# 4SIGHT



**GISBORNE PORT** Twin Berth Project

**Assessment of Landscape Effects** 

Prof.

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# **REPORT INFORMATION AND QUALITY CONTROL**

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# **1** INTRODUCTION

This assessment of landscape effects, which includes the consideration of effects on natural character and visual effects, has been prepared for Eastland Port Limited (referenced as 'EPL' or 'the Port') to accompany an application for resource consents<sup>1</sup> to the Gisborne District Council for Stage 2 of the EPL Twin Berth Project. The purpose of this report is to assess the potential effects (adverse and positive) of this proposal on the landscape and the natural character and values of the coastal environment, including visual effects experienced by people.

EPL operates a regional port on the eastern side of the Tūranganui River mouth at Gisborne. The Port is the most easterly shipping port in Aotearoa / New Zealand and the country's second largest exporter of logs harvested from extensive inland plantation forests.

The full project is known as the Twin Berth Project ('TBP') and is designed to enable two ships up to 200m long to berth at the Port simultaneously, unlocking greater capacity for bulk freight and potential options for container freight in future. Stage 1 of the TBP was consented in December 2020. This stage remediated a former slipway to reduce its footprint within the Port (to enable more manoeuvring space for ships) and rebuilt part of Wharf 6 and all of Wharf 7.

Stage 2 provides for the remaining works required to complete the TBP, and comprises the:

- Extension of the existing Wharf 8 structure into the area of the inner breakwater;
- Rebuilding the outer breakwater structure;
- Reclamation next to the Southern Logyard;
- Deepening access channels in the outer Port to accommodate larger Handymax vessels; and
- Improving stormwater collection and treatment facilities in the Southern log yard.

This report assesses the landscape effects from the construction and operation of the following specific components of the TBP (also referenced as 'the Proposal' throughout this assessment document):

- The extension of the existing Wharf 8;
- The upgrade to the existing breakwater; and
- The area of reclamation.

Other enabling works associated with capital and maintenance dredging and the proposed stormwater management works, as part of the TBP, have not been examined within this assessment.

It is understood that various resource consents (including coastal permits; regional and district land use consents; and discharge consents) are required and that these will be assessed overall as a discretionary activity.

# 1.1 Report methodology

This assessment utilises the following methodology:

- Appraisal of the existing site and the surrounding environment;
- Description of key aspects of the Proposal;
- Outline of the statutory provisions relevant to landscape (including natural character);
- Analysis of the Proposal's likely visibility and identification of its viewing audiences;
- Assessment of the Proposal's appropriateness and its ability to be absorbed within the surrounding environment;

<sup>&</sup>lt;sup>1</sup> With this application to be publicly notified at the applicant's request.



- Description of mitigation and enhancement measures recommended and included in the project to address potential adverse landscape, natural character and visual effects; and
- Conclude with an overall effects summary.

This assessment has been prepared by Peter Kensington and reviewed by Rachael Annan, both NZILA Registered Landscape Architects<sup>2</sup>, following 'Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines'<sup>3</sup> and has been supported through site visits and graphics preparation from other 4-Sight Consulting Limited landscape architects. The effects assessment ratings (refer **Appendix A**) used in this assessment are consistent with the NZILA Te Tangi a te Manu guidelines, with Appendix A including a statement as to how the ratings relate to RMA considerations.

Site visits and contextual landscape analysis of the Port within the Tūranganui-a-Kiwa / Poverty Bay environment were undertaken on 19-20 October 2020 and 14-15 July 2021. These visits included:

- An escorted site visit through the EPL operations, including viewing from the water; and
- Visits to key public viewpoints and identification of potentially affected private viewing audiences.

Viewpoint photos were captured in February 2022 by Virtual View Limited, following the instruction of the assessment authors, and Virtual View Limited subsequently prepared visual simulations of the Proposal for three viewpoints.

# 2 LANDSCAPE DESCRIPTION

# 2.1 Location

The Port at Gisborne is located at the north-easternmost reaches of Tūranganui-a-Kiwa / Poverty Bay, on reclaimed land at the eastern edge of the Tūranganui River mouth. The site is located across the river from the Gisborne city-centre. The site is accessed by Rakaiatane Road and Hirini Street, which connect into State Highway 35.

The wider coastal environment includes natural features such as the Waipaoa River mouth, Te Kuri-a-Pāoa / Young Nick's Head and Tuamotu Island (refer **Figure LA01**). More immediately, the Port is located below and southwest of Titīrangi Kai Iti (Tītīrangi Reserve / Kaiti Hill). Kaiti Hill has significant cultural and historical values and scenic qualities and is widely used for recreational purposes. Kaiti Beach is located immediately east of the Port, with steep hillsides and cliffs further to the east, extending to Wainui Beach, being significant landmarks for the township.

The site's contextual location is illustrated in Figure LA02.

# 2.2 Context

At a local scale, the Port is located within a coastal landscape that has many natural, cultural, historic and recreational features and it is prominent as an established activity within the township. It is well understood that the Port is located in a landscape that is of great significance to the iwi and hapū of Tūranganui-a-kiwa and at the original landing point of Maia on board Te Ikaroa-a-Rauru and subsequently of Captain Cook. It is understood that, prior to reclamation for Port activities, the intertidal coastal edge at the base of Kaiti Hill included an extensive area of natural reef formations (some of which remain visible today). Within this previously exposed reef feature was a naturally formed 'gap' or 'channel' that provided access to the land by small watercraft (refer **Plate 1**).

This natural heritage feature which remains in the coastal environment adjacent the Port, has been identified as being of particular importance and has been referenced as the Heritage Boat Harbour. Further discussion on the heritage significance of this feature and the surrounding landscape is provided by the EPL heritage experts.<sup>4</sup>

<sup>&</sup>lt;sup>2</sup> Tuia Pito Ora New Zealand Institute of Landscape Architects ('NZILA').

<sup>&</sup>lt;sup>3</sup> Final draft subject to final editing, graphic design, illustrations, approved by Tuia Pito Ora / NZILA dated 5<sup>th</sup> May 2021.

<sup>&</sup>lt;sup>4</sup> Eastland Port Limited, Twin Berths Project, Archaeological and Heritage Effects Assessment, 5 July 2022, InSitu Heritage Limited.





Plate 1: Cook landing re-enactment, 1906 <sup>5</sup>

Part of the popular Oneroa Taruheru coastal trail is located on public reserve land on the western banks of the Tūranganui River, to the north of the Port. Immediately adjacent this reserve land are several private apartments and hotel complexes in the vicinity of Childers Road and Awapuni Road, from which an outlook of the Port is obtainable.

# 2.3 The existing Port

The extent of the existing activity at the Port and its relationship to local features is demonstrated in Figure LA02.

The existing activity at the Port currently covers an area of approximately 15-hectares of land-based facilities, including three log-yards, and 20-hectares of enclosed water space. It is a long-established coastal industrial activity, being a critical element in the storing, processing and transporting of logs, creating a busy and constantly changing character.

The land-based parts of the Port form a roughly triangular shape curved around the western base of Kaiti Hill. These areas predominantly consist of concrete and asphalt hardstand and include wharves, several Port related buildings, including cool stores. Other existing land based facilities at the Port include a number of operational buildings, two entry points and a hard stand area for the temporary storage of logs awaiting export.

Little existing vegetation of note is located within the land-based parts of the Port site, with landscaping confined to areas along Rakaiatane Road and within and adjacent to the Puhi Kai Iti / Cook Landing National Reserve (administered by the Department of Conservation).

The Port's south-western boundary is framed by seaward edges that are reclaimed and retained by a mix of revetment rock and concrete structures. Its lineal north-western boundary runs parallel to the Tūranganui River and is made of reclaimed material encased in concrete and sheet piling, with a wharf deck extension.

The retaining of this reclaimed material enables it to withstand coastal weather events (which can include large and powerful ocean swells) and provides a suitable ground level elevation from which to undertake the Port's commercial operations. The enclosed water space areas of the Port are defined by Butlers Wall, the Tūranganui River Training Wall and Wharves 1-8. A slipway, breakwater and associated seawall also make up the Port infrastructure.

The northern extent of the Port area is adjacent to existing residential areas along Crawford Road and Parau Street directly opposite the Port's main log storage yard, accessed from Crawford Road. However, this area of the Port is not the subject of any proposed development under this TBP.

<sup>&</sup>lt;sup>5</sup> Photograph from the collection of Tairawhiti Museum, Te Whare Taonga O Te Tairawhiti.



# 2.4 Existing landscape character of the Port

The Port is an industrial land use within a coastal setting and the existing landscape character is reflective of the activity that occurs on the site. It is predominantly covered in pavement, with sheds, coolstores, and various other operational buildings of an industrial nature hugging the boundary created by Kaiti Beach Road (refer **Plate 2**).

The existing coastal revetment at the coastal edge of the Southern Logyard, which is constructed of large boulders and concrete blocks and extends for some 300 metres south from the inner breakwater, is currently in a degraded state. This is due to the age and type of materials utilised in previous construction of this coastal protection structure, the damaging impacts of constant ocean processes, and the difficulty in maintaining the structure in this location.



Plate 2: Aerial oblique photo illustrating existing port operations

Along the inner Tūranganui River, wharves line the western extent of the Port, transitioning south into the inner and outer breakwater.



Plate 3: Aerial oblique photo illustrating existing Port operations, including stacked logs



In line with the dominant log export offering, the majority of the Port's land area is used for storing and readying logs for loading onto a berthed vessel (refer **Plate 3**). The operation of this activity requires onsite operation of heavy industrial twin trailer logging trucks, loaders, diggers, forklift and cranes. Existing floodlights are located adjacent Wharves 7 and 8 with these being operational during overnight loading when a vessel is in Port.

The site's Southern Logyard area (located on the existing reclamation area) is a large expansive flat surface for the temporary storage and readying of logs (stacked in groups within a loose grid formation) and includes the operation of log 'bookend' structures, mobile cranes and twin-trailer logging trucks – with the pattern of these elements constantly changing.

The south-western extent of the existing reclamation area includes a constructed 'bund' at the landward edge of the existing coastal revetment. This bund is 4-5m higher than the surface of the Southern Logyard.

The existing coastal revetment is constructed of large boulders and concrete blocks and extends for some 300 metres south from the inner breakwater. Part of the crest top has a surface that that is wide enough to support utility vehicles.

#### Waikahua Seawall Upgrade Project

In December 2018 consents were granted for the upgrade of the south-eastern extent of the existing Southern Logyard reclamation area, abutting Kaiti Beach (refer Figure LA02), such project being known as the 'Waikahua Seawall Upgrade Project'. Construction works for the project began in June 2021 and is now complete. This project has provided for an improved and strengthened seawall structure, with limited public access (along the top of the seawall to the south-western corner of the reclamation) and amenity improvements, including footpaths, picnic areas, planting (including dune restoration) and the installation of new street furniture (refer **Plate 4**).

The coastal edge of the existing reclamation area, which previously contained some weed vegetation, is now maintained weed-free. New planting associated with the Waikahua Seawall Upgrade Project includes Pohutukawa.



Plate 4: Aerial oblique photo illustrating completed Waikahua Seawall Upgrade Project

#### Key existing infrastructural elements of the Port

In addition to the Port's existing reclaimed land and land-based Port facilities, key constructed elements within the coastal marine area, which contribute to the 'working port' character of the site (with reference to **Plates 5-6**), include:

<u>Breakwater</u> – This concrete/rock rubble structure, which is in a state of disrepair and has sunken to a level below that of the high tide in places (refer **Plate 10**), is comprised of inner and outer sections and is approximately 470m long. It protects the Port from south to south-east quarter ocean swells and other weather events. The TBP involves repairs and upgrades to the breakwater.



<u>Butlers Wall</u> – This approximately 300m long structure was built in the early 1930's and was refurbished in the 1960's. It provides the western boundary to the Vessel Turning Basin and protects the Port from wave energy and westerly weather. Butlers Wall is not subject to any proposed works as part of the TBP.

