

Assessment of Environmental Effects

**NORTHLAND DEVELOPMENT
CORPORATION LIMITED
'ORUKU LANDING'**

44 - 48 Riverside Drive, Whangarei

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Assessment of Environmental Effects

NORTHLAND DEVELOPMENT CORPORATION LIMITED 'ORUKU LANDING'

44 - 48 Riverside Drive, Whangarei

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Northland Regional Council
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ABBREVIATIONS

4S	4 Sight Consulting
BGLA	Bridget Gilbert Landscape Architecture
CB	Cato Bolam Consultants Limited
CIA	Cultural Impact Assessment
CMA	Coastal Marine Area
DSI	Detailed Site Investigation
EE	Engineering Equilibrium
GL	Geometria Limited
HB	HB Architecture
MAU	Matakohe Architecture and Urbanism
MDA	Marshall Day Acoustics
MHWS	Mean High Water Springs
NDC	Northland Development Corporation
NRC	Northland Regional Council
PSI	Preliminary Site Investigation
SMP	Site Management Plan
TT	Tonkin & Taylor

ASSESSMENT OF ENVIRONMENTAL EFFECTS

1. Ecological effects

4Sight Consulting (4S) have undertaken an assessment of the potential ecological effects of the proposal and their report is attached at **Appendix 1**. Their assessment has focussed on the activities proposed to take place within the CMA and their investigations are limited to the localised physical marine elements of the proposal such as the proposed structures, dredging and the possible minor modifications of the marine edge.

It is proposed to dredge approximately 25,000m³ from the river bed immediately in front of the site, and to remove a small number of mangroves from the same area. 4S confirms that there are no special habitat values associated with this area of the Hatea River, and the dredging and mangrove removal will not generate any adverse ecological effects. Nevertheless, their report also comments that any potential effect on the seabed community is reversible and the newly exposed seabed after dredging will enable the colonisation of the site by the migration of mobile invertebrates migrating from adjacent zones.

During dredging there will be a temporary increase in the turbidity of the water resulting from the suspension of sediment associated with the disturbance of the seabed. It is assessed by 4S that the temporary elevations in turbidity will likely fall within the range currently experienced in the Town Basin area and will be localised. It is also likely to be similar to what is experienced during the existing consented maintenance dredging in the upper harbour.

The sediment quality in the proposed dredging area is typical of the upper Hatea River with slightly elevated levels of copper and lead. 4S concludes that these concentrations are not of concern and the dredging spoil can be handled and disposed of to land without causing risk to the marine environment.

4S concludes that the limited extent of mangrove removal will have a very low environmental effect. The mangroves to be removed are small in number and have patchy coverage. There are more substantial mangrove forests nearby that provide more significant and important habitats.

The proposed marina will provide berths for up to 29 boats. Best practice in terms of the operation of the marina will be employed ensuring there will be

little to no risk with regard to bacteriological and viral contamination. Appropriate biosecurity management will also form part of the operation of the marina, ensuring that this risk is appropriately managed during the ongoing operation of the marina.

Overall, the ecological effects potentially generated by the proposal will be less than minor.

2. Traffic and parking effects

Once constructed and established, the use of all the activities proposed as part of Oruku Landing will generate traffic and a need for car parking spaces. An assessment of the effects relating to traffic has been undertaken by Engineering Equilibrium (EE), and their report is attached at **Appendix 2**. Their assessment has focussed on the following matters:

- Access and traffic generation;
- Car parking;
- Loading and manoeuvring;
- Pedestrians and cyclists

Access and traffic generation

EE estimates that at full capacity the proposed development will generate a total of 1,702 trips a day. To manage the anticipated number of traffic movements to and from the site, as well as on the existing roading network EE has proposed significant changes to the access arrangements to the site. These are described in Section 3.6 of this report.

Given the anticipated number of vehicle movements, a signalised intersection has been determined to provide the best solution for controlling the efficiency of traffic in this location. Furthermore, sight distances are restricted in this location due to the radius curve of Riverside Drive, the proposed buildings and existing pohutukawa trees. Given these circumstances, the proposed signalised intersection will ensure that traffic effects associated with the primary access to the site will be less than minor. The intersection will control traffic on Riverside Drive, Punga Grove Avenue and the site.

