very Low	Low
Princes Wharf	Very Low	Low
Princes Wharf – Viewing Deck	Very Low	Low
Queens Wharf	Low-Moderate	Moderate
Quay Street	Very Low	Low
Auckland CBD	Very Low	Low
Auckland War Memorial Museum	Very Low	Low
Fred Ambler Lookout	Very Low	Low
St Stephens Cemetery (including near by residential viewing audiences)	Very Low	Low

Point Resolution Steps (including near by residential viewing audiences)	Very Low	Low
Point Resolution Footbridge	Very Low	Low
Tamaki Drive	Very Low	Low
Paritai Drive	Very Low	Low
Orakei Marina and Okahu Bay Wharf	Very Low	Low
Michael Joseph Savage Memorial	Very Low	Low
Maungauika (North Head)	Very Low	Low
Torpedo Bay Wharf	Very Low	Low
Takarunga (Mount Victoria)	Very Low	Low
Developed areas of the Devonport Peninsula	Very Low	Low
Sulphar Beach	Very Low	Low
Waitematā Harbour - West	Very Low	Low
Waitematā Harbour - North	Very Low	Low
Waitematā Harbour - East	Very Low	Low
Harbour Bridge	Very Low	Low

In summary, due to the design of the Project and the characteristics of the surrounding environment, **very low** adverse effects on the biophysical and perceived naturalness of the harbour will occur. Vessels periodically visiting the wharfs, particularly Bledisloe North Wharf will slightly increase the level of adverse effect (to **low**) when considering the perceived attributes.

Landscape effects are considered to be **very low**, increasing to **low** adverse when vessels are in port. This increase in the level of effects is due to the periodic visual interruption of views towards the harbour entrance and Gulf islands.

For most viewers, the extensions will either be barely noticeable or not visible at all, given their small scale and low elevation. Even when vessels are present, they are expected to be seen within the context of the urban backdrop or align with the usual marine activities at the port.

In relation to visual effects, the most elevated (adverse) effects would be as a result of the Bledisloe Wharf extension experienced by visitors to Queens Wharf. From this location views of the harbour and Gulf Islands will be affected and are assessed as **low-moderate**. These effects will be more noticeable when vessels are present and are considered to be **moderate** adverse, though this will only happen periodically. For other viewers, the visual impact will be **very low** increasing to **low** when vessels are present.

8.12 Cumulative Effects

The Waitematā Harbour is one of two harbours (the other being the Manukau Harbour), that sit alongside the most populus area in the country. Through its historic occupation and settlement, the Waitematā Harbour has undergone modification along the coastal interface and into the harbour waters. These include seawalls, roads, marinas, bridges, piled wharfs and reclamation. These manmade features are dispersed along the edges of the harbour which respond to land use (including historic land use), together with the evolution of Tāmaki Makaurau. These built features together with the natural landscape attributes contribute to the character and identity of the city.

The harbour (together with the Haruaki Gulf), as it has done for many years, continues to be relied on as a place of commerce, recreation, a food source, the movement of goods and people, and retains significant meaning to mana whenua. Whilst modification has occurred over the years, the waterspace retains its key harbour characteristics including the harbour entrance and its enclosing shorelines with various beaches and coastal cliffs. Areas of more significant change and modification has occurred within and alongside the city centre where reclamation and modification of the coastal edge has taken place. These more intensified changes to the Waitematā Harbour are focused in the city centre and over the last 170s have evolved alongside the city's growth. The city centre, the Port and the coastal waters all share a visual and physical relationship.

The coastal environment which forms the immediate context of the Project, stretches from Mechanics Bay to Westhaven, continues to interact with the natural waters of the harbour and remains influenced by tidal movements and wave action. The existing wharfs and reclaimed areas are large in scale, with the Fergusson Wharf extending more than 800 meters into the water from Tamaki Drive, and Wynyard Point projecting over 1,000 meters from the Northern Motorway near St. Marys Bay. These major land reclamation and wharf structures define the outer boundaries of the wharfs within the CBD area. The proposed development is modest in scale compared to nearby structures and although it will extend the Bledisloe wharf in particular, further into the harbour (by approximately 7.5m from Bledisloe wharf's northern most point), it will not extend beyond the outer limits of these two defining elements (Fergusson Wharf and Wynyard Point), and will remain within the visual footprint of the wharfs and reclaimed areas in the central city waterspace.

The cumulative effects of the Project on the natural character condition and the landscape, and visual values of the Waitematā Harbour will be low overall. when considered alongside the broader modification of its landscape and harbour context.

9.0 Evaluation in Relation to Statutory Provisions

9.1 RMA - Section 6

In relation to the preservation of natural character values (Section 6(a) of the RMA), given the highly modified nature of the coastal environment in the area (as detailed in Section 6.2 of this report), along with the level of adverse effects discussed in Section 8.1, any potential significant negative impacts on the natural character and landscape of the coastal environment are expected to be avoided. Structure sizes have been limited as far as practicable and methods including piling (as opposed to reclamation) have been adopted to minimise the footprint within

the CMA. Consequently, the natural character of the coastal environment will be protected against inappropriate use and development.