<u>Tūranganui River Diversion Wall</u> – This approximately 1km structure was built in the late 1920's and has been progressively repaired over the years. It separates the Port proper from the Tūranganui River flow. The diversion wall is not subject to any proposed works as part of the TBP.

<u>Wharves 6 and 7</u> – Wharf 6 was built in the early 1950's and is used by the fishing fleet and Port tugs. Wharf 7 was built in the late 1960's and is used by a range of vessels, including logging vessels. Both wharves are in the process of being upgraded and redeveloped with consents having been approved by the Environment Court<sup>6</sup> in 2020. Given those consents, the redevelopment of these wharves is not part of the current Proposal and their upgrade forms part of the existing environment, against which this assessment has been undertaken.

<u>Slipway</u> – The slipway structure (coloured orange in **Plate 6**) has not been in operational use since the 1990's; however, as with Wharves 6 and 7, consents for the upgrade to the slipway were approved by the Environment Court in 2020 and those upgrades form part of the existing environment. These include a reduced and reshaped footprint (to enable more manoeuvring space for ships in the Port), a strengthened river training wall and the armouring of the structure with large rock boulders.

<u>Wharf 8</u> – This wharf is presently the main log vessel loading facility. It was built in the mid 1990's. There will be some changes to Wharf 8 associated with the new berth proposed through the TBP.



Plate 5: Location of existing port infrastructure and operations over aerial photo

<sup>&</sup>lt;sup>6</sup> Environment Court 2 December 2020 Consent Order - resource consents LU-2017-107936-00, CD-2017-107937-00 and LL-2017-107938.





Plate 6: Schematic illustrating location and configuration of existing port coastal edge infrastructure

The Port includes provision for a Port Navigation Channel ('PNC'), which extends out into the bay by approximately 1.5km (refer **Figure LA02**). The PNC is routinely maintenance dredged, alongside maintenance dredging for berth pockets, to enable vessel access. The resource consents approved by the Environment Court in relation to the upgrade of Wharves 6 and 7 also included provision for dredging with exclusion for an area of particular cultural significance.

# 2.5 Existing vessel configuration

It is understood that the Port currently has operational capacity for one log-transport ship to be berthed and loaded at Wharves 7 and 8 at any time. While it is possible for an additional smaller vessel to be berthed alongside (upstream) a larger logging vessel, such smaller vessels do not support efficient Port operations. Consequently, the normal operational conditions of the Port is to have one logging vessel in berth at any one time. That said, it is understood that the Port also has facilities to accept cruise ship visits and that smaller vessels are sometimes berthed associated with imports, as well as providing facilities for the local fishing fleet to land its catch.

# Existing operational constraints and reason for Proposal

The existing wharves 7 and 8 that service the forestry industry are in poor condition and unable to meet the current operational needs of the Port. Using this existing infrastructure, it currently takes 1-2 days on average to load a berthed ship at the Port. Ships awaiting a berth, anchor in Tūranganui-a-Kiwa / Poverty Bay approximately 8 kilometres to the southwest of the Port, near Te Kuri-a-Pāoa / Young Nick's Head. There can typically be up to two ships waiting in Tūranganui-a-Kiwa / Poverty Bay at any one time, with an average wait time of 1-3 days. Creating a more efficient operational Port is a core reason for undertaking the Twin Berths Upgrade project which will allow for two logging vessels to be berthed and loaded simultaneously and minimise wait times.

# 2.6 Existing landscape values

The Port is an industrial land use within a coastal landscape of high cultural and historical value. The Port is also viewed and experienced within the context of developed commercial / industrial land use focussed around the public reserves adjoining the highly modified Tūranganui River environs. Beyond the immediate urban landscape of the Port, the coastline to both the east and west is more natural, including at Kaiti Beach, Midway and Waikanae Beaches.

The coastal landform to the east of the Port comprises steep short hills and cliff edges clad in a mixture of exotic vegetation and regenerating native forest, with these areas used for scenic and recreational purposes.

To the immediate north-west of the Tūranganui River mouth, the coastline is characterised by hard protection structures (refer **Plate 9**) which contrast with the remainder of the coastline to the north-west which is characterised by dunes. Landward of the dunes, being relatively flat, contains urban land use including the city centre and sprawling lower density suburbs extending out towards the foothills of Town Hill; with these ranges forming a rural backdrop to the district, being clad in a mixture of pasture, pine plantation and mixed forest. The proximity of the settlement to the coast, as an urban settlement, impacts existing landscape and natural character values and characteristics.



#### The values associated with the Gisborne landscape and features relative to the Port site specifically include:

Cultural values of Kaiti Hill, being a place of significant value to the Tairāwhiti / Gisborne community for its historic and cultural importance, natural landscape, history, views, trails and sense of identity drawn from its prominence in the landscape<sup>7</sup>. The Tītīrangi Management Plan identifies a set of values, strategies and action points to deliver on the vision for protection, preservation and enhancement of the reserve. The five identified values are: kaitiakitanga; recreation; cultural heritage; learning; and environment.

The management plan recognises that much of the western side of the Reserve where facilities are located are surrounded by the Port and also refers to the pou erected in 2015 at EPL's logyard;

- Significant historic and cultural values associated with the Tūranganui River, Heritage Boat Harbour and Kaiti Hill. In particular, parts of the Heritage Boat Harbour reef formation are exposed at low tide, and provide a physical reminder of the associative values of this area (in terms of both Māori and European heritage);
- Recreational values associated with the Oneroa Taruheru coastal trail, Kaiti Beach, Kaiti Hill, Waikanae Beach, Tūranganui River and Tūranganui-a-Kiwa / Poverty Bay. Kaiti Beach in particular is popular for fishing, seafood gathering and swimming, with sandy beach areas located between rocky intertidal areas and subtidal reefs;
- Scenic values derived from views out to and across Tūranganui-a-Kiwa / Poverty Bay, and towards Te Kuri-a-Pāoa
   / Young Nicks Head and Tuamotu Islands and of the Town Hill backdrop; and
- Heritage values associated with the rich Māori and European history of the area.

The EPL heritage experts comment that:

"The port area is located within, and is part of, a complex historical and cultural heritage landscape. That landscape comprises the Tūranganui River, its surrounds (including the area occupied by the port and log yard operations), as well as the adjacent Titirangi Recreation Reserve administered by GDC, and adjacent properties, and is not constrained or defined by legal property boundaries.

An important aspect of the heritage surroundings and landscape is the visual links between heritage places. For example, connections between the sea, the river and shoreline are important for understanding the placement and connections between individual places within the landscape. The heritage landscape is also constantly being added to by the addition of features and events; and new forms of commemoration and reminders of earlier events are being incorporated, such as the sculptures at the Puhi Kai Iti Cook Landing National Historic Reserve. Additional references to the history of the area through the placement of sculptures on the slipway and Titirangi have also been proposed. Over time, as the heritage significance of post-1900 structures develops these may warrant consideration in the planning of future changes in the area."<sup>8</sup>

Heritage New Zealand Pouhere Taonga also note that:

"Although the port developments have compromised this wider historical and cultural landscape, it is still present and of significance, both to Māori and Europeans. The Cook Monument has historical significance because it stands at the place where the first European explorer set foot on New Zealand soil, marking the end of the isolation of New Zealand from significant European contact and opening the way for European colonisation and development, and the beginning of an irreversible change of Māori history. It is associated with Captain James Cook, who is widely regarded as one of England's greatest maritime explorers. Poverty Bay is the area first sighted and explored by Cook during his first voyage to New Zealand."<sup>9</sup>

<sup>&</sup>lt;sup>7</sup> Tītīrangi Reserve Management Plan.

<sup>&</sup>lt;sup>8</sup> Eastland Port Limited, Twin Berths Project, Archaeological and Heritage Effects Assessment, 5 July 2022, InSitu Heritage Limited.

<sup>&</sup>lt;sup>9</sup> http://www.heritage.org.nz/the-list/details/3473 (accessed 11th January 2020).



Photographs of the Cook Monument have been included as **Plates 7-8** below, illustrating the very different landscape context of this specific area between 1906, when the monument was first unveiled, and today – where the existing Port operations (in particular the reclaimed Southern Logyard area) extend seaward of the monument, with the visual and physical connection between this landing spot and the Heritage Boat Harbour being lost.



Plate 7: 1906 unveiling of the monument<sup>10</sup>



Plate 8: Localised landscape context of the monument today

Acknowledging the above values, it is also recognised that the Port is an established part of the Gisborne landscape, with the activities at the Port being part of the city's identity. In addition to the regular sight of vessels at and navigating to/from the Port, 'on the doorstop' of the city, the established infrastructure of the Port are recognisable and established elements within the local coastal landscape. These elements include the existing inner and outer constructed breakwaters, the river diversion and Butlers walls and the existing reclamation (refer **Plates 9-10**).

<sup>&</sup>lt;sup>10</sup> Photograph from the collection of Tairawhiti Museum, Te Whare Taonga O Te Tairawhiti.





Plate 9: View south-east from Oneroa Taruheru coastal trail west of Tūranganui River mouth



Plate 10: View of existing breakwater structure and Port access channel navigation markers

The constant Port activities and presence of logging trucks driving through the city to access the Port (both will full loads on arrival and with empty trailers on departure) contribute to the existing amenity values experienced by people within the local city centre, as a pattern of regular ongoing activity through the day (refer **Plate 11**).





Plate 11: View of logging trucks (loaded and empty) accessing the Port via State Highway 35

## **Existing natural character**

EPL ecological assessment advice<sup>11</sup> determines that the existing marine and terrestrial ecological values in the vicinity of the Port are relatively low, at the coastal edge (refer **Plates 12-13**), acknowledging that some habitat has established on the Port's infrastructural elements found in the intertidal and marine environment.



Plate 12: View of the existing south-western coastal edge of the reclaimed Southern Logyard area

<sup>&</sup>lt;sup>11</sup> Gisborne Port Twin Berths Project, Resource Consent Applications Assessment of Ecological and Water Quality Effects, 21 July 2022, 4Sight.



For example, it is understood that the existing breakwater structures provide a subtidal 'reef-like' habitat, while the existing seawall environment, which is more exposed to high energy coastal processes and is not double-sided (like the breakwater structures), has limited opportunity for marine-life habitat.



Plate 13: Interface between existing natural reef features and the reclaimed Southern Logyard area (note: this image was captured before completion of the 'Waikahua Seawall Upgrade Project')

The EPL ecological assessment advice also notes that water quality within the immediate coastal environment of the Port is typically influenced by relatively 'clean' coastal waters; however, following rainfall events the Tūranganui River, on the northern side of the training wall, can become highly turbid.

#### EPL engagement with tangata whenua and the community

It is understood that the Port has an established relationship with the iwi and hapū of Tūranganui-a-kiwa, and the local community; and has a commitment to continuing and maintaining an ongoing relationship into the future. This includes engagement with Ngāti Oneone, Te Tai Uru and the Port Community Liaison Group ('PCLG'). Te Tai Uru is a partnership group which comprises representatives of the iwi and hapū of Tūranganui-a-kiwa, as well as EPL and Gisborne District Council. Te Tai Uru group was established via the resource consents related to the upgrade of wharves 6 and 7 but was also expressly established to ensure information exchange and korero in relation to the TBP.

The PCLG comprises representatives of the following organisations:

- The Council;
- Te Runanga o Tūranganui-a-kiwa, including Te Aitanga a Māhaki, Rongowhakaata and Ngai Tāmanuhiri;
- Ngāti Oneone;
- Ngai Tamanuhiri;
- Rongowhakaata;
- Department of Conservation;
- Residents from Bayview and Harbourview apartments, Kaiti Beach Road, Parau Street, Harris Street and Crawford Road
- Crayfish industry; and
- Gisborne Boardriders Club.



# **3** PROPOSAL DESCRIPTION

The location of the various aspects of the TBP is illustrated by Figure LA03.

# 3.1 Project background

The intent of the Proposal is to create two adjacent berths at EPL that are of a suitable strength and function to enable operational resupply of two larger Port vessels, concurrently.