The three other accesses are proposed to only allow traffic to use the respective crossing with a left hand turn, either as an entry or exit point. In addition, these crossings are mostly intended to be used by service vehicles or for drop-offs and pick-ups.

The proposed access arrangements have been specifically designed based on the intended use of the site and they will ensure that the effects on road safety and efficiency will be less than minor.

Car parking

The District Plan¹ acknowledges that land at the Town Basin is a limited resource and therefore the rules promote the pedestrian orientated development of the area by encouraging car parking beyond the Environment and site. This concept is reinforced in the recent Plan Changes, which excludes this site from having to provide any car parking. These parameters are important for assessing the potential effects associated with car parking.

Nevertheless, the proposed activities will generate a need for car parking and this is acknowledged. The design philosophy has therefore been to provide a car parking building. 189 carparks are to be provided. 37 of these spaces will be allocated to the apartments and the remaining 152 will be public parking. The onsite car parking will be available for the users of the apartments and the hotel. Short term drop off and pick up spaces will also be provided for the Events Centre and the hotel.

The EE report acknowledges that when the hotel is at full capacity there will be a shortfall of car parking spaces on the site. Nevertheless there is potential for some guests to arrive by coach and/or tour bus, reducing the need for car parking. The hotel also has the ability to offer offsite car parking options through valet and/or shuttle services to provide a suitable level of service to their guests.

The EE report has undertaken an assessment of available car parks within walking distance of the site that would be available when events are held at the Events Centre. The report also considers the use of shuttle transportation. It is expected that an Event Transport Management Plan will be required by a condition of the consent and that they will be prepared and approved prior to events being held at the site.

The proposed car parking arrangements on the site are considered to be an appropriate balance for providing for the activities. It encourages people to consider alternative ways in which to access the site and does not use valuable waterfront land for car parking. The shortfall of car parks will not generate adverse effects.

¹ Section 43.6 Principal Reasons for Rules/Explanations – Provision of Parking Spaces

Loading and manoeuvring

Due to the nature of the proposed activities, the site will be regularly accessed by coaches and trucks. Internal loading bays are included in the design of the Events Centre, enabling vehicles to be unloaded in all weather conditions and without generating significant noise.

The proposed access arrangements ensure that there is no need for any vehicle to reverse manoeuvre onto Riverside Drive.

Vehicle tracking and manoeuvring plans are detailed in the EE report.

Pedestrians and cyclists

The site is easily accessible for pedestrians and cyclists due to the location of the Hatea Loop Walkway that passes along the length of the waterfront boundary. This walkway provides good connections to other locations in the Town Basin area, and is well used. It is proposed that where this shared path passes in front of the site that it will be widened and upgraded, further enhancing the level of service and amenity value for pedestrians.

Overall, any effects relating to car parking and traffic are assessed to be less than minor.

3. Effects on reticulated service networks

Cato Bolam (CB) have undertaken an assessment of the existing three water reticulated network services to determine the capacity they have to accommodate the proposed development and their report is attached at **Appendix 3**.

In the case of wastewater, the existing network will require upgrading as there are capacity restrictions at the Riverside Drive Pump Station. Provided that the upgrades are sufficient to accommodate the expected flows from the proposed development the effect on this network will be less than minor.

The modelling undertaken with regard to water supply shows that there is sufficient capacity within the existing infrastructure to supply the proposed development. Nevertheless specific hydrant flow testing will be required.

Given the location of the site next to the river no stormwater attenuation is necessary. Standard treatment of stormwater from the paved areas will be undertaken. All discharges will be directed to the existing piped outlets to the harbour without any upgrade to the pipework and infrastructure.

It is expected that consent conditions will require the preparation of detailed engineering plans to show reticulation of the site to the public infrastructure.