In relation to Section 6b matters of the RMA, the proposed location does not contain any Outstanding Natural Character Areas or Outstanding Natural Features, thus avoiding adverse effects on these important overlay areas.

9.2 RMA – Section 7

In terms of the development itself, it is considered it is positioned in an appropriate location from a landscape perspective which is dominated by a port environment. Its form and use is consistent with, and builds on the established characteristics and activities of the area and as such the adverse effects on the underlying values or the coastal environment are broadly maintained.

10.0 Conclusions

In relation to Natural Character, this assessment finds that the Project's design and the characteristics of the surrounding environment will result in a **very low** adverse effects on both the actual (abiotic and biotic) and perceived naturalness of the harbour. The presence of vessels, particularly at Bledisloe North Wharf, will slightly increase the perceived adverse effects to a **low** level due to the further presence of human activity.

Turning to landscape effects, the proposed extensions will have a limited effect on the harbour, which is already in a modified environment. It is anticipated that associative effects will be generated as part of the Project, as views towards the harbour entrance and Gulf islands may be disrupted. The inclusion of vessels, especially at Bledisloe North Wharf, will further impact these views. However, given the harbour's large scale, the Project represents only a minor intrusion into this space. Overall effects are considered to be **very low** without vessels and **low** with the presence of vessels.

Visual effects have been evaluated from various vantage points, including from land and the Waitematā Harbour. The most elevated impacts will be experienced by visitors to Queens Wharf, where views of the harbour, especially towards the Gulf Islands, will be affected by the Bledisloe Wharf extension beyond the visible limits of the Port's existing wharfs. These effects will be more noticeable when vessels are present, though it is recognised that this will occur periodically rather than permanently. With the above in mind **low-moderate** (‘*minor’*) effects would occur from Queens Wharf without vessels, increasing to **moderate** (‘*more than minor*’) effects when vessels are periodically berthed at Bledisloe North Wharf.

Other viewers will experience minimal visual impacts from the proposed extensions. The extensions are modest in size, low in height, and generally blend into the existing wharf footprint and geometric forms. In many locations, the extensions will either be out of sight or appear too small to be noticeable. When vessels are in port, there will be a perceptible change, especially along Bledisloe North Wharf. However, these vessels will visit periodically, and their views will either be end-on, backdropped by the city skyline, or consistent with typical marine activities associated with the Port.

Appendix 1: Assessment Method

15 November 2023

This assessment method statement is consistent with the methodology (high-level system of concepts, principles, and approaches) of 'Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines', Tuia Pito Ora New Zealand Institute of Landscape Architects, July 2022. The assessment provides separate chapters to discuss landscape, visual and natural character effects where relevant, but is referred to throughout as a Landscape Effects Assessment in accordance with these Guidelines. Specifically, the assessment of effects has examined the following:

- *The existing landscape;*
- *The nature of effect;*
- *The level of effect; and*
- *The significance of effect.*

The Existing Landscape

The first step of assessment entails examining the existing landscape in which potential effects may occur. This aspect of the assessment describes and interprets the specific landscape character and values which may be impacted by the Project alongside its natural character where relevant as set out further below. The existing landscape is assessed at a scale(s) commensurate with the potential nature of effects. It includes an understanding of the visual catchment and viewing audience relating to the Project including key representative public views. This aspect of the assessment entails both desk-top review (including drawing upon area-based landscape assessments where available) and field work/site surveys to examine and describe the specific factors and interplay of relevant attributes or dimensions, as follows:

Physical –relevant natural and human features and processes;

Perceptual –direct human sensory experience and its broader interpretation; and

Associative – intangible meanings and associations that influence how places are perceived.

Engagement with tāngata whenua

As part of the analysis of the existing landscape, the assessment should seek to identify relevant mana whenua (where possible) and describe the nature and extent of engagement, together with any relevant sources informing an understanding of the existing landscape from a Te Ao Māori perspective.

Statutory and Non-Statutory Provisions

The relevant provisions facilitating change also influence the consequent nature and level of effects. Relevant provisions encompass objectives and policies drawn from a broader analysis of the statutory context and which may anticipate change and certain outcomes for identified landscape values.

The Nature of Effect

The nature of effect assesses the outcome of the Project within the landscape. The nature of effect is considered in terms of whether effects are positive (beneficial) or negative (adverse) in the context within which they occur. Neutral effects may also occur where landscape or visual change is benign.