The key objectives of the Proposal are to:

- 1. Increase the export capacity of the Port to cater for forecasted export wood resource volumes;
- 2. Provide suitable Port operational and safety resilience to natural hazards; and
- 3. Provide future opportunity for regional exports.

# 3.2 Proposed works

The key aspects of the Proposal with potential to adversely impact the landscape are:

• Extension of Wharf 8 (by approximately 130m in length) to accommodate the simultaneous berthing of two ships (such as 'Handymax' vessels, which can be up to 200m in length) at Wharf 7 and 8. *Note: the existing wharf configuration only provides for the berthing of one ship of this scale* (refer **Plate 14**).



Plate 14: Example view of scale and form of existing logging ship berthed at Wharf 7

• Extension of the southern reclamation by 8,900m<sup>2</sup> to provide adequate access for mobile plant to service the new Wharf 8 extent and position;



- Upgrade, repairs and reinstatement of the outer breakwater (to a maximum height of RL4.5m<sup>12</sup>);
- Upgrade, repairs and reinstatement of the revetment wall, including new revetment adjacent to the extended southern reclamation area (to a maximum height of RL7.0m)
   Noting that the height of stacked logs up to 'bookend structure' height on the southern reclamation area is a similar RL height and the permitted log stack height, under the TRMP, is higher; and
- Capital and maintenance dredging.

The extended wharf structure and area of reclamation will be the same height as the existing/adjoining structures/surfaces and have a finished appearance that is similar to the existing structures (steel pile concrete capping beam with fenders).

Improved stormwater management within the Southern Logyard area will also be undertaken as part of the Proposal. This work will include the construction of two relatively small (less than 4.0m in height) stormwater treatment plants. One will be located on the inner edge of the proposed reclamation to capture stormwater from the northern catchment of the reclamation; and one will be located within the Southern Logyard area, to capture stormwater from the southern catchment of the reclamation.

The Proposal is captured in design drawings prepared by Worley and as the Stage 2 items in the Plate 15 schematic.



# Plate 15: Schematic aerial oblique image illustrating key aspects of the Proposal (being Stage 2)

No additional lighting is proposed by the TBP. EPL anticipate that the existing lighting provision at Wharves 7 and 8 will adequately cater for night operations, with no additional lighting provision or duration being required.

## Wharf 8 Extension

Wharf 8 is currently approximately 150 metres long and 16 metres wide and can accommodate vessels up to 200 metres long. It sits immediately adjacent (southwest) of Wharf 7. Its innermost portion is constructed as a deck on

<sup>&</sup>lt;sup>12</sup> RL means Reduced Level; being the vertical distance between the level point and chart datum.



pile structure, and the middle section is a quay wall structure with piles drilled into the bedrock and a continuous capping beam on top. The outer section is built over the existing breakwater with a similar quay wall at the front.

As part of the proposal, Wharf 8 will be extended 130 metres southwest along the inner breakwater and will retain a 16 metre width, allowing space for the loading / unloading of vessels. New piles will be installed either side of the inner breakwater and the cavity voids filled with an engineered fill (refer **Plate 16**).



Plate 16: Cross-section illustrating key elements of the proposed upgrade / extension to Wharf 8

Concrete capping beams and new concrete capping slab will form the final finished top surface.

The resulting Wharf 8 footprint will be almost double its current extent. The eastern edge of the wharf will tie into the proposed Southern Logyard reclamation described below.

## Southern Logyard Reclamation and Seawall / Revetment

The Southern Logyard currently extends as a straight rock revetment wall on a northwest to south east alignment, and is the seaward extent of the Port, facing southwest into Tūranganui-a-Kiwa / Poverty Bay. It abuts the intertidal beach front and the Heritage Boat Harbour rock platforms.

The proposed reclamation concerns the 'corner' area created between where the northern edge of the Southern Logyard connects into the inner breakwater. It is intended that this reclaimed area will provide room for logging trucks and associated machinery to manoeuvre when loading the larger Handymax vessels berthed at Wharf 8.

The proposed reclamation extension area will cover 8,900m<sup>2</sup> of the existing seabed. The reclamation material will primarily consist of rocky granular fill held in place interlocking concrete armour units (refer **Plate 17**).



Plate 17: Cross-section illustrating key elements of the proposed reclamation coastal interface



The final surface will be covered in road pavement and will sit higher than the existing adjoining Southern Logyard. Some earthworks will be undertaken within the existing logyard to provide a transition to the proposed reclamation.

#### **Breakwater Upgrade**

This existing breakwater structure has a combined length of 470 metres, extending southwest into Tūranganui-a-Kiwa / Poverty Bay. It is comprised of an inner concrete breakwater at 275 metres long and 9 metre wide; which is connected to an outer breakwater (concrete and rock rubble construction) at 195 metres long and 6.5 metre wide. The outer breakwater is distinguished as a 'disjointed' or stepped attachment to the inner breakwater, which is sunken and semi-submerged. Its top face was originally designed in 1912 to sit at RL2.9 metres; with the current height being lower. The inner and outer breakwater structure as a whole is not uniform and is in a state of obvious disrepair.

#### Inner breakwater works

While the existing inner breakwater structure will largely remain in place; a small area (approximately 30m in length) of re-armouring will occur at the northern end of this structure to create improved access; and there will be some changes at the southern end of the structure, including a new area of surface pavement, where the upgraded outer breakwater structure transitions into the existing inner breakwater.

#### Outer breakwater works

As part of the proposal, the surface width of the outer breakwater will be increased to a uniform 9 metres to match the inner breakwater, and the 195 metre length retained. Interlocking pre-cast concrete units (such as Xbloc or Accropod) armouring units stacked above Akmon (or similar) armouring units will be used to flank each side of the top face and slope down to the seabed.

The oceanside slope is 1V:2H and the lee side slope is a steeper 1V:1.25H to minimise encroachment into the channel. The outer breakwater's new top face will sit at RL 4.0 to 4.5m and will be capped with pavement (refer **Plate 18**).



Plate 18: Cross-section illustrating key elements of the proposed outer breakwater profile

## Revetment / breakwater design and materials

Xbloc and Akmon (or similar products) is a concrete armour system, of units that work together to ensure long term, reliable protection and the defence of breakwaters and shorelines. The proposed revetment and breakwater designs will utilise a combination of these units, of different sizes, with larger elements located at the end of the breakwater. These units have a consistent design and form (refer **Plates 19-20**); however, when stacked as coastal protection structures, the combined mass of these all elements together creates a random pattern (refer **Plates 21-22**).





Plate 19: Isometric sketches of the 3D form for Akmon and Xbloc units



Plate 20: Photo of repeated individual Xbloc elements prior to installation



Plate 21: Photo illustrating construction of coastal protection structure with Xbloc units





Plate 22: Photo of completed coastal protection structure with Xbloc units (overseas example)

# 3.3 Mitigation of potential adverse effects through design

When preparing this assessment of landscape effects, the design of the Proposal has been reviewed to ensure that the proposal includes the consideration of proposed materials and elements that will assist with the avoidance and mitigation of potential adverse landscape effects. Those aspects of the Proposal design which specifically achieve this mitigation outcome primarily relate to the proposed use of appropriate materials that will be viewed as typical for coastal protection within a working port landscape.

For example, the simplicity and sculptural appearance of the Xbloc units on mass, will ensure that the coastal protection structure integrates well into this working coastal landscape. The repair, removal and upgrade of the existing breakwater structures will also help to remedy the impact that the existing breakwater structures have on this coastal landscape, through upgrade with appropriate materials. Finally, the extension to Wharf 8 and the additional area of reclamation within the Southern Logyard have been designed to ensure that they appear as integrated constructed elements of the Port as a whole and not incongruous.

# 3.4 Indicative construction methodologies

It is understood that construction of the proposal is likely to be undertaken over an approximately five-year timeframe. The proposed extension of Wharf 8 is likely to be undertaken following the construction of the Southern Logyard reclamation and revetment. Clearly during these construction works, various types of construction vehicles, watercraft (such as barges) and machinery (such as diggers and cranes) will be visible at the coastal edge of the site.

# 4 STATUTORY CONTEXT

It is understood that the statutory context relative to this assessment of landscape effects includes:

- Resource Management Act 1991
- New Zealand Coastal Policy Statement 2010
- Tairāwhiti Resource Management Plan (TRMP)

Under the TRMP, the land area of the site is zoned Port Management Area B (Port B) and the water area is within the Port Coastal Management Area ('PCMA'). The respective extents of the zoning / area are illustrated in **Plates 24-25**. Under the Introduction (DP1.1) and Issues (DP1.2) sections of the PCMA, the TRMP provides the following context:



"The Port Coastal Management Area is a highly modified environment where human structures dominate the environment physically and visually. The primary purpose of the Port Coastal Management Area is to provide for activities related to the use of vessels and the transport of goods into and out of the Gisborne district, for which a location in the coastal environment is an operational necessity. A high level of integration across the jurisdictional boundary of the line of Mean High Water Springs is essential for the safe and efficient operation of the Port. Although parts of the Port have significant cultural, amenity and recreational values, the ecological and natural landscape values are greatly modified. However the Port Coastal Management Area has some natural character and it is a matter of national importance to preserve the natural character of the coastal environment."

#### and

"Port Gisborne has undergone considerable modification and is a regionally significant transport and commercial operation with complex infrastructure and continuing development requirements. While natural and heritage values still exist, the continued operation and development of the Port and associated infrastructure and services must be provided for to promote sustainable management."

With reference to **Plate 23**, the PCMA is shown in blue and the Port B zone in yellow hatching over the blue. The Cone of Vision is purple within Plate 23. The Port B zone provides for structures (excluding those associated with 'essential port activities'<sup>13</sup>, which are understood not to be subject to a maximum height standard) up to 30m high as a permitted activity, except within the Cone of Vision (refer discussion below). As such, structures provided for under this rule in the TRMP form part of the 'permitted baseline' for development of all the Port land in the Port B zone.



Plate 23: Relevant zoning map extract from the TRMP

The TRMP (at DP2.4 and DP2.5) notes that the Cone of Vision seeks to protect "... the visual relationship between the landing place [Cook National Reserve], the waters of Poverty Bay and the headland of Young Nick's Head ...", "... while simultaneously allowing the continued operation of the port" (refer **Plate 24**).

<sup>&</sup>lt;sup>13</sup> Essential port activities are defined under the TRMP as "... loading or unloading of cargo onto or off ships, and the operation of machinery essential to these activities provided that the best practicable option is adopted to ensure noise is minimised. This plant is assumed to operate 24 hours. Chippers and debarkers are excluded as they could be treated as necessary to reduce noise emissions."





Plate 24: Photograph from the Cook Memorial looking southwest along the Cone of Vision alignment

In the photograph at Plate 24, the Cone of Vision is focussed on an outlook between the two 'corten' steel sculptural elements in the view. The view towards Poverty Bay and Young Nick's Head is, however, obscured by timber stockpiles (which are understood to be a maximum of 7.0m in height, being the height of a supporting bookend structure). It is a permitted activity under the TRMP to stockpile timber on the Southern Logyard within the Cone of Vision.

The proposal is not anticipated to impact this view, as the extent of upgraded revetement (at RL7.0m in height), is located outside the defined extent of the Cone of Vision.

The PCMA and Port B zone provide for a number of port related activities as either permitted, controlled or discretionary activities. Log and other vessel movements in and out of the Port, along with logging truck and other heavy vehicle movements around the Port and on adjacent roads are not subject to any TRMP rules.

The TRMP also includes a Coastal Environment overlay which applies to all land at the Port (refer Plate 25).