4. Noise effects

Marshall Day Acoustics (MDA) have undertaken an assessment of the potential noise effects of the proposal and their report is attached at **Appendix 4**. Their assessment has focussed on three matters:

- Operational noise;
- Construction noise and vibration; and
- Apartment and hotel sound insulation

Operational noise

Due to the multi-purpose nature of the proposed development there is a wide variety of different noise generating activities that have been considered in the assessment undertaken by MDA. These activities include:

- indoor entertainment noise;
- noise associated with festivals and outdoor concerts;
- event setup and breakdown noise;
- traffic related noise;
- hospitality/restaurant noise;
- building service plant noise

In order to understand the noise effect of these activities, MDA has undertaken measurements to determine the existing noise environment. The ambient noise measurements show that noise levels are already significantly higher than the District Plan noise limits in the Living Environment during both the day and night time, mostly due to the traffic noise from Riverside Drive. Based on the existing ambient noise environment and the activities likely to take place on the site, MDA have proposed noise limits that will ensure that any adverse effects arising from noise will be reasonable. The proposed noise limits are as follows:

Noise from general activities within the Events Centre:

Activities within the Oruku Landing Entertainment Precinct site boundary, other than Special Events, Extended Events and excluding crowd noise and traffic noise, shall not exceed the following noise levels when measured at the notional boundary of any dwelling to the north of Riverside Drive or in any Open Space zone:

<i>Morning</i>	<i>0600-0700hrs</i>	<i>45 dB LAeq</i>
<i>Daytime</i>	<i>0700-2300hrs</i>	<i>55 dB LAeq</i>
<i>Night-time</i>	<i>2300-0600hrs</i>	<i>45 dB LAeq</i>
		<i>75 dB LAFmax</i>

In addition to the above limits, noise from amplified music shall not exceed the following noise levels when measured at the notional boundary of any dwelling to the north of Riverside Drive:

<i>Sunday to Thursday</i>	<i>2230-0700hrs</i>	<i>55 dB LZeq @ 63 Hz</i>
<i>Friday and Saturday</i>	<i>2300-0700hrs</i>	<i>55 dB LZeq @ 63 Hz</i>

Extended events: *For 12 events per year, the change over time from daytime to night-time may be extended by 30 minutes. The Council shall be notified of which events intend to use this extended cut off time. The public will be notified of each extended event not less than 7 days prior to the event.*

The proposed events centre has been acoustically designed to ensure that noise generated inside the building will not exceed the proposed noise limits at the nearest dwellings on Riverside Drive. However, MDA acknowledges that the lower bass beats may be discernible to nearby residents especially later in the evening as background noise levels progressively decrease. Overall, MDA considers these noise levels to only be faintly audible and not annoying. It is recommended that a Noise Management Plan be prepared which will include liaison with neighbouring properties, and taking this into account any noise effects associate with activities taking place inside the Events Centre will be reasonable.

Festivals and outdoor concerts are anticipated to be held on occasion, and would likely be held in the relatively small (2,000m²) plaza between the Conference and Events Centre and hotel. MDA has considered the potential noise effects likely to be generated by such events. In doing so they have considered the orientation of stages both to the north and the south and the noise models show that for the southern orientations noise levels experienced in the adjoining residential area may reach 75dB LAeq. MDA comment that this is not an unreasonable level of noise given the ambient noise environment, and provided there is a limit of the number of events generating this level of noise per annum, and the events conclude at 2300 hours. To this end a specific condition relating to special outdoor events is proposed as follows:

Noise from Special Events:

The noise from Special Events excluding crowd noise but including testing or practice involving the use of electronic sound amplification are not required to comply with the general noise limit condition. Instead, these events shall not exceed the following noise limits when measured at any point at or within the boundary of any site to the north of Riverside Drive:

<i>1000hr – 2200hr</i>	<i>3 events per year</i>	<i>75 dB LAeq</i>
	<i>9 events per year</i>	<i>65 dB LAeq</i>
<i>The LA_{Fmax} noise level for all activities shall not exceed 90dBA when measured over any 15 minute period between 1000hr – 2200hr</i>		

The MDA report acknowledges that Special Events are likely to create temporary noise effects especially at 29 and 31 Punga Grove Avenue. The predicted noise levels may affect outdoor relaxation. However, this is likely to be depend on the residents' personal attitude towards hearing live music. Nevertheless easy communication will not be entirely precluded. The recommended consent condition requirement for a Noise Management Plan will reduce the potential noise annoyance from any Special Event.