It should be emphasised that a change in a landscape (or view of a landscape) does not, of itself, necessarily constitute an adverse landscape effect. Landscapes are dynamic and are constantly changing in both subtle and more dramatic transformational ways; these changes are both natural and human induced. What is important when assessing and managing landscape change is that adverse effects are avoided or sufficiently mitigated to ameliorate adverse effects. The aim is to maintain or enhance the environment through appropriate design outcomes, recognising that both the nature and level of effects may change over time.

The Level of Effect

Where the nature of effect is assessed as **'adverse'**, the assessment quantifies the level (degree or magnitude) of adverse effect. The level of effect has not been quantified where the nature of effect is neutral or beneficial. Assessing the level of effect entails professional judgement based on expertise and experience provided with explanations and reasons. The identified level of adverse natural character, landscape and visual effects adopts a universal seven-point scale from **very low** to **very high** consistent with Te Tangi a te Manu Guidelines and reproduced below.

Landscape Effects

A landscape effect relates to the change on a landscape's character and its inherent values and in the context of what change can be anticipated in that landscape in relation to relevant zoning and policy. The level of effect is influenced by the size or spatial scale, geographical extent, duration and reversibility of landscape change on the characteristics and values within the specific context in which they occur.

Visual Effects

Visual effects are a subset of landscape effects. They are consequence of changes to landscape values as experienced in views. To assess where visual effects of the Project may occur requires an identification of the area from where the Project may be visible from, and the specific viewing audience(s) affected. Visual effects are assessed with respect to landscape character and values. This can be influenced by several factors such as distance, orientation of the view, duration, extent of view occupied, screening and backdrop, as well as the potential change that could be anticipated in the view as a result of zone / policy provisions of relevant statutory plans.

Natural Character Effects

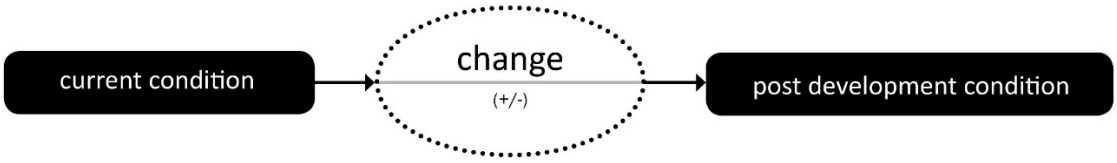
Natural Character, under the RMA, specifically relates to *'the preservation of the natural character of the coastal environment (including the coastal marine area), wetlands, and lakes and rivers and their margins, and the protection of them from inappropriate subdivision, use, and development'*. Therefore, the assessment of natural character effects only involves examining the proposed changes to natural elements, patterns and process which may occur in relevant landscape / seascape contexts.

As with assessing landscape effects, the first step when assessing natural character effects involves identifying the relevant physical and experiential characteristics and qualities which

occur and may be affected by a Project at a commensurate scale. This can be supported through the input of technical disciplines such as geomorphology, hydrology, marine, freshwater, and terrestrial ecology as well as input from tāngata whenua. An understanding of natural character considers the level of naturalness and essentially reflects the current condition of the environment assessed in relation to the seven-point scale. A higher level of natural character means the waterbody and/or margin is less modified and vice versa.

A natural character effect is a change to the current condition of parts of the environment where natural character occurs. Change can be negative or positive. The resultant natural character effect is influenced by the existing level of naturalness within which change is proposed; a greater level of effect will generally occur when the Project reduces the naturalness of a less modified environment. In short, the process of assessing natural character effects can be summarised as follows:

- Identify the characteristics and qualities which contribute to natural character within a relevant context and defined spatial scale(s), including the existing level of naturalness;
- Describe the changes to identified characteristics and qualities and the consequent level of natural character anticipated (post Project); and
- Determine the overall level of effect based on the consequence of change.



The Significance of Effects

Decision makers assessing resource consent applications must evaluate if the effect on individuals or the environment is less than minor[22] or if an adverse effect on the environment is no more than minor[23]. For non-complying activities, consent can only be granted if the s104D 'gateway test' is satisfied, ensuring adverse effects are minor or align with planning objectives. In these situations, the assessment may be required to translate the level of effect in terms of RMA terminology.

This assessment has adopted the following scale applied to relevant RMA circumstances[24] (refer to diagram below), acknowledging low and very low adverse effects generally equate to 'less than minor' and high / very high effects generally equate to significant[25].

[22] RMA, Section 95E

[23] RMA, Section 95E

[24] Seven-point level of effect scale. Source: Te tangi a te Manu, Pg. 15

[25] The term 'significant adverse effects' applies to specific RMA situations, including the consideration of alternatives for Notices of Requirement and AEEs, as well as assessing natural character effects under the NZ Coastal Policy Statement.

Appendix 2: Photographic Library of Ports With Visiting Vessels

Appendix 3: Graphic Supplement – Maps and Viewpoint Photographs

Appendix 4: Graphic Supplement – Visual Simulations

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