## Plate 25: Relevant overlay map extract from the TRMP

The relevant statutory provisions are set out in **Appendix B**, which in summary seek to achieve the following outcomes:



- Recognising and providing for the preservation and protection of the natural character of the coastal environment from inappropriate use and development, by avoiding significant adverse effects and avoiding, remedying and mitigating other adverse effects.<sup>14</sup>
- Promoting the restoration or rehabilitation of the natural character of the coastal environment;<sup>15</sup> and of degraded landscapes in the coastal environment.<sup>16</sup>
- Protecting the natural features and natural landscapes (including seascapes) of the coastal environment from inappropriate use and development by avoiding significant adverse effects and avoiding, remedying and mitigating other adverse effects;<sup>17</sup> and the protection of identified views towards outstanding natural features and landscapes.<sup>18</sup>
- Recognising and providing for the maintenance and enhancement of public access to and along the coast, albeit
  recognising the need for restrictions where necessary for the protection of threatened indigenous species and to
  protect public safety.<sup>19</sup>
- Recognising and providing for the relationship of Māori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga, taking into account the principles of the Treaty of Waitangi (Te Tiriti o Waitangi) and kaitiakitanga, in relation to the coastal environment.<sup>20</sup>
- The protection of historic heritage from inappropriate use and development.<sup>21</sup>
- Having particular regard to the maintenance and enhancement of amenity values and the quality of the environment, including coastal water quality.<sup>22</sup>
- Manage significant risks from natural hazards;<sup>23</sup> and use and develop natural and physical resources efficiently.<sup>24</sup>
- Allow development in the coastal environment in areas already degraded, while preserving natural character and avoiding, remedying and mitigating adverse effects.<sup>25</sup>
- Recognise and provide for Port related activities in the Port Coastal Management Area, while avoiding, remedying or mitigating adverse effects on the environment to the fullest extent practicable, including the protection of the natural and visual qualities and characteristics of near shore reefs, rocky outcrops, wave-cut platforms and sub-tidal habitats in the coastal marine area.<sup>26</sup>
- Where reclamation in the coastal environment is considered to be a suitable use, including to provide for the efficient use of ports, have particular regard to the form and design of the reclamation, including the reclamation's shape and materials so that these are visually and aesthetically compatible with the adjoining coast.<sup>27</sup>

<sup>&</sup>lt;sup>14</sup> RMA s 6(a), NZCPS policy 13 and TRMP objectives B4.3.1.1 and C3.2.2.1.

<sup>&</sup>lt;sup>15</sup> NZCPS policy 14 and TRMP objective B4.3.1.2.

<sup>&</sup>lt;sup>16</sup> TRMP policy B4.3.2.5.

<sup>&</sup>lt;sup>17</sup> RMA s 6(b), NZCPS policy 15 and TRMP objective B4.4.1.1.

<sup>&</sup>lt;sup>18</sup> TRMP policy C3.2.3.12(h).

<sup>&</sup>lt;sup>19</sup> RMA s 6(d).

<sup>&</sup>lt;sup>20</sup> RMA s6(e) and NZCPS policies 2 and 10(2)(f).

<sup>&</sup>lt;sup>21</sup> RMA s 6(f), NZCPS policy 17 and TRMP policy B4.3.2.3.

<sup>&</sup>lt;sup>22</sup> RMA ss 7(c) and 7(f) and TRMP objectives B4.3.1.3 and B4.3.1.4.

<sup>&</sup>lt;sup>23</sup> RMA s 6(h), NZCPS policy 27.

<sup>&</sup>lt;sup>24</sup> RMA s 7(b).

<sup>&</sup>lt;sup>25</sup> TRMP policy B4.3.2.4.

<sup>&</sup>lt;sup>26</sup> NZCPS policies 6 and 9 and TRMP objectives DP1.3.1-3 and policy C3.2.3.13.

<sup>&</sup>lt;sup>27</sup> NZCPS policy 10.



#### **Outstanding Landscapes under the TRMP**

Section C3 - Coastal Management of the TRMP refers to a 1994 Landscape Assessment that was prepared for the Gisborne District Council by landscape architects at Boffa Miskell Limited. The 1994 Landscape Assessment considered the landscape character of the Gisborne region, including that of the coastal environment. It assessed the landscape character of Tūranganui-a-Kiwa / Poverty Bay as one 'landscape unit' (sometimes referenced as a 'landscape character area'), being a part of the wider landscape that has similar characteristics and values at the scale being assessed. The 1994 Landscape Assessment was undertaken at a district and regional scale, for the purpose of informing the region's statutory planning documents which were being prepared for the Gisborne District Council at that time. No specific outstanding landscapes were identified in the 1994 Landscape Assessment of relevance to the Port or the proposal.



Plate 26: Relevant overlay map extract from the TRMP illustrating location of identified OLU

The nearest outstanding landscapes, as reflected in the TRMP, are Tuahine Point (Unit 15) and Tuamotu Island (part Unit 16), with these being 4-5km south-east from the Port. As part of the Tuamotu Island outstanding landscape, an area of land and coastal waters around the Waipaoa River mouth, extending south to Young Nicks Head, is included, with this area being approximately 10km to the south-west of the Port. The spatial extent of these identified outstanding landscapes have been shown on **Plate 26** above, noting that activities and developments at the Port will not have a direct impact on these areas given the separation distance; with key considerations being potential impacts on outlook and visual amenity for people viewing these landscapes from locations at the coastal edge.

#### Is the Port located within an Outstanding Natural Landscape?

The Port is not located within an area of identified Outstanding Natural Landscape, Outstanding Natural Feature, or Outstanding Natural Character under the TRMP. The Port and localised coastal landscape do not have characteristics and values that would qualify as being outstanding; primarily because the landscape and natural character within and immediately surrounding the Port has been highly modified by human induced change. Natural elements, patterns and process are evident; however, the influence of past landform modification, structures and activities, alongside the very presence of the Port as a working industrial character, reduce the quality of these values so that they are not outstanding. While it may be that Tītīrangi has strong heritage, cultural and associative value, this component of the landscape is unlikely to be considered an Outstanding Natural Landscape or Natural Feature if assessed today.



# **5** ASSESSMENT

'Landscape' embodies the relationships between people and places: It is an area's collective physical attributes, how they are perceived, and what they mean for people.<sup>28</sup>

'Natural character' is an area's distinct combination of natural characteristics and qualities – including degree of naturalness<sup>29</sup> [and the influences of natural elements patterns and processes].

Effects on landscape and natural character reflect the degree or magnitude of change from a proposal and the impact such change will have on the character and values of the landscape. Visual effects are integral to the assessment of effects on landscape character and value, and relate to physical, associative and perceptive dimensions of the landscape. Importantly, a change to the landscape in itself is not an effect (the landscape is constantly changing); rather, it is the implications of this change on landscape and natural character and values that an assessment of landscape effects must determine.

# 5.1 Key visual changes and issues

The proposal will result in a degree of visual change to the coastal environment of the site; however, this change is to be assessed within the context of the existing environment. The proposal has been considered in the context of its existing landscape setting, comprising an extensive industrial activity within the wider coastal landscape.

The Proposal's key visual changes will result from the increased height of the breakwater, the reclamation, the addition of a second berthed ship (temporal but constant), additional operational machinery and temporary storage and loading of logs in the adjoining reclaimed land. The proposal will increase vehicle and machinery movements associated with stacking and transferring logs on site.

Construction that occurs over a projected 5-year timeframe, will also be a noticeable change. Construction activity will include the use of dredging ships and machinery, cranes, diggers, specialist machinery and additional truck movements. Construction effects are likely to be short term and viewed in the context of the working port landscape.

The project will also result in temporal changes to the Port resulting from the additional berth capacity created. The shipping channel will have a higher frequency of vessel transits (potentially seeing an increased number of vessels); however, fewer ships will need to wait at the anchor point off Young Nicks Head for berthing space, before tracking across Tūranganui-a-Kiwa / Poverty Bay to the Port. Consequently, there is a change in vessel locations and a reduction in the overall duration of vessels in the wider environment.

# 5.2 Effects on the natural character of the coastal environment

Section 6(a) of the RMA requires the preservation and protection of the natural character of the coastal environment (including the coastal marine area) from inappropriate subdivision, use and development as a matter of national importance. This requirement is reflected in policy 13 of the NZCPS, which seeks to avoid significant adverse effects and avoid, remedy and mitigate other adverse effects on natural character. These provisions are also reflected in objectives B4.3.1.1 and C3.2.2.1 of the TRMP. Policy 15 of the NZCPS and objective B4.3.1.2 of the TRMP also promote the restoration or rehabilitation of the natural character of the coastal environment where it has been degraded.

Natural character is a term used to describe the natural characteristics and qualities (including naturalness) of all coastal environments, as perceived by people. The degree or level of naturalness within a coastal environment is generally considered in relation to the occurrence and degree of modification of three components - natural elements, natural processes and natural patterns. Natural elements relate to the presence of unmodified land and water forms, and the relative absence of buildings. Natural processes are the less apparent ecological 'underpinnings' of an area, i.e. processes such as erosion, deposition and vegetation succession, which sustain the natural appearance of an area. Natural patterns highlight whether a landscape appears to be a product of nature rather than human endeavour.

<sup>&</sup>lt;sup>28</sup> NZILA Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines.

<sup>&</sup>lt;sup>29</sup> Ibid.



#### Natural elements

The Port is located on the south-western edge of the Gisborne urban area, which contains some unmodified natural elements, notably the largely vegetated hill slopes in the Kaiti Hill / Tītīrangi reserve, immediately inland, along with the Kaiti reef / beach area and the Waikanae / Midway beaches. These natural elements are counterbalanced / dominated by the many built structures in and adjacent to the Port and within wider Gisborne urban area. The heavily built / modified nature of the Gisborne coastal / river edge includes, but is not confined to, the coastal edge of the Port, with the Tūranganui River Training Wall and existing coastal protection structures at the Tūranganui River mouth.

#### Natural processes

Natural processes, other than tidal changes, are not strongly evident in the Port area. The Port breakwater, Butlers Wall, the Tūranganui River Training Wall, and the existing Port wharves all constrain the natural processes in the area.

#### Natural patterns

The Port, like the adjacent Gisborne urban area, has few natural patterns with buildings, roads and other built facilities making the human imprint on the landscape very evident. This includes the Southern Logyard area, which is the site of the proposed Outer Port reclamation. Although natural patterns are clearly evident in the adjacent Tītīrangi reserve and the wider bay, the 'built' Port, including logyards, and the adjacent urban areas are more clearly apparent.

Most of the existing Southern Logyard is on reclaimed land, with the original shoreline being much further inland. The outer edge of the existing reclamation consists of rock rubble and other material, with approximately the southwestern two thirds having been recently upgraded as part of the Waikahua Seawall Upgrade Project.

In light of the above, it is assessed that the existing natural character values at and surrounding the Port are very low, primarily because much of the coastal edge is constructed and there is very little evidence of remaining natural elements, processes and patterns that are apparent. The Proposal will be consistent with the natural characteristics and qualities that exists within the coastal environment of the Port, including the Outer Breakwater upgrade and Wharf 8 extension. While the proposed reclamation is a change to the coastal edge of the Port, the extent of this additional area of reclamation (8,900m<sup>2</sup>) is of a relatively small scale within the context of the existing Port as a whole.

## 5.2.1 Summary of the Proposal's effects on natural character

It is assessed that the adverse effects of all aspects of the Proposal on natural character will be very low (being less than minor, as per the explanation under the scale at Appendix A), with a barely legible change to identified natural characteristics and qualities and with no change to overall naturalness.

# 5.3 Landscape effects

## 5.3.1 Visibility and the viewing audience

The extent of the Proposal's visibility will predominantly be from locations within the Port's immediate local area, with long range visibility spread out to the west along the coastline, and on the water within the bay itself. The Port is identifiable from a long visual range due to its coastal siting, curvature of the Tūranganui-a-Kiwa / Poverty Bay shoreline and the relatively flat nature of the Gisborne residential and city centre urban development. There is limited visibility of the existing Port development from the city centre with visibility largely constrained to the eastern and southern extents of the Port where the Oneroa Taruheru coastal trail lines the coastal and river edge. Of similar proximity, and on the eastern side of the Port is Kaiti Hill, within the Tītīrangi Reserve. Parts of the Port are visible from some lookouts and walkways within this reserve.