Event setup and breakdown has the potential to cause disturbance to neighbouring residents. This is particularly due to the timing of these activities, which in the case of breakdown for touring shows, is likely to be immediately after the event between midnight and 0300. In order to avoid noise associated with these activities, the loading area is to be enclosed so that these activities take place inside. This will ensure that compliance with the proposed night time noise limits.

Noise generated by typical day to day traffic and small scale events associated with the activities on the site will not be perceptible at nearby dwellings. Furthermore, MDA report that traffic noise generated by an event at full capacity on the site may only be just perceptible, and usually at the conclusion of the event when traffic movements are concentrated. This will not generate an adverse effect that is more than minor.

Restaurants and cafes are proposed as part of the site development and it is anticipated that outdoor tables will be provided as part of the operation of these activities. MDA comments that typical outdoor dining is unlikely to cause the noise limits to be exceeded. Furthermore, it is not expected that these tenants will operate as bars after 2200hrs due to the potential for sleep disturbance of hotel guests.

All mechanical service plant associated with the proposed buildings will need to be designed and located appropriately to ensure compliance with noise limits. MDA recommend that at the time of the detailed design phase that the plans be reviewed by an acoustic engineer to confirm compliance.

Any effects on the amenity of the adjacent Riverside Drive Living Environment will predominantly occur during loud indoor concerts or during the few special events that may occur outdoors. These effects will be temporary, and the

overall effect will be mitigated by the restrictions proposed in the conditions. Overall and subject to compliance with the proposed noise limits and the preparation and approval of a Noise Management Plan, noise from the site will be reasonable.

Construction noise and vibration

MDA have undertaken an assessment of the likely activities associated with the construction of the proposed site development and made predictions in terms of the potential noise they might generate. They have taken into account the proximity of the existing residential properties to the north of the site. The noise likely to be generated by driving the piles associated with building foundations is not expected to comply with the noise limits at dwellings in close proximity to the site. The exceedance of the noise limits is predicted to be of limited duration and is not uncommon for urban construction activities. Best practice measures will be implemented as far as practicable and MDA recommends that consultation with the potentially affected parties be undertaken as part of the preparation of the Noise Management Plan that they recommend be prepared.

Similarly to construction noise, the proposed piling is also likely to exceed vibration limits in relation to residential units in close proximity to the site. The extent of the predicted vibration has the potential to create an annoyance, but it will not cause any cosmetic or structural damage to buildings. MDA recommend that a consent condition be imposed to manage vibration.

MDA state that short term exceedances of the construction noise limits are common (and typically unavoidable) for urban construction activities. Such exceedances are often considered reasonable if they are of a limited duration and best practicable option measures are implemented to avoid, remedy and mitigate the noise emissions as far as practicable. Overall, the noise management recommendations in the MDA report, are considered to represent the best practicable option required by the duties imposed by s16 of the RMA. Subject to the recommended management, noise and vibration levels will be reasonable.

Apartment and hotel sound insulation

The proposed apartments and the hotel rooms are noise sensitive activities and sound insulation measures in the design of the building is necessary to reduce reverse sensitivity effects for the occupants. The MDA report sets out the minimum construction requirements that will ensure compliance with the District Plan is met in this regard.

There will be no reverse sensitivity effects in relation to this matter.

Overall, provided compliance is achieved with the recommendations in the MDA report, the noise effects associated with the proposed development will be minor and the duties set out in Section 16 of the RMA can be met.

5. Lighting

To provide security and safety for users, lighting is proposed within the open and publicly accessible spaces of the development. These will be directed to the ground and designed to have no upward light component.

Some low-level lights are also expected to be installed along the access piers of the marina. These are also expect to be low level bollard type lights incorporated in the power and water plinths for each berth.

The final lighting layout will be designed to comply with the permitted activity standards for the District Plan. On this basis, the lighting effects will be less than minor.

6. Effects on cultural values

Matakohe Architecture and Urbanism (MAU) have been appointed by hapū to work closely with Ngāi Kahu o Torongare to identify and record their cultural narratives, interpret them and to develop cultural landscape strategies. The cultural narratives are extensive and MAU details these and explains how they are interpreted in the urban design, landscape design and architecture in the Cultural Design Report attached at **Appendix 5**.

Some of the design interpretations are fundamental to the overall layout and development of the site. In particular the alignment of the buildings are cognisant of key landmarks such as the maunga (Parahaka), awa (Hātea River) and pā, creating connections between these landmarks. The spaces between the buildings are also important and the shapes that are created such as the 'v' between the hotel and the mixed use building symbolise the migratory flight pattern of kotuku (white heron).

Many subtle interpretations of the cultural narrative are proposed in the urban design, architecture and landscaping of the development and the MAU report sets out examples of these interpretations. Kete patterns are proposed for the facades of the buildings. These patterns acknowledge the history of the site as a food gathering area while the tightness of the weave pattern represents the permanence of a person's stay in each building.

- Events Centre – a loosely woven working kete pattern to represent short stays for the duration of an event;
- Hotel – a medium woven kete whakapuareare to represent overnight stays;
- Apartments – a tightly woven ornamental kete to represent the permanent living accommodation.



Figure 1: Examples of kete weaves (Source: Matakohē Architecture and Urbanism)

Cultural narratives, values and associations of significance to mana whenua have influenced the shape and appearance of the development, and symbolism and references have been incorporated throughout the design of the site and buildings.

A CIA has been prepared on behalf of Ngāti Kahu O Torongare Te Parawhau Hapū, and this is attached at **Appendix 6**. This concludes that the hapū supports the proposal subject to the mitigation measures set out in the report. These measures are agreed to by NDC.

Given the high level of Māori and local hapū contribution and support of this project, the effects it will have on cultural values are expected to be positive.

7. Archaeological effects

Geometria Limited (GL) have undertaken an assessment of the potential archaeological effects of the proposal and their report is attached at **Appendix 7**.

There are no recorded archaeological sites on the site. However, there are four in the vicinity of the site located on the ridges and headlands either side of the site. The GL report sets out a detailed history of the development of central Whangarei and in particular discusses the development of the Parahaki Block which is now known as Punga Grove Road and The Bluff. It also discusses the various reclamations that have taken place along the Hatea River over the past century, which is how the subject site came to be.

Given the history of this area the GL report concludes that there is unlikely to be any buried archaeological features associated with the Maori occupation in the area or European settlement prior to 1900. The report also concludes that an archaeological authority from Heritage NZ is not required.

Overall, the archaeological effects of the proposed development will be less than minor.

8. Effects on public access and enjoyment of the CMA

The proposed buildings are all located within the 9m setback from MHWS, and at the closest will have a nil setback from MHWS. Furthermore, the design of the hotel is such that the upper stories will extend over MHWS and be located in the CMA, albeit the air space above the CMA, noting that it will not extend beyond the walkway.

Notwithstanding the proximity of the buildings to MHWS and the CMA, the public accessibility and enjoyment of the CMA will not be compromised by the proposed development, and in fact is likely to be enhanced.

4 Sight Consulting (4S) has completed a Landscape and Urban Design Concept for the proposal. This is attached at **Appendix 8**. This report and its recommendations seek to create spaces that will make connections between the urban and built fabric with people and nature, ultimately creating places that are healthy, and are enjoyable places to live, work and play in.

Key aspects of the design that will encourage accessibility and enjoyment to the CMA include:

- A raised promenade along the edge of the Hatea River creating a space suitable for events, activities, markets, music, art and cultural celebration;
- A destination/node along the Hatea Loop, encouraging people to stop, gather, mingle and eat;
- A recreational space that will engage the community and visitors to the cultural history;
- Access along floating pontoons/boardwalks along the edge of the proposed marina and to access the ferry terminal at all tides
- A paddle board/kayak launching facility.

The concept plans included in the 4S report attached at **Appendix 8** and the plans and renders prepared by HB clearly show the proposed connections

with the CMA and a small section of those plans are reproduced below in [Figure 19](#).



Figure 2: Urban design concept (Source: 4 Sight Consulting)

The proposed development will not adversely affect the existing pedestrian and cycle linkages along the edge of the city waterways. Rather, the proposal is expected to enhance these linkages.

Overall, the construction and establishment of the Hotel and Events Centre Precinct will not create any adverse effect on public access and enjoyment of the CMA.