The visual catchment of the Proposal is relatively small because the Port is located in an inner 'corner' of Tūranganuia-Kiwa / Poverty Bay, largely at water level (or with limited elevations) and is generally screened to the north and west by the larger Gisborne urban area. Also, the components of the Proposal are confined to three discrete parts of the Outer Port, one of which (Wharf 8) is entirely within the Port 'perimeter' (i.e. inside Butlers Wall and the line of the inner breakwater). There is very limited public access to and recreational values associated with the coastal edge of the existing Port, in the vicinity of the Southern Logyard area other than associated with the Waikahua Seawall Upgrade Project. The Port is very exposed to prevailing ocean swells, alongside operational health and safety



considerations and the identification of kororā / penguin habitat at the existing coastal edge of the Southern Logyard area. It is also understood that the area is not popular for fishing or seafood gathering by the public.

It is determined that the principal viewing audiences are likely to consist of:

- People using the public walkway and other recreational facilities along the northern side of the Tūranganui River that look south towards the Port.
- People visiting Titirangi Recreation Reserve, specifically those using the more elevated look out areas that look east towards the Port and beyond to the wider coastal environment, including Young Nick's Head/ Te Kurī a Paoā.
- Residents in the multi-level apartment and hotel buildings on the northern side of the Tūranganui River that look south-west across the river and Port towards Wharves 6-8 and the breakwater.
- Residents in 1-2 storey dwellings in the Waikanae Beach area that look south-east across a large body of water to the Port, including views of Butlers Wall and the breakwater and Tuamotu Island.
- People using water craft who pass through the Port to and from the marina, boat ramp and other inner Port facilities, or using the inner bay waters adjacent to the Port, including those who head south around to Kaiti beach.

## 5.3.2 Representative viewpoints and visual simulations

Eight publicly accessible viewpoints have been determined that best represent the range of viewing audiences set out above (refer Viewpoint Location Map at **Appendix E**). Photographs from each of these representative viewpoints were captured by Virtual View Limited in February 2022, at both low and high tide sea states.

For each viewpoint and tidal difference, panoramic photographs have been presented (refer Appendix E); alongside a single frame photo of the area of focus within the view towards the Port. The single frame images, when printed at A3-size and held at arms distance (50cm) from the viewer, represent the scale of the actual view experienced in the field, while the panoramic images provide context to the view to appreciate the wider outlook in each case.

In order to assist in the visualisation of the scale and potential impact of the Proposal, visual simulations were prepared by Virtual View Limited from three viewpoints (Viewpoint 04, Viewpoint 05 and Viewpoint 08). These simulations have been included in the panoramic and single frame photos, at both high and low tide states, for each viewpoint.

Note: the base 'existing view' photographs were captured at a time when no vessel was berthed at the Port; therefore, each of the simulations illustrate: firstly, a scenario where one 'Handymax' scaled vessel is berthed at the existing Wharves 7 and 8 (representing the existing environment); and secondly, a scenario where two 'Handymax' scaled vessels are berthed at the Port, following the consented upgrade to Wharf 7 and the proposal to extend Wharf 8.

#### Viewpoint 01

View from Te Tāhuna o Midway (Midway Beach) coastal walkway at 'Ruamano Car Park'

#### 2.8km from the Site looking south-east

Existing view description: One of a number of locations along the Tūranganui-a-Kiwa / Poverty Bay coastline, accessible within close proximity of Gisborne city-centre, with views from the coastal duneland towards the wider coastal environment, including of Te Kuri-a-Pāoa / Young Nick's Head and Tuamotu Island. Panoramic outlook, focussed southward, with Tītīrangi Kai Iti (Tītīrangi Reserve / Kaiti Hill) and the Town Hill landform forming an enclosure to the east. The existing Port activities are visible at the base of Kaiti Hill as a predominately horizontal form at the interface with the water (other than noticeable lighting and crane elements as vertical structures); however, they are not visually prominent from this viewing distance and form part of a much wider coastal landscape within the outlook.

<u>Anticipated change to view</u>: At this viewing distance, the elements of the proposal are unlikely to be distinguishable; however, the key change will be seeing an additional ship berthed at the Port, in a location that will not obstruct views towards landforms of significance to a degree that represents an adverse effect.

#### Viewpoint 02

View from Te Tāhuna o Midway (Midway Beach) coastal walkway at 'The Beacon' car park area

1.3km from the Site looking south-east



<u>Existing view description</u>: Very similar to Viewpoint 01; however, the closer relative viewing distance brings more appreciation of Kaiti Hill and the existing Port activities, with the context of Tuamotu Island being more noticeable. Outlook remains panoramic with the existing breakwater at the Port being more visible than in Viewpoint 01.

<u>Anticipated change to view</u>: At this viewing distance, the elements of the proposal are likely to be slightly distinguishable, including the upgraded breakwater structure. The remaining elements of the proposal (wharf upgrade and reclamation / revetement) will likely be difficult to determine, given that these structures will be consistent in design, form and location to the wider existing Port elements. Again, the key change will be seeing an additional ship berthed at the Port, again in a location that will not obstruct views towards landforms of significance.

## Viewpoint 03 (simulated<sup>30</sup>)

View from Te Tāhuna o Waikanae (Waikanae Beach) at the southern end of Grey Street (on the reserve to south of the Waikanae Surf Life Saving Club building)

#### 700m from the Site looking south-east

<u>Existing view description</u>: Representative view from the Oneroa Taruheru coastal trail in a popular location at Waikanae Beach where the existing Port activities are clearly noticeable as part of the existing outlook. While the view remains panoramic to the south, the south-east component of this outlook includes a more intimate relationship with Kaiti Hill and the Port activities, with Tuamotu Island being more aligned in the backdrop than in Viewpoints 1 and 2. Part of the Tuamotu Island landform is interrupted by the coastal protection armouring at the coastal edge of the existing Southern Logyard reclamation area. From this viewpoint, the individual elements of the existing Port infrastructure are clearly visible; however, while it is possible to view activity and log storage with the reclaimed Southern Logyard, this is not clearly visible given perspective and the existing activities within the Port that occurs between the viewer and this area (including berthed ships).

Anticipated change to view: The addition (at times) of a second ship berthed at the Port from this viewpoint will not significantly impact on the outlook towards the wider coastal environment, nor towards Tuamotu Island. The second ship will be viewed as a consistent element within the Port environment, as an anticipated / expected component of the activity. While the reconstructed breakwater will have more visual prominence in the outlook than the existing structure, it will be constructed of typical / expected materials, to the same seaward extent as the present breakwater and will be of a scale that does not look out of place in this coastal environment, which includes the Port operations. The reinstatement of the breakwater will also improve the visual coherence of this structure compared to that which exists at present, which has somewhat of a dilapidated appearance. The area of proposed reclamation will represent a noticeable visual change, because of the location and extent of the reclamation and the height of the coastal protection component of this proposed landform, which will appear more seaward than the present reclamation. The overall height of the proposed coastal protection associated with the proposed reclamation will be of the same relative to the existing coastal protection measures; however, because of viewing proximity and perspective at Viewpoint 03, this change has the appearance of a larger form than that of the existing. Once constructed, the coastal protection measures associated with the new area of reclamation will be seen as an integrated component of the Port environs, in much the same way as the existing coastal protection measures appear at present. Further interruption of the current view towards Tuamotu Island will result, with the full lower portion of Tuamotu Island , including the interface with the waterline being obstructed. However, the upper portion of the feature will remain visible.

#### Viewpoint 04

View from Oneroa Taruheru coastal walkway (west of Tūranganui River mouth at 'Young Nick' statue)

## 400m from the Site looking south-east

<u>Existing view description</u>: Similar representative from the Oneroa Taruheru coastal trail at Viewpoint 03; however, the existing Port activities are now the dominant elements in the outlook and clearly distinguishable. Wider views focussed southward towards Te Kuri-a-Pāoa / Young Nick's Head, with Tuamotu Island not visible behind the existing reclamation. Likely to be a popular location for people to view existing Port-related activities as a feature.

<sup>&</sup>lt;sup>30</sup> Note: given the close proximity of this viewpoint to the Proposal, two single frame images (3a and 3b) have been prepared for analysis.



<u>Anticipated change to view</u>: All elements of the proposal are likely to be visible from this viewpoint when no ship is berthed at the Port; however, when a vessel is berthed at the upgraded Wharf 8, the coastal protection measures associated with the proposed area of reclamation will not be visible. All visible these elements of the Proposal will be entirely consistent with the existing landscape character of the Port when viewed from this location. There is likely to be an increased extent of the coastal protection structure associated with the area of reclamation and of the repaired breakwater; however, these will be consistent in form and appearance as the existing revetment.

## Viewpoint 05 (simulated)

View from adjacent 100 Customhouse Street (between southern boundary and rail line)

## 500m from the Site looking south

<u>Existing view description</u>: Representative view of the outlook from private properties adjacent to this viewpoint (being the apartments at 100 Customhouse Street (SH35) and 2 Reads Way, the Portside (Heritage) Hotel). Similar to Viewpoint 04, the existing Port activities are dominant elements in the outlook and clearly distinguishable, with views towards Te Kuri-a-Pāoa / Young Nick's Head and wider coastal landform beyond, being somewhat of a focus in the outlook. However, the existing coastal edge landform of the Southern Logyard already interrupts the view of this feature. In addition to private views, this viewpoint is representative for people traversing the Oneroa Taruheru coastal trail in this location, acknowledging that the view 'unfolds' as one moves westward along the trail. It is understood that ships generally berth at the southern (Wharf 8) end of the Port; however, it is also understood that at times ships also berth further northward (at Wharf 7), being more proximate to the viewer at this viewpoint.

## Anticipated change to view:

The introduction of a second vessel within the view will increase the prominence of activity at the Port because one ship will be located closer to the viewer more regularly than occurs presently; and the double berthing of vessels increases the scale of port related activities when viewed from this location. There will be no noticeable change from the upgraded breakwater and the proposed reclamation will not be visible when ships are berthed at the Port. There will be some additional loss of view towards Te Kuri-a-Pāoa / Young Nick's Head from the area of proposed reclamation when no ship is berthed at the Port; however, this aspect of the Proposal will not be visible when ships (either one, as at present, or two, as proposed) are berthed, when the location of the second (seaward) vessel, will provide some additional screening of the outlook towards Te Kuri-a-Pāoa / Young Nick's Head from this viewpoint but such views are largely obscured and dominated by the presence of vessels under the existing activities.

## Viewpoint 06

View from Kaiti Hill - Tītīrangi (at lookout area part way along Tītīrangi Drive)

500m from the Site looking west

<u>Existing view description</u>: Representative view of the elevated outlook for people recreating at Kaiti Hill. Existing outlook is panoramic of the wider Tūranganui-a-Kiwa / Poverty Bay coastline, through to the Waipaoa River mouth and Te Kuri-a-Pāoa / Young Nick's Head. These wider panoramic views are more a focus for viewers in this location than the existing Port, with an effort required to 'look over the edge' and down towards activities at the Port. Having said this, the existing breakwater and log storage within the existing reclaimed Southern Logyard is clearly visible, as are the three vertical mobile crane structures, at the wharf edge of the existing reclamation area.

<u>Anticipated change to view</u>: The proposed upgrade to the Outer Breakwater and the area of Outer Port reclamation will be clearly visible from this viewpoint; however, these new elements within the view are anticipated to be of an appearance that is entirely consistent with the existing activities / elements at the Port. It is acknowledged that there will be a loss of some existing water within the view through the reclamation; however, this is considered to be very localised within the context of a working port environment in the foreground of a much wider coastal panorama.

## Viewpoint 07

View from Kaiti Beach (adjacent swings on Kaiti Beach Road)

100m from the Site looking west

<u>Existing view description</u>: Representative view from Kaiti Beach, with the existing reclaimed Southern Logyard and coastal protection revetment being visible; focussed on the recently completed 'Waikahua Seawall Upgrade Project'.



Wider views of the Tūranganui-a-Kiwa / Poverty Bay and Te Kuri-a-Pāoa / Young Nick's Head are available; however, the existing activities / elements at the Port, including stacked logs and 'bookend' structures are a focus in the view.