9. Effects on natural hazards

The site is subject to a flood susceptible notation as identified on the Resource Area maps in the Whangarei District Plan. In order to address the potential effects of flooding Cato Bolam (CB) and Tonkin & Taylor (TT) have considered the proposal and copies of their reports are attached at **Appendix 3 & 9**.

In summary, it is their assessment that the recommended minimum finished floor level should be 300mm above the 50yr Coastal Hazard Flood level of RL2.7M. Given the proposed finished floor level of all the proposed buildings is 3360mm, this is considered to be appropriate and will not create a flood hazard. Furthermore the Whangarei District Council's recommended floor level for commercial premises is 2.8m.

The CB report considers inundation as the major flood consideration. Given there are existing buildings on the site that provide significant overland flow and stream deflection the report concludes that the proposed buildings will have no more than minor effect on the overall flood and river hydrology. Overall, the consulting engineers are satisfied that the proposal will have a less than minor effect on natural hazards.

10. Effects on amenity values and landscape character

Bridget Gilbert Landscape Architecture (BGLA) has undertaken an assessment of the potential effects of the proposal on landscape character and amenity values. The report is attached at **Appendix 10**.

The subject site is established on land that was reclaimed at the time Riverside Drive was constructed. A range of marine based industrial businesses have established on the property that are now in a state of poor repair. Overall, the site has a modified dilapidated character. Importantly, the subject site is not located in any landscape area identified in either the District Plan or the RPS.

The proposed development of the site has been designed as a landmark development that will add another significant and important element to the range of public and community based activities and attractions already established in and around the Town Basin area. It is a development that has an overriding civic and community purpose and buildings such as these are generally of a scale to cater for the large numbers of people that typically gather in spaces of this nature. Therefore, there is a certain logic for buildings of the scale proposed. In addition, buildings of this type are normally located where they are easily accessible by people likely to use them.

The proposed development will add to the variety of experiences already on offer providing facilities for arts and culture as well as high end accommodation options that are currently lacking in the city. It will inject vitality into an undervalued and underutilised part of the city's riverscape, enhancing the perception of the Town Basin as a vibrant, attractive riverside hub.

Existing open space areas are proposed to be extended creating a wider promenade space that will extend along the length of the site. Spaces between the buildings will also be designed and landscaped to prioritise pedestrians and cyclists. In this respect the effects that the proposal will have on amenity values is positive.

Overall, and on a general basis, the effects of the proposal on the amenity values and landscape character of the area are positive.

11. Visual effects

BGLA has undertaken an assessment of the potential visual effects of the proposal and their report is attached at **Appendix 10**.

BGLA has identified a number of viewing audiences that have the potential to be affected by the proposed development. These audiences include transitory audiences such as those using the Hatea Loop, Riverside Drive and other surrounding roads as well as users on the river. Occupants, visitors and residents of surrounding properties are also considered. The viewpoints from which BGLA has made their visual effect assessments are identified in their report and these are reproduced in [Figure 20](#) below.

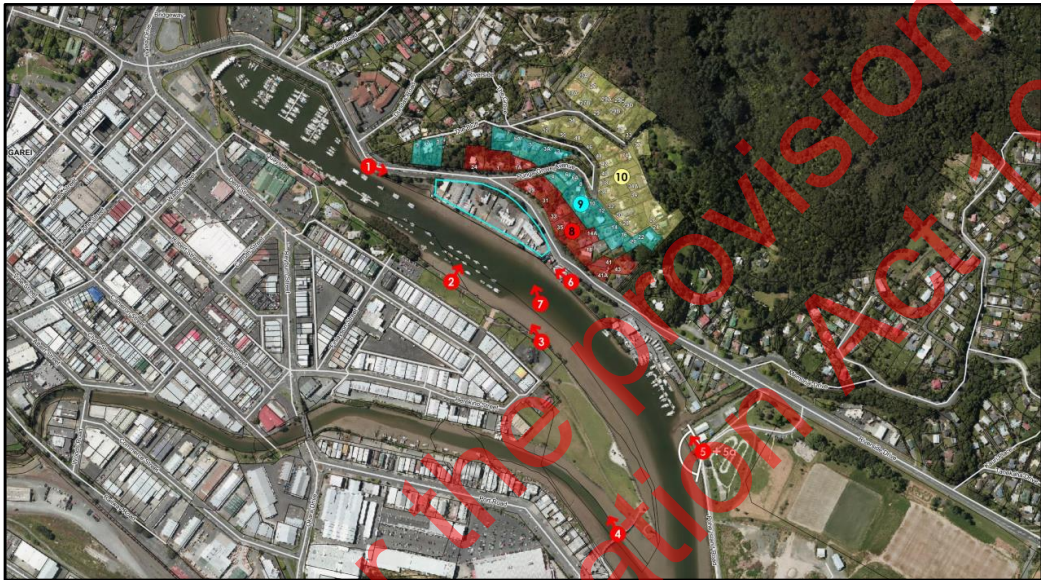


Figure 3: Viewing audiences (Source: BGLA Report)

BGLA has identified key visual amenity, natural character and landscape character attributes associated with the site and the local area. When making their assessment of the potential effects the proposed development may have, it is made in the context of these attributes. They are:

- The prominent and predominantly bush clad natural landform of Parihaka.
- The Hatea River corridor which forms an important, albeit modified, landscape feature.
- A natural character rating for the site and immediate area that favours the lower end of the spectrum as a consequence of the level of urban modification evident.
- The close proximity of the site to the Town Basin, comprising the focus for urban regeneration and the development of a cultural and marine hub for Whangarei City.
- The location of the site along the popular and appealing Hatea Loop Walk.

- The visibility of the site in attractive views from the Town Basin, river and riverside walkway that take in the river and Parihaka.
- The visibility of the site (at least in part) from the settled lower slopes of Parihaka in views out across the river, city and harbour-scape.
- The reclaimed nature of the site, its generally dilapidated and inhospitable built character and the paucity of natural vegetation features evident.

The BGLA report identifies that for those public viewing audiences in close proximity to the proposed development there will be a noticeable change to their outlooks. Nevertheless, it is the conclusion of BGLA that the high quality design of all aspects of the development will ensure that it will not detract from the character or quality of the existing outlook. Instead, it will enhance the impression of a thriving and buzzing riverside cityscape and positively contribute to the urban context within which it will sit. For those audiences at close range, an appreciation of the high quality architectural and landscape treatments will also be evident.

The BGLA report acknowledges that the bulk and massing of the proposed development is appreciably larger than anticipated, but the overall built form will sit comfortably into the wider riverside context. It will read as a visually appropriate element along the base of the lower slopes of Mt Parihaka and perched beside the Hatea River. It will enhance the impression of this part of the Town Basin as an attractive, inviting and flourishing part of the cityscape, all of which are outcomes sought to be achieved by NDC.

The BGLA report is careful to identify that the outcomes described above depend on a number of factors that form components of the overall proposal. These factors are as follows, and consent conditions are expected that will ensure that these are implemented:

- The visually recessive colour palette and low reflectivity of the buildings which will ensure that built development tones sympathetically with the dark mottled greens of the vegetated backdrop.
- The highly modulated and textured treatments of the building facades.
- Climber planting on the mixed use building.

For the viewpoints further away from the site, the development will be partially screened and filtered by intervening vegetation and buildings. Distance will also contribute a moderating effect as despite the scale and size of the proposed development it will be seen in a wide cityscape panorama and as such will not be a prominent visual element.

For the residential viewpoints on Parihaka, the lower properties are expected to have some view of the site between the vegetation along the road frontage and beyond the dual carriageway of Riverside Drive. It is possible that some dwellings will have views of the river between the existing buildings and vegetation. For those properties that are slightly more elevated the proposed development may reduce the visibility of parts of the river. However, the wider riverscape will remain intact. Furthermore, the BGLA report concludes that this potential disbenefit is outweighed by the improvement to visual amenity provided by the high quality of the Oruku Landing development.

Overall, the proposal will facilitate the establishment of a high quality built development that will replace the existing collection of dilapidated industrial buildings along the river's edge. BGLA concludes that the visual effects of the proposed development will range from less than minor to minor on the surrounding environment.