<u>Anticipated change to view</u>: It is anticipated that a small part of the proposed upgrade to the Outer Breakwater and the upgraded revetment will be visible from this viewpoint; however, similar to Viewpoint 06, these new elements within the view will be of an appearance that is entirely consistent with the existing activities / elements at the Port.

#### Viewpoint 08 (simulated)

View from the coastal marine area

Approximately 1.0km south of the Port looking north

<u>Existing view description</u>: Representative view from the water, with Kaiti Hill being prominent as a natural landform and with the Tūranganui-a-Kiwa / Poverty Bay coastline defined at the water/land interface by existing coastal edge vegetation, particularly established Norfolk Island Pine trees, backdropped by ranges in the distance. The existing Port related infrastructure is noticeable within the view, particularly the vertical crane elements. When berthed, a ship, alongside the Port's coastal protection revetment, assists with the perception of the site being a Port activity, but this appears as an expected element / component within the wider coastal landscape of Tūranganui-a-Kiwa / Poverty Bay.

<u>Anticipated change to view</u>: The introduction of a second ship to the view does not interrupt key landscape features (the ranges will continue to form an effective backdrop and Kaiti Hill will remain a prominent natural landform). The proposed breakwater upgrade will sit low in the view and, as a predominantly horizontal element with appropriate materials, become an integrated element of the wider Port facility. From this viewpoint, the proposed area of new reclamation and associated coastal protection revetment will seamlessly integrate with that which exists currently.

## 5.3.3 Effects on views towards Te Kuri-a-Pāoa / Young Nick's Head and Tuamotu Island

Two key existing natural landforms of significance for viewers within the vicinity of the Port include Te Kuri-a-Pāoa / Young Nick's Head and Tuamotu Island (refer Figure LAO1). The proposed berthing of a second larger ship, as well as the proposed reclamation and breakwater renewal modifications, has the potential to interrupt / block views of these existing natural features from certain viewpoints. In order to quantify the location and extent of these potential locations, Geographic Information System (GIS) analysis has been utilised to determine theoretical viewing locations.

A digital terrain model, based on LiDAR (Light detection and ranging) data was prepared (refer **Figure LA04** at **Appendix D**), was prepared to determine locations from where the existing landforms were visible. This theoretical visibility model was based on the potential visibility of a number of elevation points (refer **Plate 27**).



Plate 27 – location of elevation points to determine visibility at Te Kuri-a-Pāoa and Tuamotu Island

Following the determination of existing viewing locations (refer **Figures LA05 and LA07**), the digital terrain model was updated to include the modelled Proposal bulk and locations of the proposal components. The theoretical visibility analysis was then re-calculated, with the outputs determining the locations from where existing views of Te Kuri-a-Pāoa and Tuamotu Island would be impeded by the proposal.



The mapping analysis outputs (refer **Figures LA06 and LA08**) indicate that there are two distinct areas and viewing audiences impacted, these being: people using the Oneroa Taruheru trail, in the vicinity of the Waikanae Beach Surf Lifesaving Club (Viewpoint 3 – viewing Tuamotu Island); and people using the Oneroa Taruheru trail, in the vicinity of the apartments at 100 Customhouse Street (SH35) and 2 Reads Way, the Portside (Heritage) Hotel, including people within these properties (Viewpoint 5 - viewing Te Kuri-a-Pāoa / Young Nick's Head). To ensure a robust effects assessment, these two locations have informed the decision of locations for visual simulation viewpoints of the Proposal, being Viewpoints 03 and 05 which have been assessed above. Viewpoints 03 and 05 are representative public views to assist with assessment effects on private views from these viewing locations.

Other than view viewers within the private apartments and hotel, it is noted that the location and extent of potentially impacted people at these viewpoints is very limited because viewers on the trail are general mobile and will have unobstructed views from other nearby location on the trail. Consequently, any obstruction is partial and largely limited to time when vessels are docked for loading, which is understood to be similar to the existing schedule (noting that this is largely weather / sea-state dependent; and that the Proposal will provide for an additional ship to berth).

## 5.3.4 Summary of the Proposal's landscape effects

The effects of the proposal on landscape and visual amenity are limited to the Wharf 8 extension, the redeveloped Outer Breakwater, and Outer Port reclamation / revetement, both during construction and their associated use.

## Landscape effects during construction

The elevated and proximate nature of some of the adjacent commercial, residential and recreational areas means that construction of the proposed facilities, will also be seen from several locations. However, the long-established Port area already forms part of, and dominates, the landscape and the existing outlook. Additionally, over the last approximately 10-years, most, if not all, of the same viewing audiences will have seen re-construction of the Southern, Upper and Wharfside logyards, along with demolition/alteration of several Port buildings.

It is also noted that construction-type activities involving the use of heavy machinery are also an integral part of Port operations and as such are familiar to viewers. Barge mounted excavators are used for maintenance dredging, heavy vehicles for logs/other goods deliveries, and cranes for logs/goods loading and unloading. As such, it is assessed that the capacity of the landscape setting to accommodate the Proposal, that is the locality's ability to absorb the nature of the visual change proposed, during construction is relatively high (i.e. the change can be relatively easily absorbed).

## Landscape effects during ongoing operation

Once complete, it is assessed that all elements of the Proposal will integrate well into the Port and localised landscape. This is due to the extent to which the Proposal comprises relatively small additional wharf structure, replacement breakwater and reclamation area comprising the same visual elements to those that are already well established in the views in a location that is very much internal to the workings of the Port and away from its landward public edges.

- All elements of the proposal will be viewed at distances between 400m-2.5km from public and private viewpoints, with some being from elevated locations (Kaiti Hill), others from a similar elevation (the Oneroa Taruheru trail) and some from private viewpoints to the north (e.g. the Portside Hotel) viewing audience will be at least 400m away. The elements of the proposal will not be seen by visitors to the Cook National Reserve; nor will the Cone of Vision be impacted.
- All elements of the proposal will be viewed within the context of an existing working port environment.
- The Wharf 8 Extension will be the same height as the existing wharf but approximately 6m wider than the current Inner Breakwater it will be built over. Exposure of the structure at MLWS will be the same as the existing wharf.
- The Outer Breakwater upgrade involves a very small increase (approximately 0.9m) in the height of the approximately 195m long structure. The width of the breakwater structure on the seabed will be extended by 15-25m, but the visible component of this structure above the water will be much less and have an expected appearance of port-related coastal protection structures in high-energy coastal environments such as the site. The repair, removal and upgrade of the existing breakwater structures will also help to remedy the impact that the existing breakwater structures have on this coastal landscape, through an upgrade with appropriate materials.
- The proposed reclamation footprint of approximately 8,900m<sup>2</sup> is located in a part of the Tūranganui-a-Kiwa / Poverty Bay coastline which has a 'low' assessed existing level of landscape value. As with other elements of the



proposal, it will have a restricted viewing audience, has been located to avoid impacting the identified Heritage Boat Harbour natural feature, and will not further reduce the assessed level of existing natural character.

The proposed revetment associated with the Outer Breakwater and Outer Port reclamation will be the most noticeable physical change to the coastal environment at the site; however, this change is assessed as being appropriate because it will utilise materials that are typical for coastal protection works in high wave energy environments; with the overall appearance of these structures being visually cohesive, including over time as weathering occurs; as well as representing an improved appearance to the currently dilapidated breakwater.

The Proposal will not change the established nature of the Port. However, the most visually evident component enabled by the Proposal will be the presence and pattern of two larger scale ships berthed in the Port at times, with the southern extent of this berthing area being slightly greater than is provided for under the existing configuration.

While the existing breakwater is to be upgraded and raised in profile, this is not expected to be a visually prominent change and will not extend to a height where view interruption will occur. It is acknowledged that parts of the breakwater structure will be more visible at low-tide for some viewers, however the location, form and appearance of the structure will be of a character, design and scale that is anticipated in this Port environment.

The Proposal's impact on increased Port capacity and more efficient ship loading / unloading will result in a reduction in duration, frequency and number of the offshore mooring of cargo ships in front of Young Nick's Head/ Te Kurī a Paoā (Outstanding Natural Landscape, Terrestrial and Marine Areas of Significant Conservation). This effect of the proposal is considered positive (albeit not an effect that is regulated by the TRMP).

## Summary of landscape effects

It has been assessed that the adverse landscape effects of the proposal during construction will be low (being minor, as per the explanation under the scale at Appendix A), primarily because: the machinery that will be utilised for the construction works is similar to that which operates within the Port landscape at present; the mitigating effect of viewing distance and transitory viewing for those people that will be able to view the activity; and the temporary and localised nature of the proposed construction works.

It has also been assessed that the adverse landscape effects of the proposal during ongoing operations will be low (being minor, as per the explanation under the scale at Appendix A), because the newly constructed work will not significantly change the appearance of the existing Port operations, other than providing for an additional vessel to be berthed, seeing two relatively large vessels within the Port at the same time, which is not unexpected in a Port. The repair, removal and upgrade of the existing breakwater structures will also help to remedy the impact that the existing breakwater structures have on this coastal landscape, through an upgrade with appropriate materials.

# 5.4 Consistency with relevant statutory provisions

When considering the relevant statutory provisions, as outlined in Appendix B and summarised at Section 4 above, based on the findings of the above assessment; the proposal is assessed as being consistent with these provisions, as has been outlined below under each of the relevant policy directive topic areas.

## RMA s 6(a), NZCPS policy 13 and TRMP objectives B4.3.1.1 and C3.2.2.1

**Summary:** Recognising and providing for the preservation and protection of the natural character of the coastal environment from inappropriate use and development, by avoiding significant adverse effects and avoiding, remedying and mitigating other adverse effects.

<u>Comment:</u> The existing natural character of the coastal environment within the immediate locality of the Port has been assessed as very low to low (Appendix A), primarily because of the influence of existing activities at the Port, which are of an industrial scale and type, alongside the appearance of existing structures and coastal protection measures. The proposal has been designed to be consistent with and match this existing natural character.

# NZCPS policy 14 and TRMP objective B4.3.1.2 and policy B4.3.2.5

*Summary:* Promoting the restoration or rehabilitation of the natural character of the coastal environment; and the restoration or rehabilitation of degraded landscapes in the coastal environment.



<u>Comment:</u> The Proposal will result in the remediation of existing port related structures and coastal protection measures which are currently in a state of disrepair and/or in need of improved maintenance (for example, in relation to ongoing weed management), through the construction of appropriate replacement structures and new coastal protection measures that will be consistent in character with the localised coastal environment of the Port.

## RMA s 6(b), NZCPS policy 15 and TRMP objective B4.4.1.1

**Summary:** Protecting the natural features and natural landscapes (including seascapes) of the coastal environment from inappropriate use and development by avoiding significant adverse effects and avoiding, remedying and mitigating other adverse effects.

<u>Comment:</u> The Proposal will provide for the continued and more efficient operation of the Port activity within a location in the coastal environment that has an established landscape character, which is influenced by activity at the Port, but is also set within a wider landscape that includes natural features such as Titīrangi Reserve / Kaiti Hill. The Proposal will expand the existing Port activity to a very small extent, such that the overall impact of the Port will be very low within the context of this landscape, with little impact on natural features and landscapes.

## TRMP policy C3.2.3.12(h)

Summary: The protection of identified views towards outstanding natural features and landscapes.

<u>Comment:</u> Those components of the Proposal that are located within the identified Cone of Vision to Te Kuri-a-Pāoa / Young Nick's Head, will be of a lesser scale than occurs from the permitted stacking of logs in this viewshaft.

## RMA s 6(d)

**Summary:** Recognising and providing for the maintenance and enhancement of public access to and along the coast, albeit recognising the need for restrictions where necessary for the protection of threatened indigenous species and to protect public safety.

<u>Comment:</u> It is understood that no additional public access provision to the coastal edge of the site is to be provided, beyond that which has been provided through the Waikahua Seawall Upgrade Project, because of public health and safety considerations and to protect and enhance identified kororā / penguin habitat in this area.