12. Effects on natural character

BGLA has briefly consider the potential effects of the proposal on natural character in their report attached at **Appendix 10**. The report identifies that the site and the surrounding area displays natural character values that rate towards the lower end of the spectrum. However, there are key elements in the landscape that contribute to the natural character values in and around the site. These include the river, the vegetation clad Parihaka and the various pohutukawa trees around the margin of the site.

The proposed development will have no effect on the natural character of Parihaka.

The retention of the pohutukawa trees around the site is sympathetic to the intentions of maintaining natural character.

While the development includes the introduction of structures into the river in front of the site, this form of development is a well-established part of the character in this part of the Hatea River. The proposed development will not detract from the experiential aspects of natural character associated with the river. Furthermore, the proposed structures in this area will activate public spaces and enhance the public accessibility to the river. BGLA considers this to be a benefit to the experiential aspects of natural character associated with the river.

Overall, the BGLA report concludes that the potential effects on natural character will be less than minor.

13. Effects on human health

As set out in section 4.8 of this report and in the DSI prepared by Tonkin and Taylor (TT) attached at **Appendix 11** there are concentrations of asbestos on the site that exceed the soil guideline values.

The asbestos is centrally located on the site and is a result of the building materials used in the existing and previous structures on the site. The plans included in the TT report attached at **Appendix 11** show the test locations. Elevated asbestos levels were recorded at SS02, SS04 and SS05. The relevant plan is reproduced below at Figure 22.



Figure 4: Soil test sites (Source Tonkin & Taylor)

All other tests undertaken on the site returned results that confirm there is no risk to human health.

Provided the recommendations of the DSI are adhered to, TT have concluded that the proposed redevelopment of the site will be less than minor in terms of the potential effects on human health. It is expected that a condition of consent will be to prepare an SMP for approval prior to undertaking any site work. Furthermore, the disposal of fill and soils will need to be to a facility that can receive asbestos contaminated waste at trace levels.

14. Earthworks effects

The proposed earthworks are necessary to allow the construction of the building foundations, the basement facilities as well as the proposed access arrangements.

The proposed buildings will generally be located in the areas where the earthworks are to be undertaken. This will ensure that any long term visual effects created by the earthworks will be avoided. In other cases, the earthworks are proposed for access arrangements, and upon completion there will be no exposed areas. In all cases, best practice methods for undertaking the earthworks will be used, including all appropriate sediment controls.

Overall, the effects of undertaking the proposed earthworks will be less than minor.

15. Hydrological and coastal process effects

4 Sight Consulting (4S) have undertaken an assessment of the potential hydrological effects of the proposal that might be generated by the proposed dredging for the proposed marina. Their report is attached at **Appendix 12**.

4S recognise that the proposed dredging location is adjacent to the area covered by an existing consent² held by the Whangarei Harbour Marina Management Trust to undertake dredging associated with both the Town Basin and the Hatea River Channel. Given these existing activities 4S assume that there are reasonably high sediment inputs in this hydrological system.

4S also recognise that due to the relatively straight section of the river in the location of the dredging there will be linear current flows through the area. In addition wave energy is not considered to be a significant contributor to the coastal and hydrological processes in this location. Boat wakes are also low due to the speed limit in the area.

The capital dredging will create a sediment sink which is expected to increase sedimentation rates in the area and this is to be managed by a maintenance dredging regime of up to 10,000 m³ per annum.

4S conclude that due to the linear current flows, the low wave energy environment and the proposed maintenance dredging routine any potential effects relating to hydrological and coastal processes from the proposed dredging will be less than minor.

16. Construction and temporary effects

The construction of the proposed development is expected to take place over a number of years, and the construction effects will largely be related to noise,

² NRC AUT.007958.04.03

vibration, traffic and earthworks. In all instances best practice measures will be implemented and it is expected that a construction management plan will be required as a consent condition to ensure that these effects are appropriately identified and managed.

Overall, and subject to the recommendations in the relevant technical reports, no unreasonable effects will be generated in relation to the construction of the proposed development.

17. Overall effects

Overall and on balance, any potential adverse effects associated with the establishment of Oruku Landing will be appropriately managed. Taking into account the proposed mitigation measures and the conclusions of the attached technical reports, the effects of the proposed development will be minor.

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the Official Information Act 1982