## RMA s6(e) and NZCPS policies 2 and 10(2)(f)

**Summary:** Recognising and providing for the relationship of Māori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga, taking into account the principles of the Treaty of Waitangi (Te Tiriti o Waitangi) and kaitiakitanga, in relation to the coastal environment.

<u>Comment:</u> It is understood that EPL have engaged with and have a relationship with tangata whenua that hold mana in relation to the landscape within which the Port is located; and that ongoing dialogue will continue.

## RMA s 6(f), NZCPS policy 17 and TRMP policy B4.3.2.3

Summary: The protection of historic heritage from inappropriate use and development.

Comment: Historic heritage is addressed by EPL heritage experts<sup>31</sup>, with no landscape related issues arising.

## RMA ss 7(c) and 7(f) and TRMP objectives B4.3.1.3 and B4.3.1.4

*Summary:* Having particular regard to the maintenance and enhancement of amenity values and the quality of the environment, including coastal water quality.

<u>Comment:</u> It is assessed that the Proposal will provide for the maintenance and enhancement of amenity values and improve the quality of the environment within the context of a landscape that is heavily influenced and characterised by the presence of the existing port facilities and activities. As above, the Proposal will result in the remediation of existing port related structures and coastal protection measures which are currently in a state of disrepair and/or in need of improved maintenance (for example, in relation to ongoing weed management).

<sup>&</sup>lt;sup>31</sup> Eastland Port Limited, Twin Berths Project, Archaeological and Heritage Effects Assessment, 5 July 2022, InSitu Heritage Limited.



#### RMA s 6(h), NZCPS policy 27

Summary: Manage significant risks from natural hazards.

<u>Comment:</u> The design of the coastal protection components of the Proposal is influenced by a functional need to protect the activity of the Port from severe weather events, including large ocean swells at this exposed coastal location. These aspects of the Proposal are therefore necessary to manage these risks, in an appropriate way.

#### RMA s 7(b)

#### Summary: Use and develop natural and physical resources efficiently.

<u>Comment:</u> The majority of the Proposal represents the maintenance of existing Port infrastructure (including the proposed repairs and reinstatement of the breakwater structures); with the area of proposed reclamation being located proximate to the existing Southern Logyard reclaimed land and minimising the extent of additional area.

#### TRMP policy B4.3.2.4

**Summary:** Allow development in the coastal environment in areas already degraded, while preserving natural character and avoiding, remedying and mitigating adverse effects.

<u>Comment:</u> It is assessed (Appendix A) that the existing natural character of the coastal environment within the Port and immediately surrounding context is very low to low; primarily because of the influence of existing activities at the Port, which are of an industrial scale and type. The Proposal will be located in a relatively discrete location so that remaining natural character of the coastal environment beyond the Port environs is preserved.

#### NZCPS policies 6 and 9 and TRMP objectives DP1.3.1-3 and policy C3.2.3.13

**Summary:** Recognise and provide for Port related activities in the Port Coastal Management Area, while avoiding, remedying or mitigating adverse effects on the environment to the fullest extent practicable, including the protection of the natural and visual qualities and characteristics of near shore reefs, rocky outcrops, wave-cut platforms and sub-tidal habitats in the coastal marine area.

<u>Comment:</u> The Proposal will enable the continued and more efficient operation of activities at the Port; while avoiding and protecting the identified remaining natural reef formations which exist in the coastal marine area to the immediate south of the Southern Logyard area of reclamation (these forming the entry point to the Heritage Boat Harbour). These natural features are a design constraint influencing the extent of proposed reclamation.

## NZCPS policy 10

**Summary:** Where reclamation in the coastal environment is considered to be a suitable use, including to provide for the efficient use of ports, have particular regard to the form and design of the reclamation, including the reclamation's shape and materials so that these are visually and aesthetically compatible with the adjoining coast.

<u>Comment:</u> The design of the proposed reclamation and associated coastal protection measures will match those of the existing Southern Logyard reclamation area, so that there will be a seamless interface. The inclusion of massed Xbloc units as part of the coastal protection structures (including the repaired breakwaters) will result in a visually and aesthetically appropriate outcome, as a result of their simplicity and sculptural appearance, noting that these materials are typically used for coastal protection within a working port landscape.

# 5.5 Recommended mitigation measures

Further to the discussion at Section 3.3 (Mitigation of potential adverse effects through design) and the above assessment, in order to successfully ensure that the Proposal becomes well-integrated into the Port and localised landscape, it will be important to ensure that the following aspects of the design are confirmed, possibly through consent conditions, or a construction / site management plan, that relate to:

- the involvement of relevant tangata whenua during ongoing design development and implementation, in order to realise opportunities for cultural landscape values to be embedded in the Proposal;
- the certification of detailed design specifications (to ensure consistency with the intent and appearance of materials and elements, such as the Xbloc units, within the consented design); and
- the requirement for ongoing weed and rubbish management of the Port's coastal edge.



# 6 CONCLUSION

As a result of the above assessment, it is concluded that the Proposal to extend Wharf 8; upgrade an existing breakwater; and undertake an area of reclamation, in order to increase the capacity of the Port at Gisborne and provide for two ships to berth at the same time, will result in: very low (being less than minor<sup>32</sup>) adverse effects on natural character; and low adverse (being minor<sup>33</sup>) landscape effects, taking into account the design mitigation measures that have been proposed as part of the project.

The Proposal expands an existing land use / activity to a very small extent which does not change the overall impact or scale of the Port in the landscape. Visually the Proposal is consistent with the established landscape character and amenity of the existing visual environment. In terms of the natural character of the coastal environment and its landscape character and values, the proposed new Port components represent a proportionally very small additional area within an environment that is already highly modified and industrial in character.

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 $<sup>^{\</sup>rm 32}$  With reference to the scale of adverse effects in Appendix A.

<sup>33</sup> Ibid.



Appendix A:

# Scale of Effects Ratings

Factors and scale utilised to determine adverse effects<sup>34</sup>

 $<sup>^{34}</sup>$  Noting the meaning of effect under section 3 of the RMA is broader than 'adverse' effects.



## 1. Baseline consideration

Determine existing values and visibility of the Port landscape based on the following factors:

Existing values – the relative extent a landscape is valued in terms of:							
Biophysical Components - landform, vegetation, water bodies, cultural elements / features		Reclaimed land with underlying cultural values					
Perceptual Components - expressiveness, legibility aesthetic value, ephemeral / transient values		Highly influenced by Port activity					
Existing values ratings	Very Iow	Low	Low to moderate	Moderate	Moderate to high	High	Very high

Existing visibility – the relative extent a site/development/activity is visible in the landscape in terms of:					
Legibility / Prominence - how legible / prominent is the element from a viewpoint			Part of city's established identity		
Existing visibility ratings	Not visible	Low visibility	Moderately visible	Highly visible	Always visible

## 2. Effects consideration

E

Based on the above existing values / visibility, determine the following:

Landscape effects – the degree of impact from a proposal on:							
Elements and patterns							
- the extent of change to the structure of the landscape elements / patterns							
Coherence / unity							
- the extent of change to the perceived integrity of the landscape							
Character / identity / values - the extent of change to perceptions of sense of place and identity							
Key features / views - the extent of change or disturbance within views of the landscape							
Landscape effects ratings	Very Iow	Low	Low to moderate	Moderate	Moderate to high	High	Very high



Natural character effects – the degree of impact from a proposal on people's perception / appreciation of:							
Abiotic factors							
Vegetation type and cover							
Water areas							
Natural elements, patterns, processes and values							
The presence of human elements							
Landscape effects ratings	Very Iow	Low	Low to moderate	Moderate	Moderate to high	High	Very high

## 3. Overall assessment of effects

From the outputs of 1 and 2 above, in relation to each viewpoint and overall, conclude overall rating based on:

Rating	Landscape effects	Natural character effects
Very high	Very serious and obvious degradation of elements, character and values.	Very serious and obvious degradation of elements, character and values.
High	Obvious degradation of landscape elements, character and values.	Obvious degradation of coastal elements and patterns and overall naturalness.
Moderate to high	Marked change to some landscape elements, character and values.	Marked change to coastal elements and patterns; evident reduction in overall naturalness.
Moderate	Appreciable change to some landscape elements and character; more obvious impact on some values.	Appreciable change to some coastal elements and patterns; more apparent change in overall naturalness.
Low to moderate	Increasingly evident change to some landscape elements and character; limited change to values (naturalness, expressiveness and aesthetic value).	Increasingly evident change to coastal elements and patterns; slight reduction in overall naturalness.
Low	Limited change to some landscape elements and character; no change to values.	Limited change to some coastal elements; no change to overall naturalness.
Very low	No change or barely legible change to some landscape elements and character; no change to values.	No change or barely legible change to some coastal elements; no change to overall naturalness.

#### Explanation and use:

Under the Resource Management Act 1991, where the adverse effects rating of a proposal is a relevant consideration in relation to notification or non-complying activity determination on applications for resource consent; a 'low' or 'low to moderate' rating equates to a 'minor' adverse effect. When considering 'significant' adverse effects, for example in relation to relevant objectives/policies under plans/policies (including the New Zealand Coastal Policy Statement); 'high' or 'very high' ratings represent a 'significant' adverse effect.



Appendix B:

**Relevant Statutory Provisions** 



# Resource Management Act 1991 ('RMA')

With respect to landscape matters, the Proposal requires consideration of the following sections of the RMA:

## **Section 6: Matters of National Importance**

- (a) 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:
- (b) the protection of outstanding natural features and landscapes from inappropriate subdivision, use, and development;
- (d) the maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers:
- (e) the relationship of Māori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga:
- (f) the protection of historic heritage from inappropriate subdivision, use, and development:
- (h) the management of significant risks from natural hazards.

#### **Section 7 Other Matters**

- (b) the efficient use and development of natural and physical resources:
- (c) the maintenance and enhancement of amenity values:
- (f) maintenance and enhancement of the quality of the environment:

# New Zealand Coastal Policy Statement 2010 ('NZCPS')

The Proposal is within the coastal environment and is required to be assessed against the following NZCPS policies:

Policy 2: The Treaty of Waitangi, tangata whenua and Māori heritage

Policy 6: Activities in the coastal environment

**Policy 9: Ports** 

- Policy 10: Reclamation and de-clamation
- Policy 13: Preservation of natural character
- Policy 14: Restoration of natural character
- Policy 15: Natural features and natural Landscapes

Policy 17: Historic heritage identification and protection

Policy 27: Strategies for protecting significant existing development from coastal hazard risk

# Tairāwhiti Resource Management Plan ('TRMP')

The overlays and classifications under the TRMP that are relevant to landscape and visual effects include:

- Coastal Environment Overlay
- Coastal Management Area
- Port Management Area
- Port Coastal Management Area
- Cone of Vision

Relevant objectives and policies related to landscape consideration are included in the following chapters:

#### **Regional Policy Statement – B4 Coastal Environment**



#### B4.3.1 Objectives

- 1. The preservation of the natural character of the coastal environment including by protecting outstanding natural features and landscapes, areas of significant indigenous vegetation and habitats of significant indigenous fauna in the coastal environment.
- 2. Rehabilitate degraded landscapes and ecosystems within the coastal environment.
- 3. Coastal water quality that is maintained or enhanced.
- 4. Amenity values of the coastal environment arising from the preservation of natural character including the quality of open space are maintained and enhanced.

#### B4.3.2 Policies

- 1. To identify, in consultation with the public, DOC and interested organisations, the features which together provide the natural character of the coastal environment of the Gisborne district including outstanding natural features and landscapes and areas of significant indigenous vegetation and significant habitats of indigenous fauna and protect those features from activities the effects of which may degrade them. Assessment criteria that may be used to identify features, landscapes, areas, habitats and sites of heritage and cultural importance which may be of local, regional, national or international significance could include:
  - a) Areas that have been especially set aside under statute (this includes covenants) for preservation or protection purposes.
  - b) Areas recommended for protection under the Protected Natural Areas Programme or in reports to the Forest Heritage Fund and the Nga Whenua Rahui Committee.
  - c) Landscapes and landforms that have been identified as regionally, nationally or internationally significant.
  - d) Visually or scientifically significant geological features, including those identified in the New Zealand Geo-preservation Inventory compiled by the Joint Earth Sciences Working Group.
  - e) Characteristics of special spiritual, historical or cultural significance to Māori identified in accordance with tikanga Māori e.g., taonga raranga and waahi taonga mahi a ringa.
  - f) Areas where the adverse effects of any activity should be avoided or remedied because they are areas and habitats important to the continued survival of any indigenous species.
  - g) Areas containing nationally or regionally vulnerable species or nationally or regionally outstanding examples of indigenous community types.
  - h) Outstanding or rare indigenous community types within an ecological region or district.
  - i) Habitat important to regionally endangered, rare or threatened species and ecological corridors connecting such areas.
  - j) Areas important to migratory species and to vulnerable stages of common indigenous species.
- 2. To develop, and to facilitate the development of statutory and non-statutory resource management plans which give effect to kaitiakitanga and tino rangatiratanga.
- 3. To recognise and protect sites and taonga of value for Māori.
- 4. To allow subdivision, use or development in the coastal environment, particularly in areas already degraded, which:
  - a) Preserves natural character; and
  - b) Avoids, remedies or mitigates adverse effects.
- 5. To promote the rehabilitation of degraded landscapes and ecosystems, using indigenous species of local genetic stock by preference, within the coastal environment.
- 6. To ensure that appropriate subdivision, use and development occurs only where:



- a) Adequate services such as the disposal of wastes can be provided for.
- b) The adverse effects of those services can as far as practicable be avoided. Where complete avoidance is not practicable, the adverse effects should be mitigated and provision made for remedying them, to the extent practicable.
- c) Financial contributions are sought, where appropriate, to offset unavoidable environmental damage in the coastal environment or protect or rehabilitate the coastal environment.

#### **B4.4.1** Objectives

- 1. Protection of outstanding natural features, areas of significant indigenous vegetation and significant habitats of indigenous fauna in the coastal environment.
- 2. The protection of the integrity, functioning, resilience and quality of natural coastal processes, natural physical resources and biological communities in the coastal environment.
- 3. Restoration and rehabilitation of areas of the coastal environment where the integrity, functioning, resilience and quality of natural coastal processes, natural physical resources and biological communities has been degraded and appropriate remedial action can be taken.

#### B4.4.2 Policies

- 1. To avoid, remedy or mitigate the effects of activities which have an adverse effect on biological diversity and ecosystem integrity.
- 2. To encourage activities which could rehabilitate or enhance degraded ecosystems, coastal processes and natural physical resources including water.
- 3. To encourage subdivision, use and development which takes into account the integrity and resilience of natural processes and recognises that natural features provide buffers against natural processes that might damage an activity.

## **Region Wide Provisions – C3 Coastal Management**

## C3.2.2 Objectives

- 1. The natural character of the Gisborne regions Coastal Environment and wetlands, rivers, lakes, and their margins within the Coastal Environment is preserved unless such preservation is inconsistent with the purpose of the RMA.
- 2. The characteristics of the Coastal Environment that together form the natural character of the Coastal Environment of the Gisborne region are identified.
- 3. Areas of the Gisborne region Coastal Environment where natural character has been adversely affected by past activities are identified. Such specifically identified areas should, where appropriate, be restored and rehabilitated.

## C3.2.3 Policies

- 1. Consent authorities will, when any application for a plan change or resource consent in the Coastal Environment is being considered, recognise that all the coast has some degree of natural character which is required to be preserved.
- 2. The Council shall recognise that protecting outstanding natural features and landscapes, areas of significant indigenous vegetation and significant habitats of indigenous fauna also assists in preserving the natural character of the Coastal Environment.
- 3. The adverse effects of activities on the integrity, functioning and resilience of natural processes and qualities should be avoided as far as practicable and, where complete avoidance is not practicable, the adverse effects shall be mitigated and provision made for remedying those effects to the extent practicable.

Natural processes and qualities include:



- Biodiversity.
- Freedom of movement of biota (living organisms).
- Intrinsic values.
- Natural substrate composition.
- Natural air and water quality.
- Water quantity.
- Dynamic processes and features arising from the natural movement of sediments, water and air.
- 4. Consent authorities will give priority to avoiding the actual or potential adverse effects of activities on the integrity and continued viability of ecological corridors important for maintaining the biodiversity and viable gene pool flow of indigenous flora and fauna.
- 5. Consent authorities will, when any application for a plan change or resource consent in the Coastal Environment is being considered, recognise that all the coast has some degree of natural character which is required to be preserved.
- 6. Where the natural character of the Coastal Environment is likely to be adversely affected by the effects of activities, the restoration and rehabilitation of natural character should be provided for where appropriate. Such provision may include financial contributions sought under section 108 of the RMA but only where such effects cannot be otherwise successfully avoided, remedied or mitigated.
- 7. The adverse effects of activities on areas of predominantly indigenous vegetation or the habitats of indigenous fauna in the Coastal Environment should be avoided to the extent practicable and, where this is not possible, mitigated and provision made for remedying those effects, including seeking financial contributions as a condition of any consent granted.
- 8. Ecosystems that are unique to the Coastal Environment and vulnerable to modification such as estuaries, coastal wetlands, dune systems, and their margins should be protected from the adverse effects of activities in order to preserve the natural character of the Coastal Environment.
- 9. Activities that adversely affect a series of ecological successional sequences in the coastal marine area should be avoided.
- 10. Activities that have the effect of altering or destroying the naturally occurring species assemblage over an area equal to or greater than 4 hectares or, alternatively, along the length of an entire coastal geomorphic area in the coastal marine area e.g. a bay, scarp face or headland, should be avoided.
- 11. The Council will encourage the understanding of the natural character of the Coastal Environment of the Gisborne region through the provision of environmental education and information. The education and information will:
  - Take into consideration the needs of the audience.
  - Provide appropriate information and advice on why activities influence natural character.
  - Be integrated with other education and information provision initiatives of the Council.
  - Be jointly developed, where practical, with other resource management agencies.
  - Be able to be evaluated.
- 12. Council recognises that various landforms contribute strongly to natural character because of their appearance and their often distinct geology, vegetation, wildlife and ecology. The important features are headlands, scarps, dunes and estuaries, (including beaches), terraces, bays, truncated coastal hills, islands and the sea.

Planning and consent authorities should have regard to the following when exercising powers, functions and duties when preparing plans or considering any proposal which might affect the appearance of any of these landform features:



- a) Use and development should respect the natural landform characteristics of landscape features. Subdivision, use and development that cause strong visual contrasts with or modification of natural landforms are visually incongruous and should be avoided.
- b) Buildings, aerial utilities and services and other activities should not be visually obtrusive on the skyline when viewed from open areas, including from beaches, coastal reserves and other places accessible to the public.
- c) Subject to policy DP1.4(1)11F11, the visual continuity across the edge of land and sea is a sensitive aspect of all landscape features. Developments that disrupt the visual continuity should be avoided.
- d) Earthworks that have an adverse visual effect on the natural landform of high features such as headlands, dunes, scarps, truncated coastal hills, terraces and islands should be avoided. Where such activities are associated with maintenance of existing roads and network utilities, then adverse effects should be mitigated.
- e) The characteristic components of headland landforms (i.e. cliff, escarpment, rocks, remnant native vegetation) should be protected.
- f) The natural and dynamic visual character of dunelands, wetlands, estuaries and river mouths that comes from the integrity and functioning of natural physical processes should be protected.
- g) Activities that alter the landform profile of islands when viewed from the land or sea should be avoided.
- h) Council will seek the protection of visual corridors and cones of vision between public viewpoints and headlands. Priority will be given to protecting such corridors and cones of vision where the headlands viewed are outstanding natural features and landscapes.
- i) Restoration or rehabilitation of landscape features involving planting, or planting which arises from development, should occur in a manner that reinforces the natural pattern of the landforms.
- j) Intact or regenerating native vegetation cover on landscape features should generally be kept intact.
- k) Landscape features that have been modified should be replanted where appropriate. Preference should be given to using appropriate native species in any replanting programme.
- I) Revegetation, using indigenous species by preference and preferably of local genetic stock, should be undertaken on earthwork cuts associated with roading and access tracks.
- m) Council will generally seek to protect existing wetlands, lagoons, estuaries and river mouths in the Coastal Environment as part of the duneland ecology, and landscape. Such areas are regionally rare and vulnerable to development pressure.
- 13. Subject to Policy DP1.4(1), the visual natural qualities of near-shore reefs, rocky outcrops, wave-cut platforms and sub-tidal habitats in the CMA should be protected against adverse effects that may arise from uses and developments that may alter those visual characteristics. Natural qualities and characteristics are those associated with the natural features and patterns created by the physical structure of the land and biota and the pattern of the inter-relationship between land and sea.
- 14. Lighting, glare, colour or any plume that is visually discernible as the result of any discharge to air or water, that occurs as a result of subdivision, use and development in the Coastal Environment and that is incongruous with natural levels of lighting, glare, colour, or any naturally occurring plume should as far as practicable be avoided. Where complete avoidance is not practicable, the adverse effects should be mitigated and provision made for remedying those effects, to the extent practicable.

## Area Based Provisions – DP1 Port Coastal Management Area

DP1.3 Objectives

1. Provision made, in the Port Coastal Management Area, for activities related to the use of vessels, and the transport of goods by vessels or storage of cargo or fuel products prior to distribution, for which a permanent location in the coastal environment is an operational necessity.



- 2. Port-related activities, including those which provide the port of Gisborne with the means to carry out all of its operations and services in appropriate areas within the Port Coastal Management Area.
- 3. Adverse effects on the environment arising from the lawful operation of vessels and services within the Port Coastal Management Area are avoided, remedied or mitigated to the fullest extent practicable, recognising that the preservation of natural character is a matter of national importance while promoting the sustainable management of natural and physical resources.
- 4. Non port-related development provided for in the Port Coastal Management Areas in a way that does not compromise the operational requirements of the Port or those port-related industries and activities which have a direct relationship with marine activities and which benefit from a location in the Port.
- 5. At the next review of this Plan, the Council should seriously consider the desirability of combining all its regional and district plans into a single document. In the document the Council should seriously consider the desirability of combining all provisions relevant to Ports in a single chapter.

#### **DP1.4** Policies

- 1. In the exercise of any function, power or duty under the Act, a consent authority will give particular regard to the need to provide for activities related to the use and service of vessels, the storage and distribution of cargo and petroleum products, and Port infrastructure for which a location in the coastal environment is an operational necessity, within Port Coastal Management Areas.
- 2. At the next review of the Plan, the Council should seriously consider the desirability of combining all its regional and district plans into a single document. In the document the Council should seriously consider the desirability of combining all provisions relevant to ports in a single chapter.
- 3. The development of recreational and commercial enterprises other than those necessary for the continued operation of the Port and fishing industries will be provided for where they do not conflict with the operational requirements of Port Gisborne within the Port Coastal Management Area.



**Appendix C:** 

# **Theoretical Visibility Analysis - Data Sources**

Digital Surface Model (DSM) - available from https://data.linz.govt.nz/layer/105396-gisborne-lidar-1m-dsm-2018-2020/

Horizontal Projection – NZTM2000

Vertical Datum – NZVD2016

Vertical Accuracy Specification is +/- 0.2m (95%)

Horizontal Accuracy Specification is +/- 1.0m (95%)

LiDAR was captured for the Gisborne District Council by Aerial Surveys Limited from 31 December 2018 to 9 September 2020. The dataset was generated by Aerial Surveys and their subcontractors. Data management and distribution is by Land Information New Zealand.

Building Footprints – available from https://data.linz.govt.nz/layer/101290-nz-building-outlines/

Property Titles – available from https://data.linz.govt.nz/layer/50804-nz-property-titles/

High tide = MHWS (2.12m, Vertical Datum Gisborne Chart Datum) - derived from drawing 301015-04045-MA-DSK-021